Sacramento Valley Station in Amtrak System Network

Existing Rail Service

- **Capitol Corridor** - 3rd ranked route in U.S.
  - 30 trains Weekday
  - 22 trains Weekend
  - 12 Thruway Bus routes

- **San Joaquins** - 7th ranked route in U.S.
  - 4 trains daily
  - 8 bus daily connections to Stockton-Bakersfield

- **Coast Starlight**
  - 2 daily

- **California Zephyr**
  - 2 daily

Amtrak Service
# Amtrak Top 25 Station Performance

## National Fact Sheet: FY 2013

The 25 busiest stations in FY 2013 were:

<table>
<thead>
<tr>
<th>Station</th>
<th>Tickets from</th>
<th>Tickets to</th>
<th>Total Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York, N.Y.</td>
<td>4,790,982</td>
<td>4,765,562</td>
<td>9,556,544</td>
</tr>
<tr>
<td>Washington, D.C.</td>
<td>2,520,472</td>
<td>2,512,920</td>
<td>5,033,392</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>2,062,369</td>
<td>2,063,134</td>
<td>4,125,503</td>
</tr>
<tr>
<td>Chicago</td>
<td>1,762,317</td>
<td>1,760,071</td>
<td>3,522,388</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>822,981</td>
<td>820,725</td>
<td>1,643,706</td>
</tr>
<tr>
<td>Boston South Station, Mass.</td>
<td>723,221</td>
<td>710,927</td>
<td>1,434,148</td>
</tr>
<tr>
<td>Sacramento, Calif.</td>
<td>571,836</td>
<td>560,914</td>
<td>1,132,750</td>
</tr>
<tr>
<td>Baltimore</td>
<td>533,746</td>
<td>531,830</td>
<td>1,065,576</td>
</tr>
<tr>
<td>Albany-Rensselaer, N.Y.</td>
<td>382,179</td>
<td>382,719</td>
<td>764,898</td>
</tr>
<tr>
<td>New Haven, Conn.</td>
<td>374,670</td>
<td>370,860</td>
<td>745,530</td>
</tr>
<tr>
<td>Wilmington, Del.</td>
<td>369,854</td>
<td>368,659</td>
<td>738,513</td>
</tr>
<tr>
<td>BWI Airport, Md.</td>
<td>350,622</td>
<td>359,691</td>
<td>709,313</td>
</tr>
<tr>
<td>San Diego, Calif.</td>
<td>343,187</td>
<td>343,766</td>
<td>686,953</td>
</tr>
<tr>
<td>Providence, R.I.</td>
<td>326,123</td>
<td>334,144</td>
<td>660,267</td>
</tr>
<tr>
<td>Newark, N.J.</td>
<td>331,047</td>
<td>325,775</td>
<td>656,822</td>
</tr>
<tr>
<td>Portland, Ore.</td>
<td>323,731</td>
<td>328,724</td>
<td>652,455</td>
</tr>
<tr>
<td>Seattle</td>
<td>322,428</td>
<td>317,626</td>
<td>640,054</td>
</tr>
<tr>
<td>Milwaukee, Wis.</td>
<td>310,729</td>
<td>308,424</td>
<td>617,153</td>
</tr>
<tr>
<td>Emeryville, Calif.</td>
<td>301,677</td>
<td>297,182</td>
<td>598,859</td>
</tr>
<tr>
<td>Lancaster, Pa.</td>
<td>290,027</td>
<td>288,704</td>
<td>578,731</td>
</tr>
<tr>
<td>Harrisburg, Pa.</td>
<td>287,821</td>
<td>284,119</td>
<td>571,940</td>
</tr>
<tr>
<td>Bakersfield, Calif.</td>
<td>275,000</td>
<td>271,439</td>
<td>546,439</td>
</tr>
<tr>
<td>Boston Back Bay, Mass.</td>
<td>277,344</td>
<td>263,426</td>
<td>540,770</td>
</tr>
<tr>
<td>Boston North Station, Mass.</td>
<td>238,242</td>
<td>237,205</td>
<td>475,447</td>
</tr>
<tr>
<td>Martinez, Calif.</td>
<td>235,080</td>
<td>238,756</td>
<td>473,836</td>
</tr>
</tbody>
</table>

**7th Busiest Amtrak station in nation**
Sacramento Valley Station
Planning Area  15.22 acres
Phase 2 – Station Rehabilitation ➔ LRT Extension to Airport

Sacramento Intermodal Transit Facility
Phase 2 Sacramento Valley Station Improvements

SVS-2
- $30 Million TIGER IV
  50% local match
- Construction start September
- Completion Fall 2016

LRT to Airport
- Regional Transit Lead - Preliminary Design for Environmental
- Facilitates Streetcar project 2019

