

2014 FRA Rail Program Delivery



Sacramento Valley Station in the Railyards



Sacramento Valley Station in Amtrak System Network



Sacramento Stats

Region

- Metropolitan Sacramento population 2.2 Million
- 24th largest region in nation
- 20% regional growth 2000-2010

City

- 35th Largest US City
- 6th Largest California City



Amtrak Top 25 Station Performance

National Fact Sheet: FY 2013

The 25 busiest stations in FY 2013 were:

<u>Station</u>	<u>Tickets from</u>	<u>Tickets to</u>	<u>Total Ridership</u>
New York, N.Y.	4,790,862	4,765,562	9,556,424
Washington, D.C.	2,520,472	2,512,920	5,033,392
Philadelphia	2,062,369	2,063,134	4,125,503
Chicago	1,762,317	1,760,071	3,522,388
Los Angeles	822,981	820,725	1,643,706
Boston South Station, Mass.	723,221	710,927	1,434,148
Sacramento, Calif.	571,836	560,914	1,132,750
Baltimore	533,746	531,830	1,065,576
Albany-Rensselaer, N.Y.	382,179	382,719	764,898
New Haven, Conn.	374,670	370,860	745,530
Wilmington, Del.	369,654	368,659	738,313
BWI Airport, Md.	350,822	359,691	710,513
San Diego, Calif.	343,187	343,766	686,953
Providence, R.I.	326,123	334,144	660,267
Newark, N.J.	331,047	325,775	656,822
Portland, Ore.	323,731	328,724	652,455
Seattle	322,428	317,626	640,054
Milwaukee, Wis.	310,729	306,424	617,153
Emeryville, Calif.	301,677	297,182	598,859
Lancaster, Pa.	290,027	288,704	578,731
Harrisburg, Pa.	287,821	284,119	571,940
Bakersfield, Calif.	275,000	271,439	546,439
Boston Back Bay, Mass.	277,344	263,426	540,770
Boston North Station, Mass.	238,242	237,205	475,447
Martinez, Calif.	235,080	238,756	473,836

1

7

25

Existing Rail Service

7th Busiest Amtrak station in nation



Sacramento Valley Station
Intermodal Phase 2

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

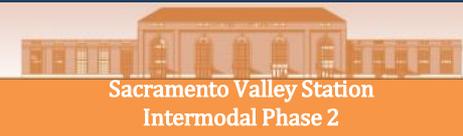


Sacramento Valley Station in Amtrak System Network



Future Rail Service

- Capitol Corridor-3rd ranked route in U.S.
 30 trains Weekday
 22 trains Weekend
 12 Thruway Bus routes
 10 trains to Roseville
- San Joaquins-7th ranked route in U.S.
 4 trains daily
 8 bus daily connections to Stockton-Bakersfield
- Additional trains to Stockton
- Coast Starlight
 2 daily
- California Zephyr
 2 daily
- Cal HSR - Phase 2



