

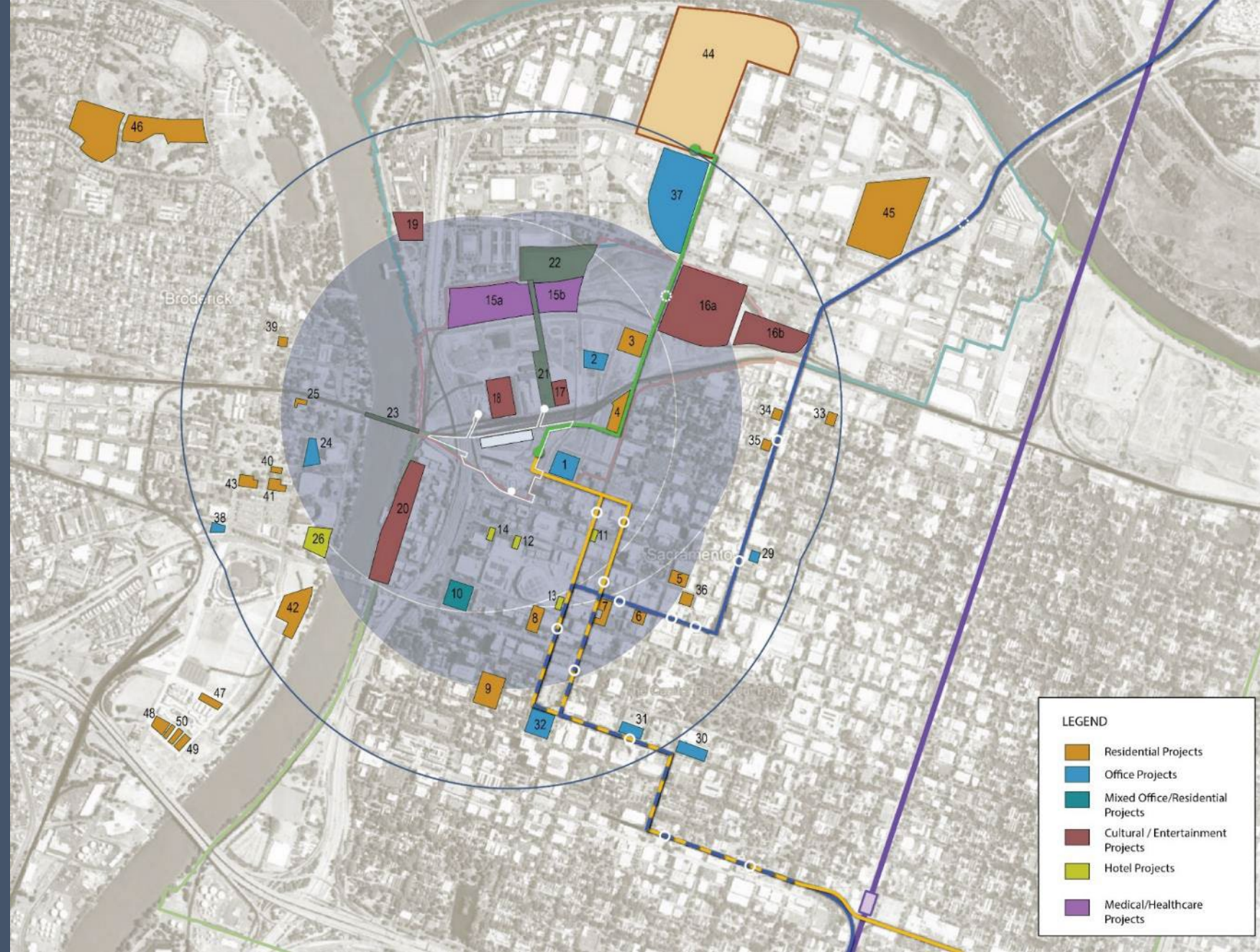
Building a New Sacramento Station District



Sacramento's unique characteristics make it an ideal proving ground for transit and land use projects that can inform efforts across the state.

Unlike California's other big cities, Sacramento can undertake large growth projects in parts of the downtown core that are currently undeveloped. This includes the Railyards – an area that is sixteen times larger than the New York's recently completed Hudson Yards.

Sacramento can actively shape a transit first future rather than attempting to chip away at auto-centric land use.