Current Work

Sacramento Valley Station
Los Angeles Union Station

Station Planning - Comparative
RAILYARDS PLANNING CONTEXT
Southern Pacific Railyards: Marshland to Industrial Center to Optimum Infill Site

**History**
- Marshland granted to Central Pacific Railroad from City of Sacramento
- Largest Industrial complex west of Mississippi River

**Redevelopment**
- 238 acres - One of the largest urban infill sites in nation
- Doubles size of existing Central Business District
- New Master Developer anticipated close September 2014

Station Site Context
City took possession 32.68 acres from Thomas Enterprises day after purchase from Union Pacific Railroad December 2006

Valuation by arbitration: 32.68 ac @ $55 Million= $1.68 M / ac
Included Station building
### Railyards Plan Area Public Funding Commitments Summary

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Start</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 3 - Planning</td>
<td>1Q 2015</td>
<td>4Q 2016</td>
</tr>
<tr>
<td>Phase 2 - Sacramento Valley Station Rehabilitation</td>
<td>1Q 2014</td>
<td>2Q 2016</td>
</tr>
<tr>
<td>Phase 1 - Track Relocation</td>
<td>2Q 2011</td>
<td>3Q 2013</td>
</tr>
<tr>
<td>West Tunnel Access (bike/ped)</td>
<td>3Q 2012</td>
<td>4Q 2014</td>
</tr>
<tr>
<td>5th Street North of Tracks and Railyards Blvd.</td>
<td>4Q 2013</td>
<td>1Q 2015</td>
</tr>
<tr>
<td>5th Street South of tracks incl. bridge (H St to new tracks)</td>
<td>2Q 2010</td>
<td>4Q 2014</td>
</tr>
<tr>
<td>6th Street Bridges</td>
<td>2Q 2010</td>
<td>2Q 2011</td>
</tr>
<tr>
<td>6th Street (H St. to Railyards Blvd.)</td>
<td>2Q 2013</td>
<td>1Q 2014</td>
</tr>
<tr>
<td>Central Shops Hazardous Materials Abatement</td>
<td>4Q 2009</td>
<td>3Q 2010</td>
</tr>
<tr>
<td>Camille Lane, Bercut Drive and Market Plaza</td>
<td>3Q 2014</td>
<td>4Q 2015</td>
</tr>
<tr>
<td>5th St. to North B St., Market Plaza, Bercut Dr. &amp; 5th St. Steps</td>
<td>3Q 2014</td>
<td>4Q 2015</td>
</tr>
<tr>
<td>I-5 Interchange, Jibboom St. &amp; Bercut St.</td>
<td>2Q 2011</td>
<td>2Q 2012</td>
</tr>
<tr>
<td>Sacramento Valley Station Seismic Retrofit</td>
<td>2Q 2011</td>
<td>4Q 2013</td>
</tr>
<tr>
<td>Intermodal Circulation - Improve 3rd/l St. and 4th/l St.</td>
<td>2Q 2012</td>
<td>1Q 2013</td>
</tr>
<tr>
<td>City purchase of Intermodal &amp; Track Relocation Property and Station (12/06)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Regional Transit “Green Line” SVS to Airport - 1st Phase to Richards Blvd</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Source of Funds: Commitments ($Millions)

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>Commitments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>0.486</td>
</tr>
<tr>
<td>State</td>
<td>15.870</td>
</tr>
<tr>
<td>Local</td>
<td>4.561</td>
</tr>
<tr>
<td>Developer</td>
<td>0.800</td>
</tr>
<tr>
<td>Total</td>
<td>34.520</td>
</tr>
</tbody>
</table>

**Infrastructure Investment**

- **$357 Million in Railyards Overall**
- **$152 Million alone in Station Planning Area**
Figure 3.2  River District Specific Plan and Railyards Specific Plan Areas

- Orange: River District Specific Plan Area
- Purple: Railyards Specific Plan Area
- Green: Central City Community Plan Boundary

Specific Plan Areas:

- **Railyards Plan 2007**
  - 773 acres
  - 5,000 RDU

- **River District Plan 2011**
  - 238 acres
  - 6,000 – 10,000 RDU
Zoning for Success – high density infill surrounding station

Central Core & Railyards Plan Area primarily unlimited height zones

Land Use - Height Entitlements
Current Activity

- NBA Arena / Entertainment Center open Fall 2016
- LRT system extending – Streetcar Construction 2019
- Results:
  - Medical & University interest in Railyards
  - Urban Infill Housing Demand high

Central City Context
LANDUSE | MOBILITY | PLACE
Phase 1 – Track Relocation

- Straighten UPPR Mainline through site
- Open site for future expansion of transit and development
- Place grade separated crossings of rail prior to mainline cut-over