RAILYARDS FRAMEWORK



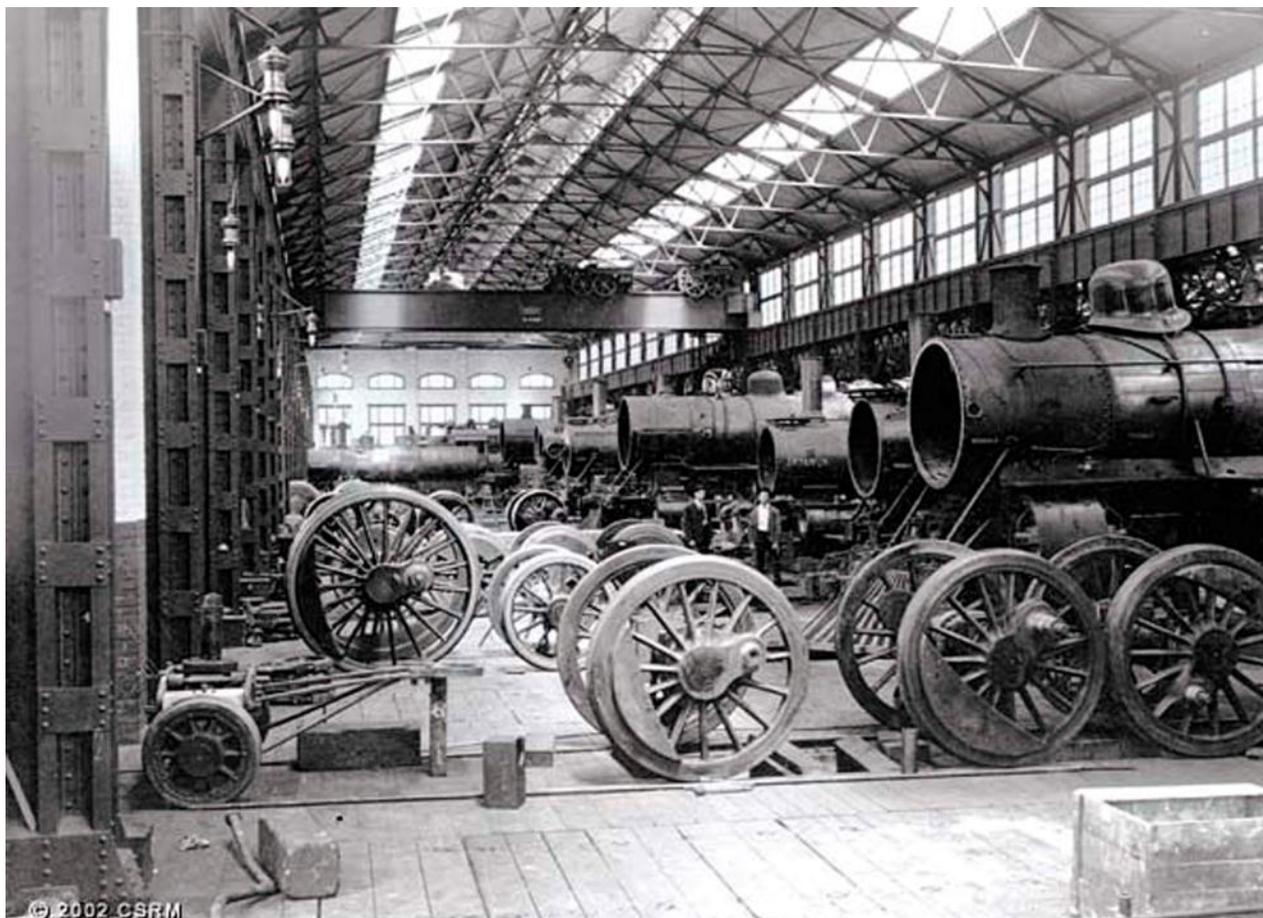
Sacramento Valley Station
Intermodal Phase 2

Sacramento Valley Station – Civic front to an Industrial City



Sacramento Valley Station
Intermodal Phase 2

Southern Pacific Railyards - one of the largest and most productive railroad shops in North America



- Locomotive repair and new builds
- Rolling stock new builds (freight & passenger)
- San Francisco Cable Cars designed and built
- Silverware plating



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Southern Pacific Railyards: Marshland to Industrial Center to Optimum Infill Site