Connecting the Sacramento Valley Station District to the City

State Funded Projects

4 New Connectivity Points to Sacramento Valley Station





Status: Construction Start
Fall 2025

SVS / RAILYARDS NORTH ENTRANCE





VISTA PARK

Kaiser Medical Campus

SOCCER

SVS/Railyards North Entrance

4

3

6*

6

7

San Francisco River



New Entrance
to Open 2026



← Track 3 West & Track 4 West
→ Track 3 East & Track 4 East

Capitol
Corridor
←

Looking North to Future Entrance



Shops Buildings at Rail Platforms



SVS North Entrance Steve Cohn Passageway to Railyards Central Shops Plaza

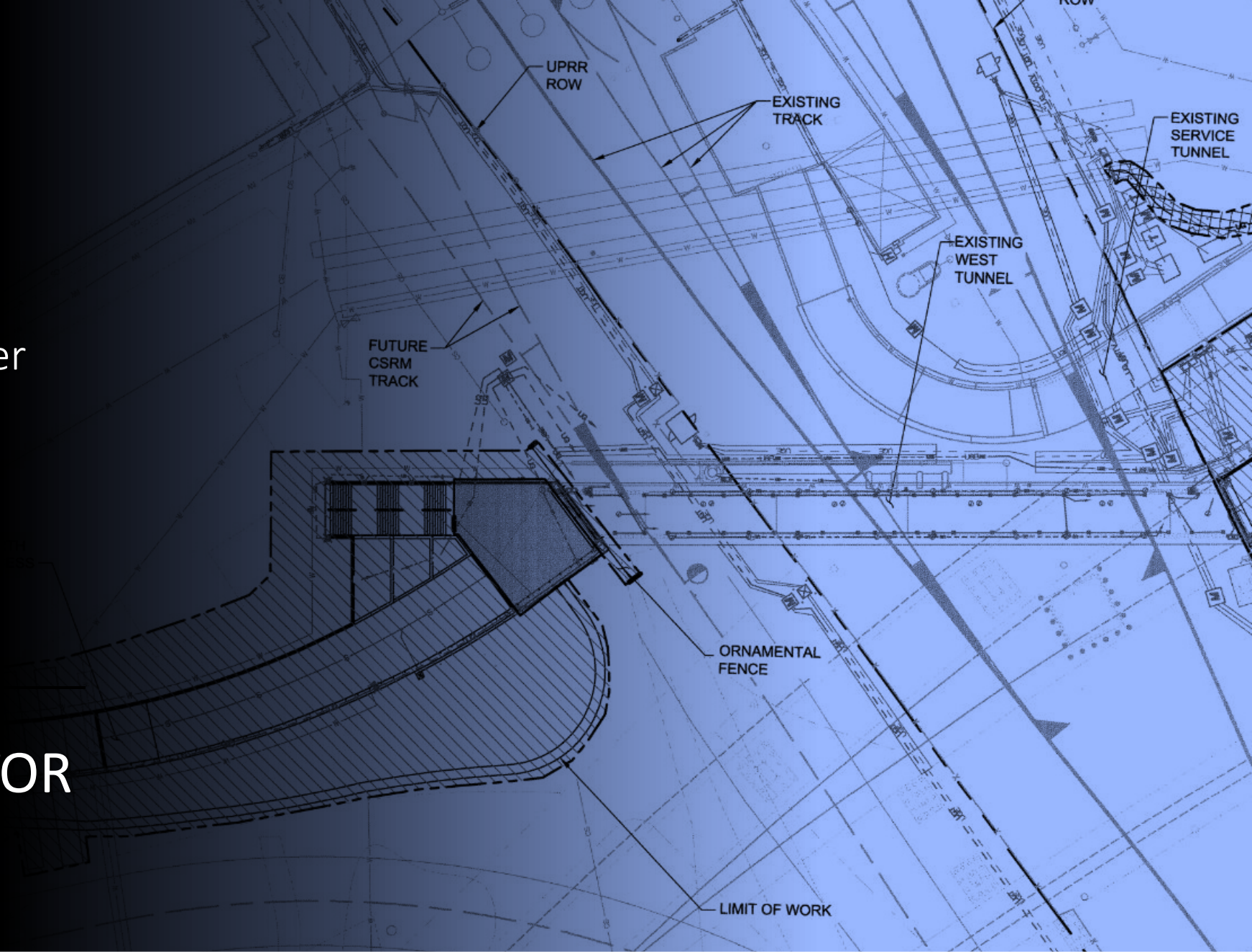


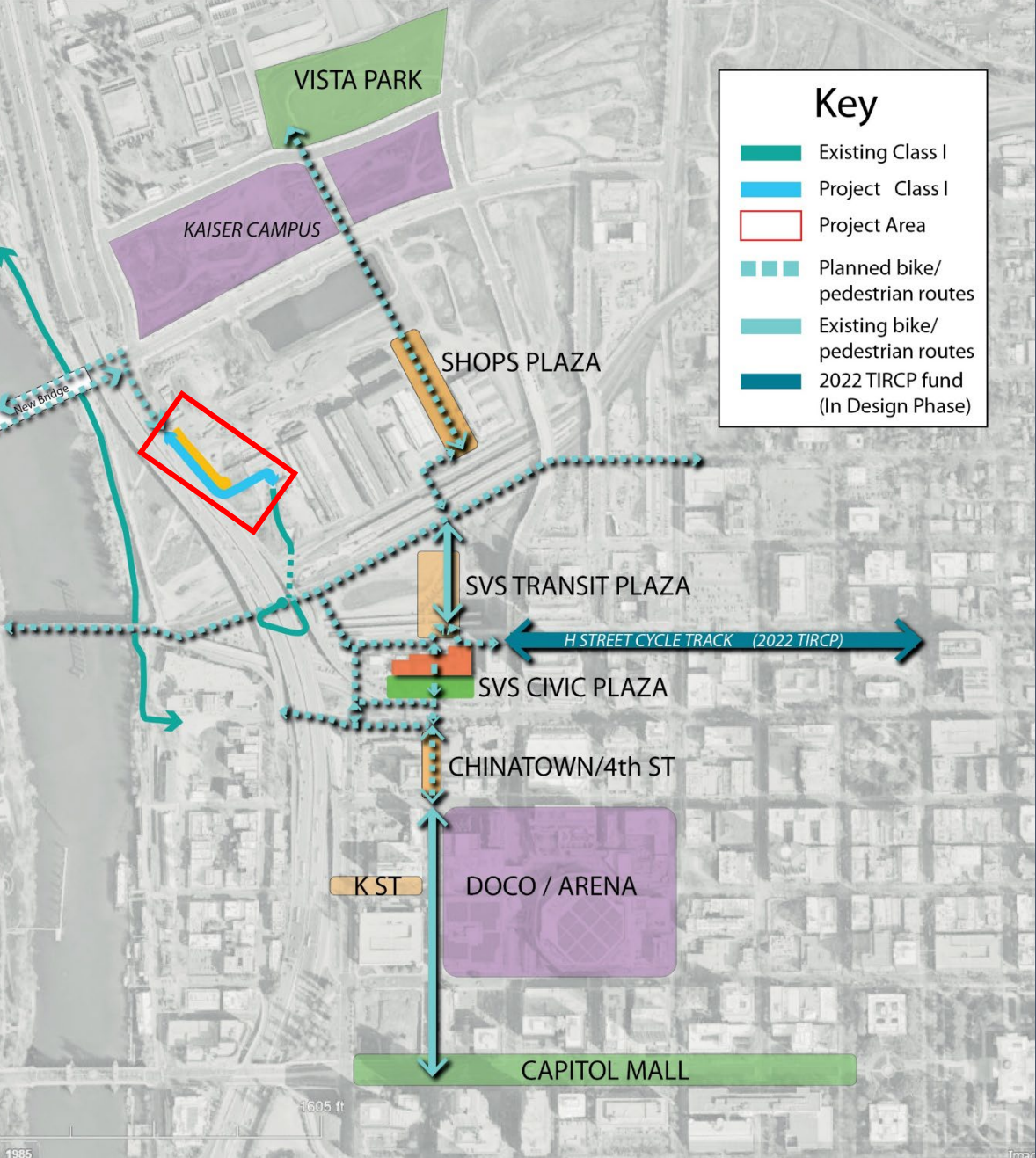


Status: Grant Award October
2024 for Construction

PS&E to begin Fall 2025

WESTERN CONNECTOR





State Parks Conceptual Plan – latest scheme, will be updated



Bercut Class IV Bikeway



North of Tracks Stair and Ramp



South of Tracks Stairs and Vehicle Ramp



PA&ED Completion Winter 2026

H STREET CYCLE TRACK

CLASS II LANES IN GREEN
(TYPICAL)