New Trackage / Platforms
Phase 1 – Track Relocation

Funding Sources

- ARRA
  $20.643 M
- Federal Section 9002
  $2.092 M
- Other Federal
  $17.862 M
- State Funds
  $29.0564 M
- City
  $8.636 M
- Developer
  $0.900 M
- Total
  $79.197 M
Re-O rganized Building Program to New Context

Program Change

- Flip building program for new site patterns

Sacramento Valley Station

Phase 2 Sacramento Valley Station
Re-Organized Building Program to New Context

Phase 2 Sacramento Valley Station
Pedestrian Reclamation – Step 2
Connectivity to River Edges
Railyards Plan 2007 ➔ River District Plan 2011

Existing Connectivity

Future Connectivity

Light Rail Station Hubs

Sacramento Valley Station
Station Area Mobility

Sacramento Valley Station

LEGEND
- Sacramento Valley Station (SVS)
- Sacramento Valley Station Planning Area
- HSR Blended Alignment
- Major Roads
- Light Rail Network
- Street Car - Phase 1 (2017)
- UPRR Transcontinental
LANDUSE | MOBILITY | PLACE
Phase 2 Sacramento Valley Station
Phase 2 - Project Highlights

Creating a Destination and a Gateway

Clarifying Circulation routes on site and in building

Improved Parking Information/Ticketing

Rehabilitation of Sacramento’s iconic station
  Secretary of the Interior Standards

Sustainable Design – LEED* Gold
  • Efficient Heating/Cooling set for future District system
  • Bicycle Center
  • Solar water and photovoltaics
  • Rainwater reuse

Full Tenancy – 25,000 sf Office and 1st floor retail

*Sustainability in Energy and Environmental Design
Sacramento Valley Station

Landscape Integration – Step 1

California Fan Palm
Washingtonia filifera
- Native
- Drought tolerant

Western Redbud
Cercis occidentalis
- Native
- Drought tolerant

Almond
Prunus dulcis
- Native
- Drought tolerant
- Culturally significant

Valley Oak
Quercus lobata
- Native
- Drought tolerant

Ceanothus
Ceanothus montanus
- "Valley P Intermediate"
- Native
- Drought tolerant

Rock Rose
Cistus hybrids
- Drought tolerant

Star Jasmine
Jasminum polyanthum
- Climbing vine
- Fragrant

Koehne’s Wax Myrtle
Koehne Myrtle
- Native
- Drought tolerant

Blond Ambition Blue Grama Grass
- Native
- Drought tolerant

Candytuft
Dianthus plumarius “Snowflake”
- Drought tolerant

Cooper’s Ice Plant
Diascia caryophyllacea
- Drought tolerant

Snow-in-Summer
Cerastium tomentosum
- Drought tolerant

Dwarf Germander
Teucrium chamaedrys “Horizon”
- Drought tolerant
- Attracts/supports pollinators
Sacramento Valley Station

Phase 2 Sacramento Valley Station
Phase 2 Sacramento Valley Station
Bike Accommodations

South racks  $2 \times 20 = 40$
North racks  $1 \times 10 = 10$
North double racks  $2 \times 25 = 50$
eLockers  $2 \times 10 = 40$

Brompton Bikes  $1 \times 20 = 20$

100 TIGER Grant

60  CCJPA

Bicycle Commuting / Tourism

Sacramento Valley Station
Rehabilitate Historic – Amtrak 20 Year “Temporary”

Phase 2 Sacramento Valley Station
BOX-in-a-BOX— Amtrak 20 Year “Temporary”

Phase 2 Sacramento Valley Station
Phase 3 Project Objectives –

✓ Master Plan Transportation on 15+ acres for all modes; evaluate sites and preliminary analysis for HSR Phase 2

✓ Plan area set for high intensity development & mobility

✓ Coordinate with Central City Circulation Plan

✓ Coordinate with anticipated new Railyards Master Developer

✓ Anticipation plan will show significant Greenhouse Gas reduction above SACOG baseline for Transit Priority Area
Station Planning Area - Opportunities

- New overpasses offer new circulation opportunities above grade level for station platform connection

- Additional elevated site access via 5th & G Streets (+18 ft)

Phase 3 Sacramento Valley Station
Station Planning Area - Opportunities

- New overpasses offer new circulation opportunities above grade level for station platform connection
- Additional elevated site access via 5th & G Streets (+18 ft)
Phase 3 Sacramento Valley Station
Plan Development 2017 –

- Concept Master Plan State Grant (subject RFP) 18 months, two alternatives
- Master Plan Development – identify additional funding, refine alternatives to preferred alternative environmental clearance, and implementation plan

Post SVS–2 Implementation

- Implement Light Rail Station realignment (2019) and Street Car to Station
- Build on Sense of Place and Identity – markets, entertainment, parking
Phase 3 Sacramento Valley Station
Phase 3 Sacramento Valley Station