MIXED HOUSING
/OFFICE/RETAIL



NEW NORTH BIKE/PED
ENTRANCE (2020 TIRCP)



6TH STREET CYCLETRACK
OFFSITE IMPROVEMENTS



ON-SITE Cycle Track
(FUTURE)



2-WAY CYCLE TRACK
Design - Summer 2024



9TH & 10TH CYCLETRACK
IN BIKE MASTER PLAN







PSR/PDS Accepted by Caltrans
July 2024

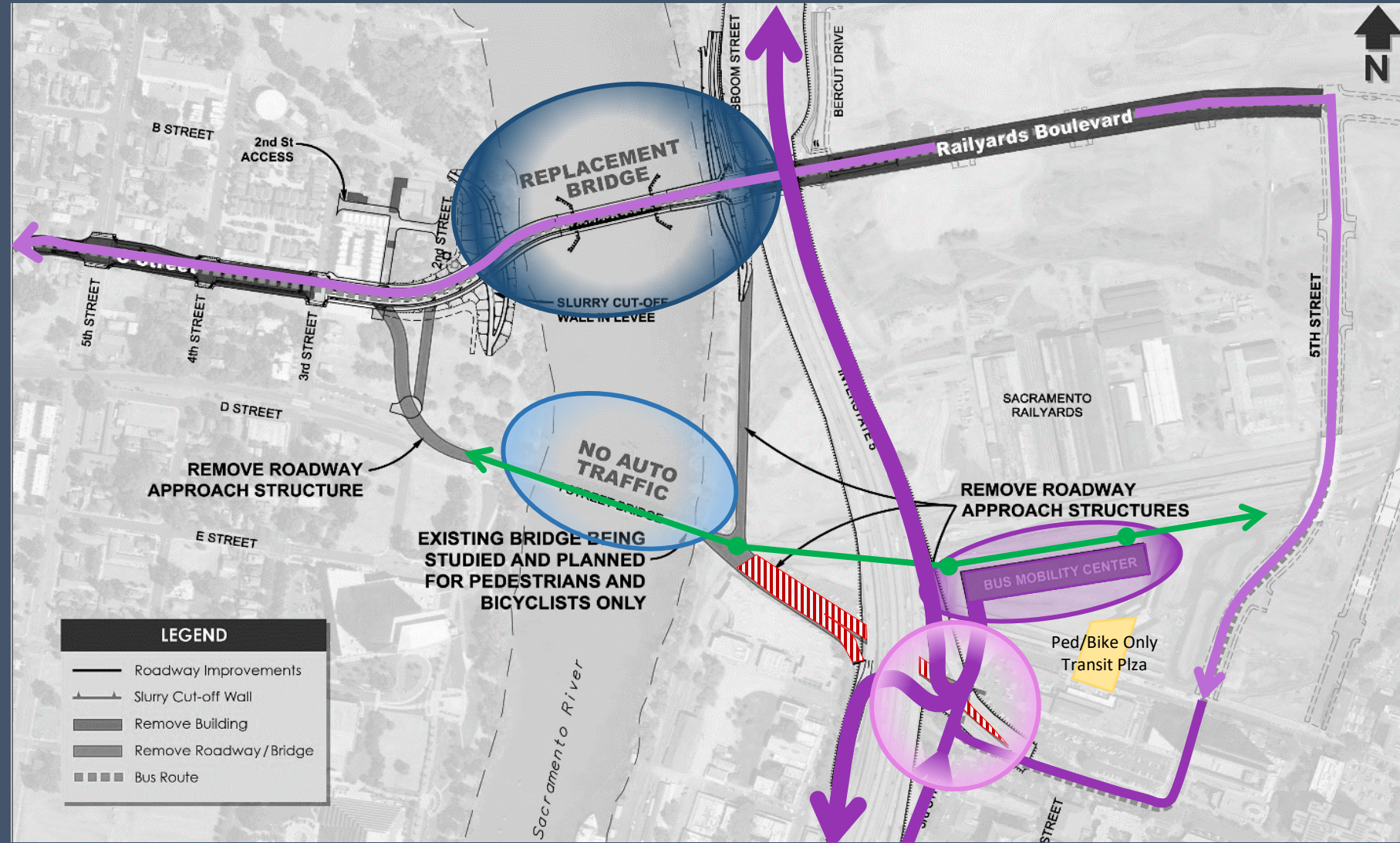
WESTSIDE ACCESS – RELOCATING I-5 RAMP FOR 3RD ST EXTENSION

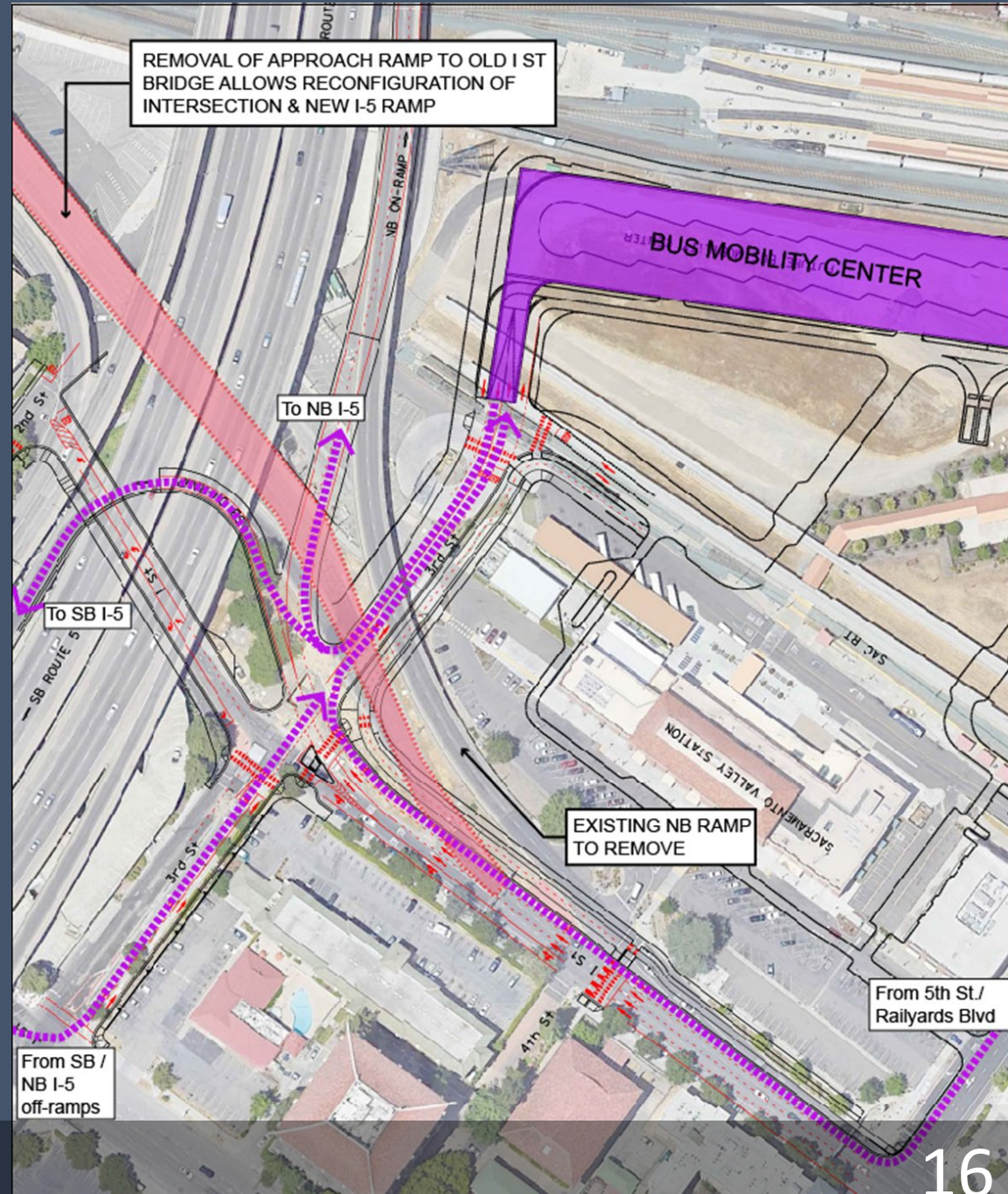


REGIONAL BENEFIT

I Street Replacement Bridge Additional Regional and Statewide Transit Benefits:

- I Street Replacement removes ramp which impedes 3rd Street to Regional Bus Center
- Ramp removal allows realignment of North-bound I-5 to provide full access to bus center
- Reduces VMT – 2 block connection vs. 11 blocks to F Street connection





I Street Deck Conversion



I Street Replacement Bridge Replacement allows historic bridge to be a bike/ped only connector/place on the upper deck with rail continuing below. West Sacramento leading this project.

Westside Access



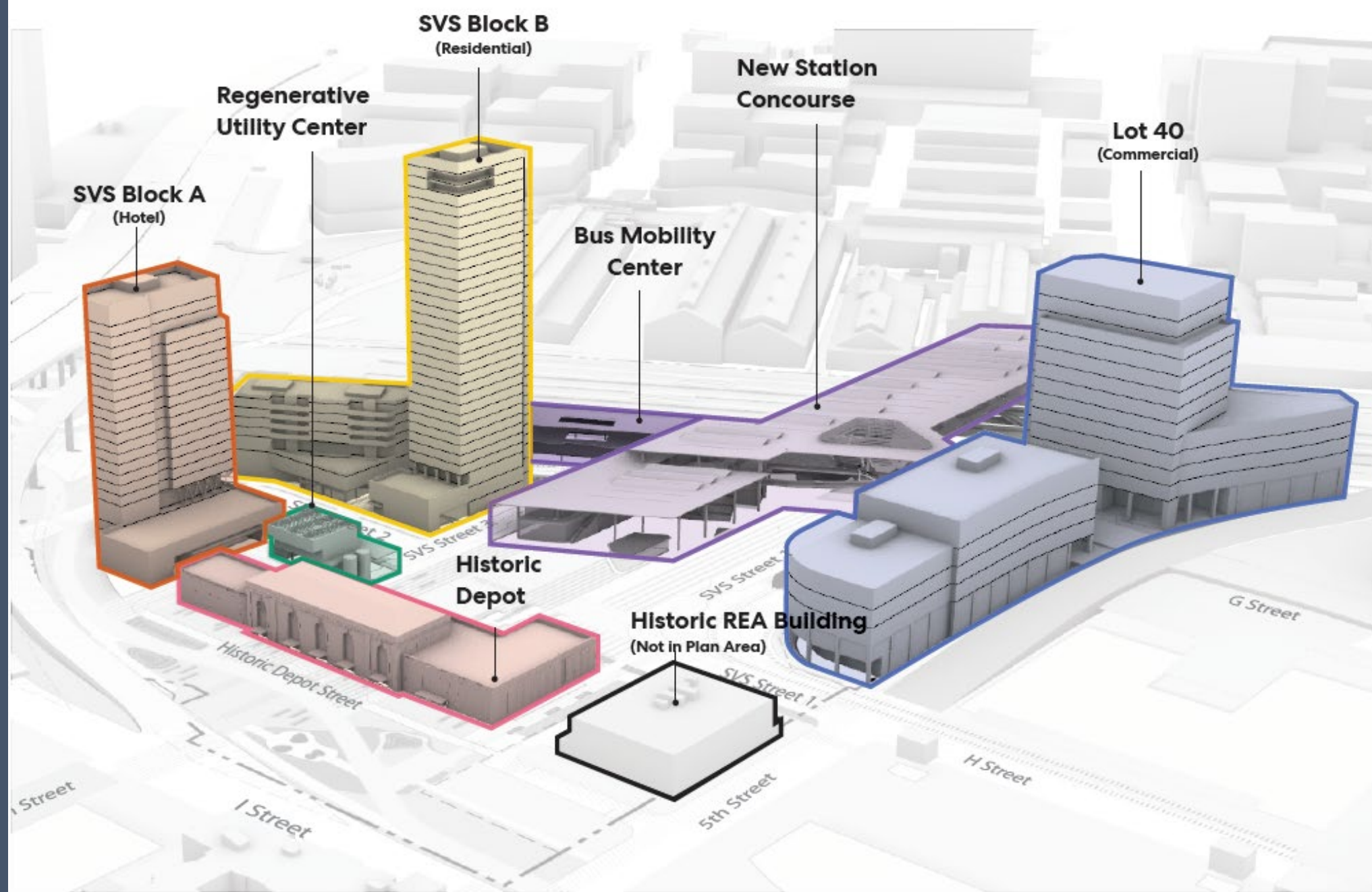






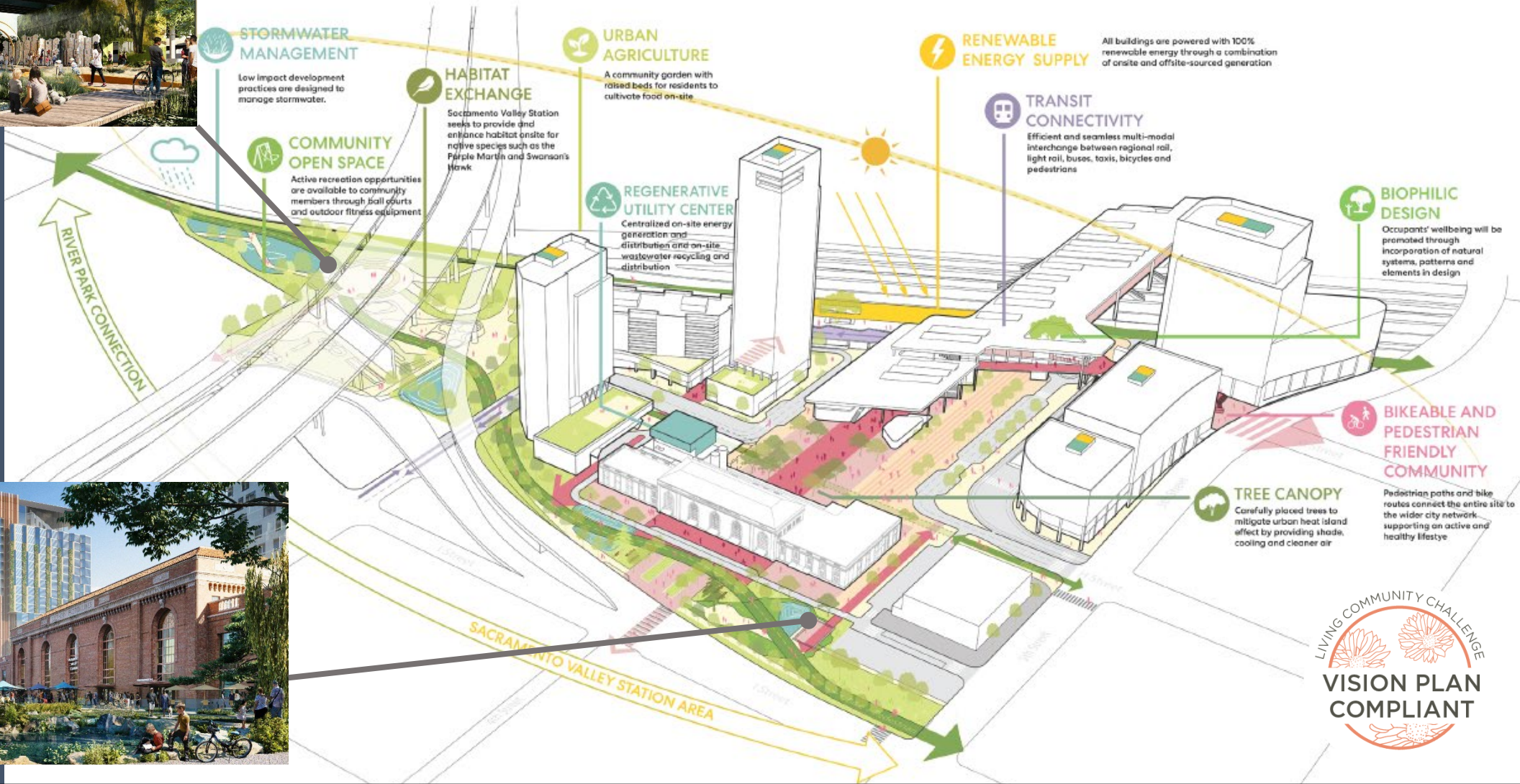
Station Site Development Projects

State Funded Projects



SUSTAINABILITY FRAMEWORK

Zero Carbon | Net Positive Energy | Water Reuse | Healthy Environment

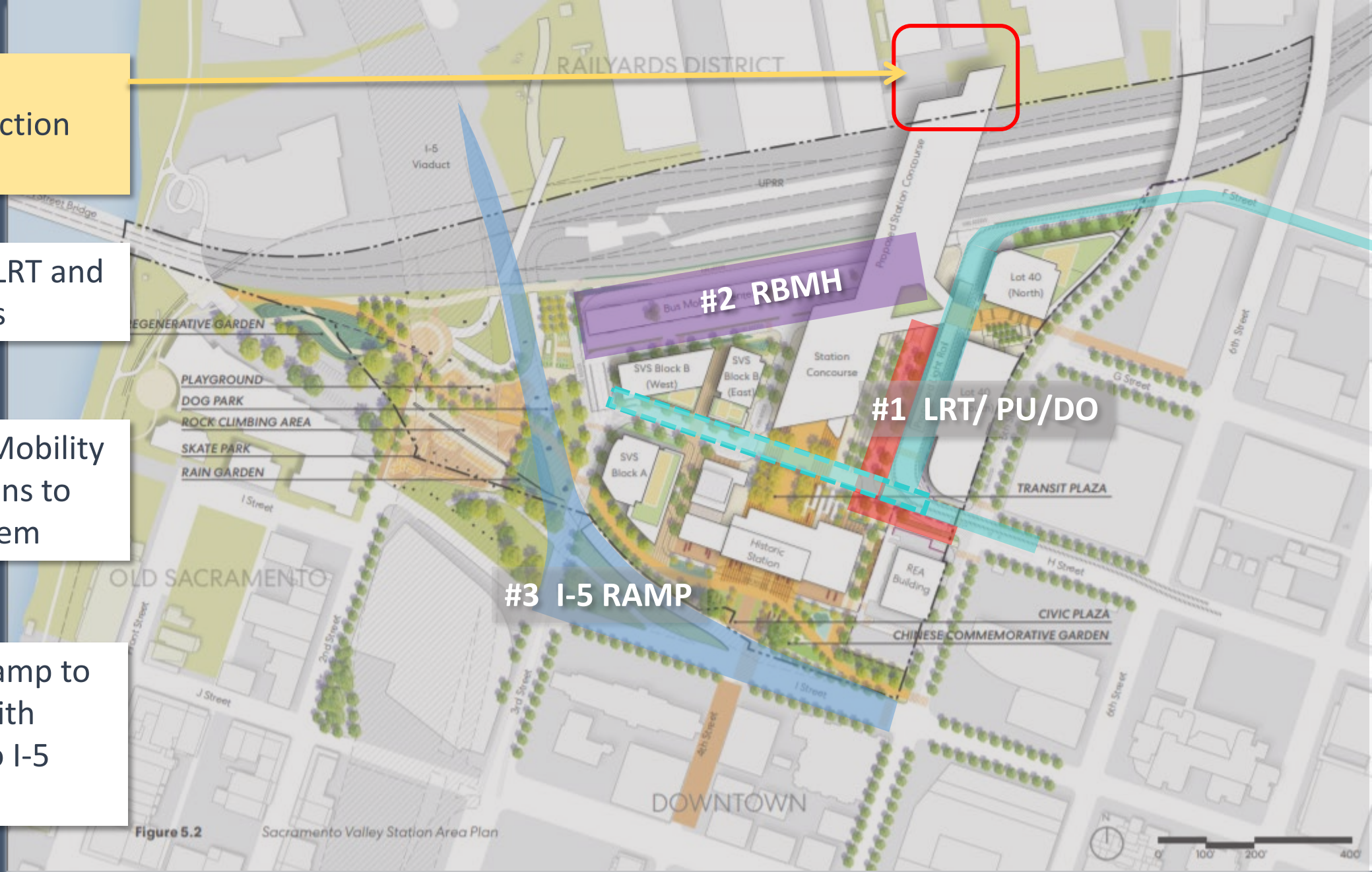


SVS/Railyard North Entrance – Construction Start 2025

#1 - Repositioning LRT and New Vehicle Access

#2 – Regional Bus Mobility Center – Connections to Passenger Rail System

#3 – Relocate I-5 Ramp to Extend 3rd Street with direct bus access to I-5 (north & south)



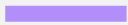

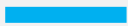


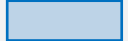


PS&E initiated Winter 2025

STORM DRAINAGE
SacRT STATION RELOCATION
PICK-UP/DROP-OFF

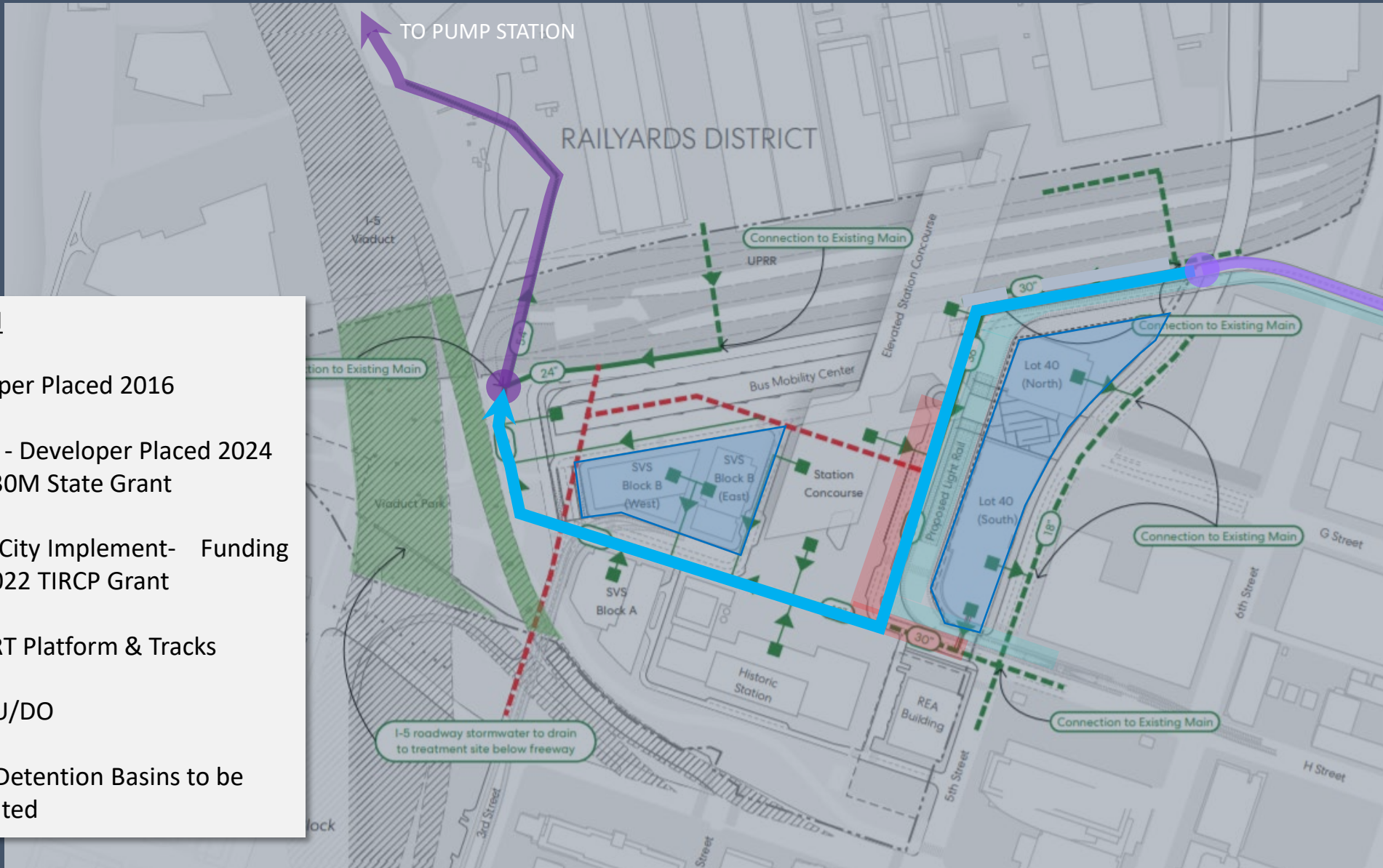


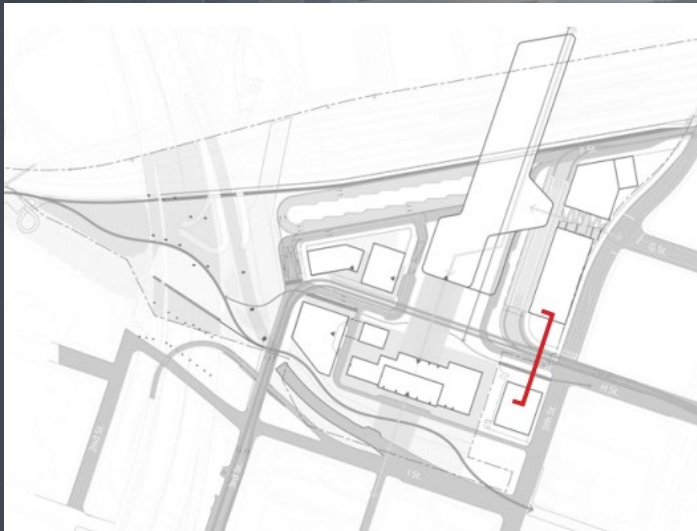
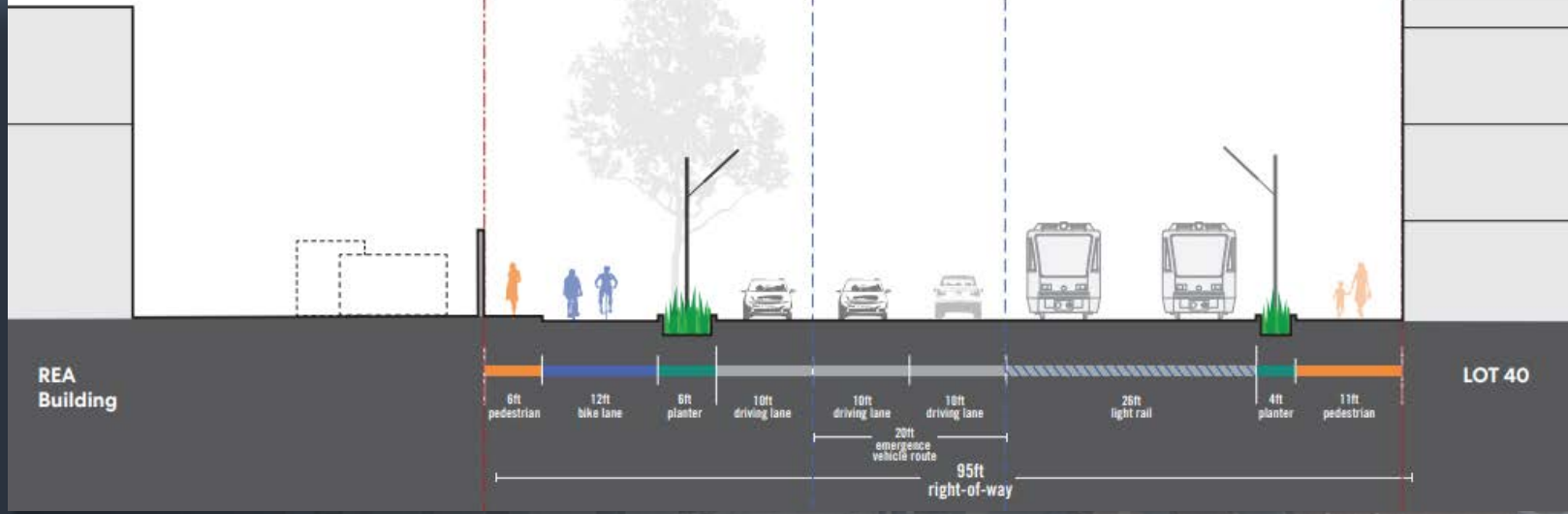
SOTA STORM DRAIN

-  Developer Placed 2016
-  \$2.3 M - Developer Placed 2024 with \$30M State Grant
-  \$4.6M City Implement- Funding with 2022 TIRCP Grant
-  New LRT Platform & Tracks
-  New PU/DO
-  Storm Detention Basins to be Eliminated

#1 LRT/ Pick-up/Drop-Off

Storm Drain Line will eliminate two remaining stormwater detention basins to allow construction of RBMH and future housing on SVS site and adjacent property





#1 LRT/ Pick-up/Drop-Off



NEPA to Begin Spring 2025

REGIONAL BUS MOBILITY CENTER



Current and Potential Tenant Agencies/Services to RBMH



Amtrak
Capitol Corridor JPA
San Joaquin JPA
Caltrans Thruway Buses
Sacramento Regional Transit
Fairfield Transit (FAST)
El Dorado Transit
Amador Regional Transit
Butte County Transit (proposed)
Elk Grove Transit (SacRT)
Flixbus
Folsom Stage Lines

Galt-Sacramento Commuter Express
Greyhound
Natomas JIBE
Placer County Transit
Roseville Transit
SacRT GO Paratransit
San Joaquin RTD
Shasta Regional Transit Agency
West Sacramento Via
Yolo County Transit
Yuba-Sutter Transit

Current Agency tenants at SVS

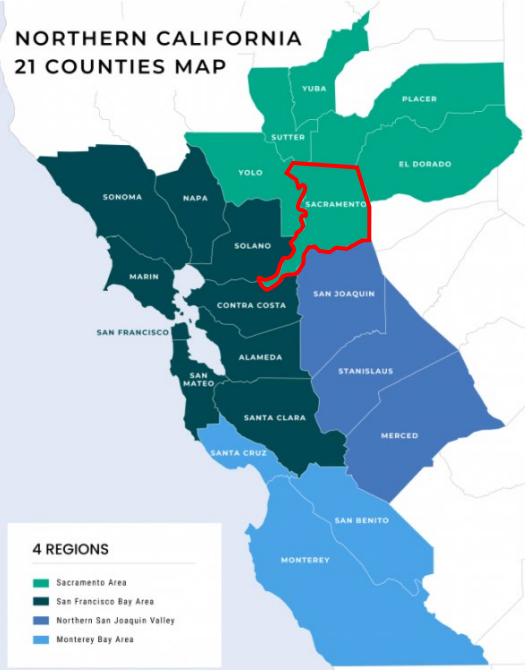
Anticipated Agency tenants with SVS Bus Mobility Center

PROJECTED TO PROVIDE 62 CITIES AND 22 COUNTIES
BUS & RAIL CONNECTIONS TO/FROM SACRAMENTO
VALLEY STATION

DIRECT BENEFITS TO 285 CENSUS TRACTS OF LOW-
INCOME COMMUNITIES

STATE RAIL PLAN – Hub Transfer System

MARYSVILLE



Community Type	Benefitting Census Tracts (bus and rail)	Benefitting Census Tracts (bus only)	Benefitting Zip Codes (rail only)	Benefitting Counties	Benefitting Cities
Disadvantaged (DAC)	91	44	54	15	27
Low-Income (LIC)	285	189	73	22	50
LIC within ½ Mile of DAC	78	49	47	12	23
LIC and DAC Overlap	90	43	54	15	28
TOTAL UNIQUE COMMUNITIES	285	189	73	22	62

Figure 21: Counties with Existing and Future Direct Transit Trips to SVS



Figure 1: Existing Regular Transit Service at SVS

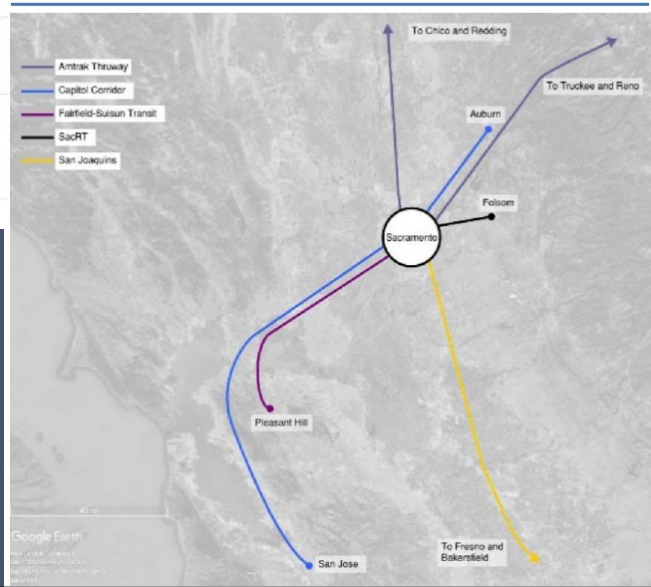
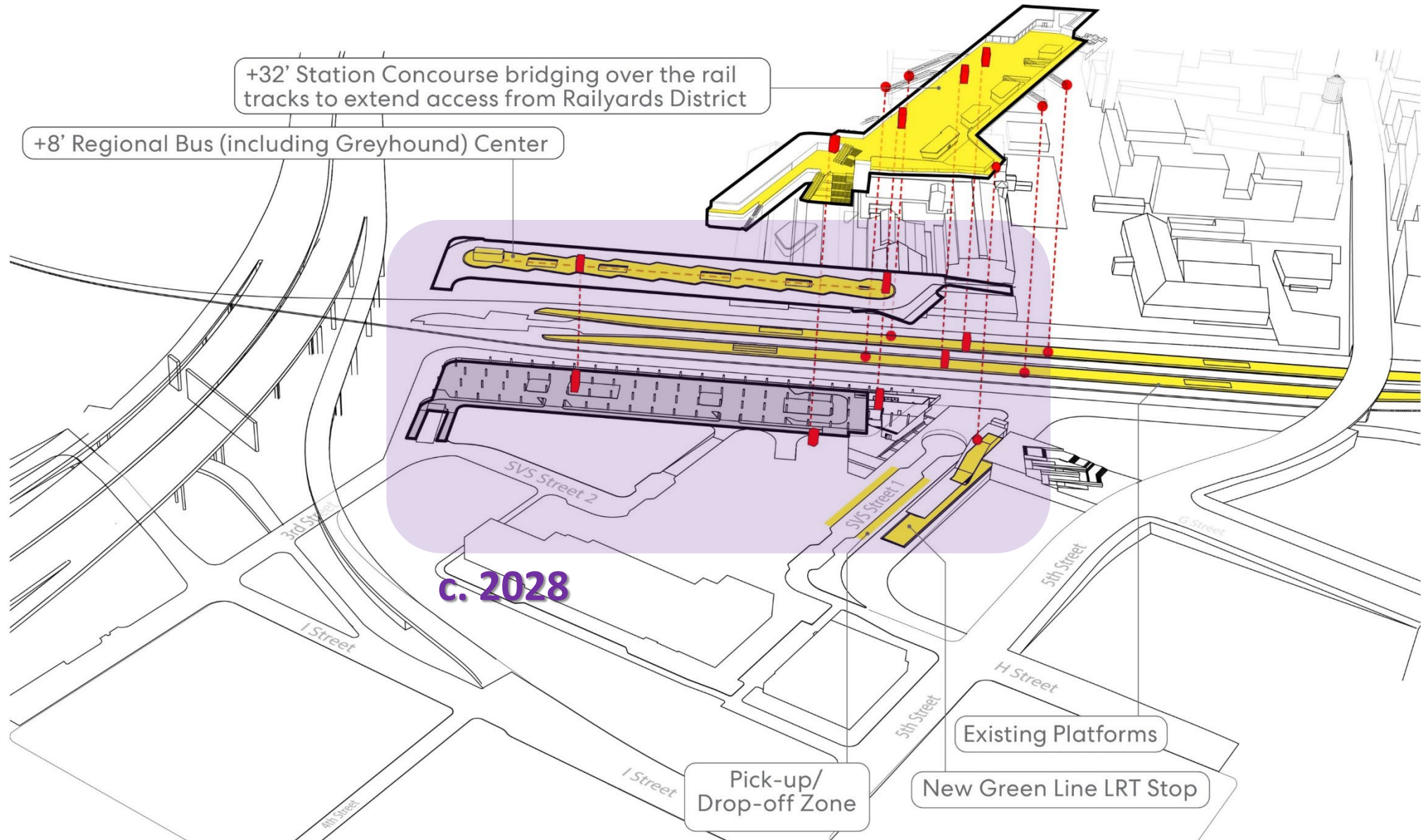


Figure 2: Potential Regular Transit Service at SVS Transit Center



Northern California Megaregion
Bay Area Economic Council



+32' Station Concourse bridging over the rail tracks to extend access from Railyards District

+8' Regional Bus (including Greyhound) Center

c. 2028

Pick-up/
Drop-off Zone

Existing Platforms
New Green Line LRT Stop

c. 2040

+32' Station Concourse bridging over the rail tracks to extend access from Railyards District

+8' Regional Bus (including Greyhound) Center