Railyards Stats

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



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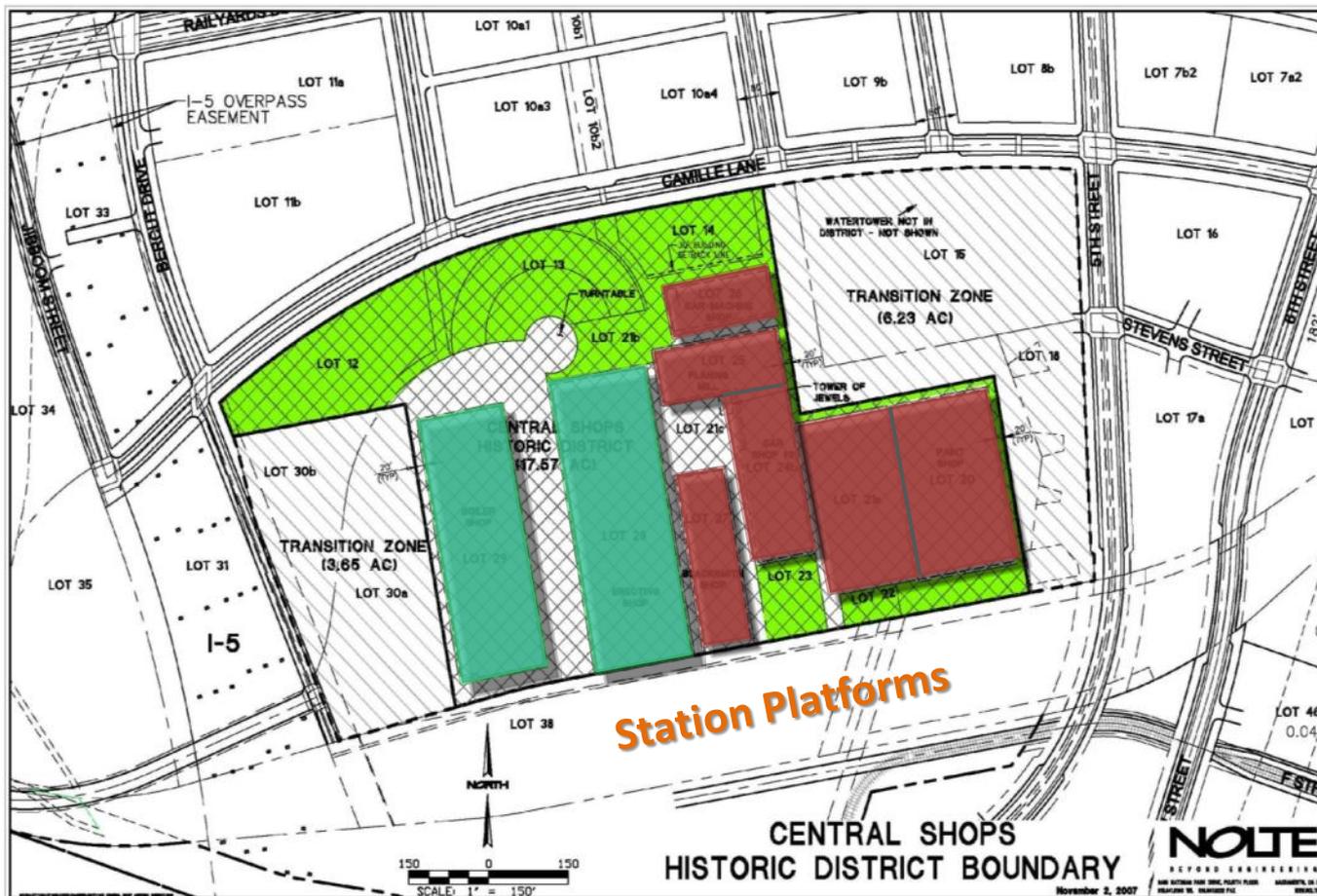
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Central Shops buildings at heart of development area

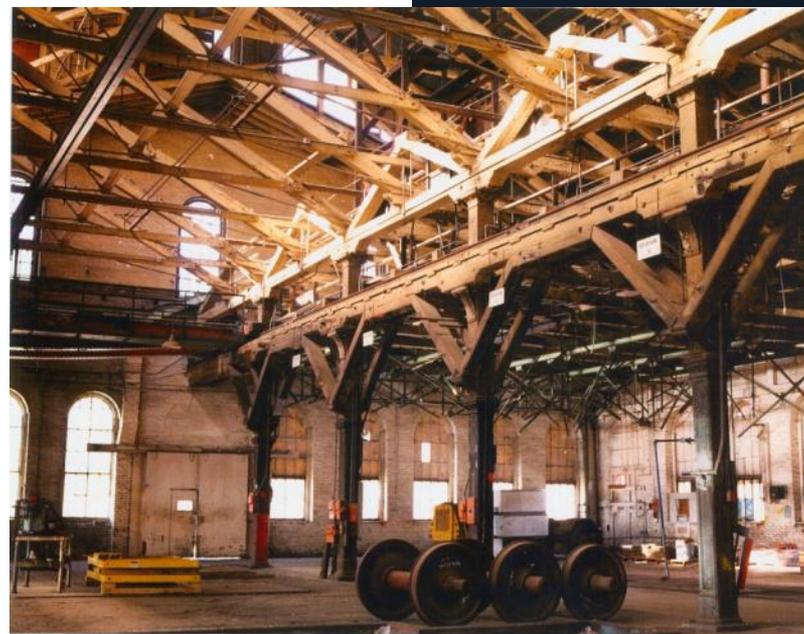
Historic District

Program in Seven Remaining Buildings

- California State Parks Railroad Technology Museum
- Remaining still to be determined-possible:
 - Retail
 - Market Hall
 - University of California, Davis?



Shops Restoration & Strategic Program Key to Redevelopment Success



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Shops Restoration & Strategic Program Key to Redevelopment Success



Retail Concepts include Central Market and
Technology Museum



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Railyards Plan 2007



River District Plan 2011

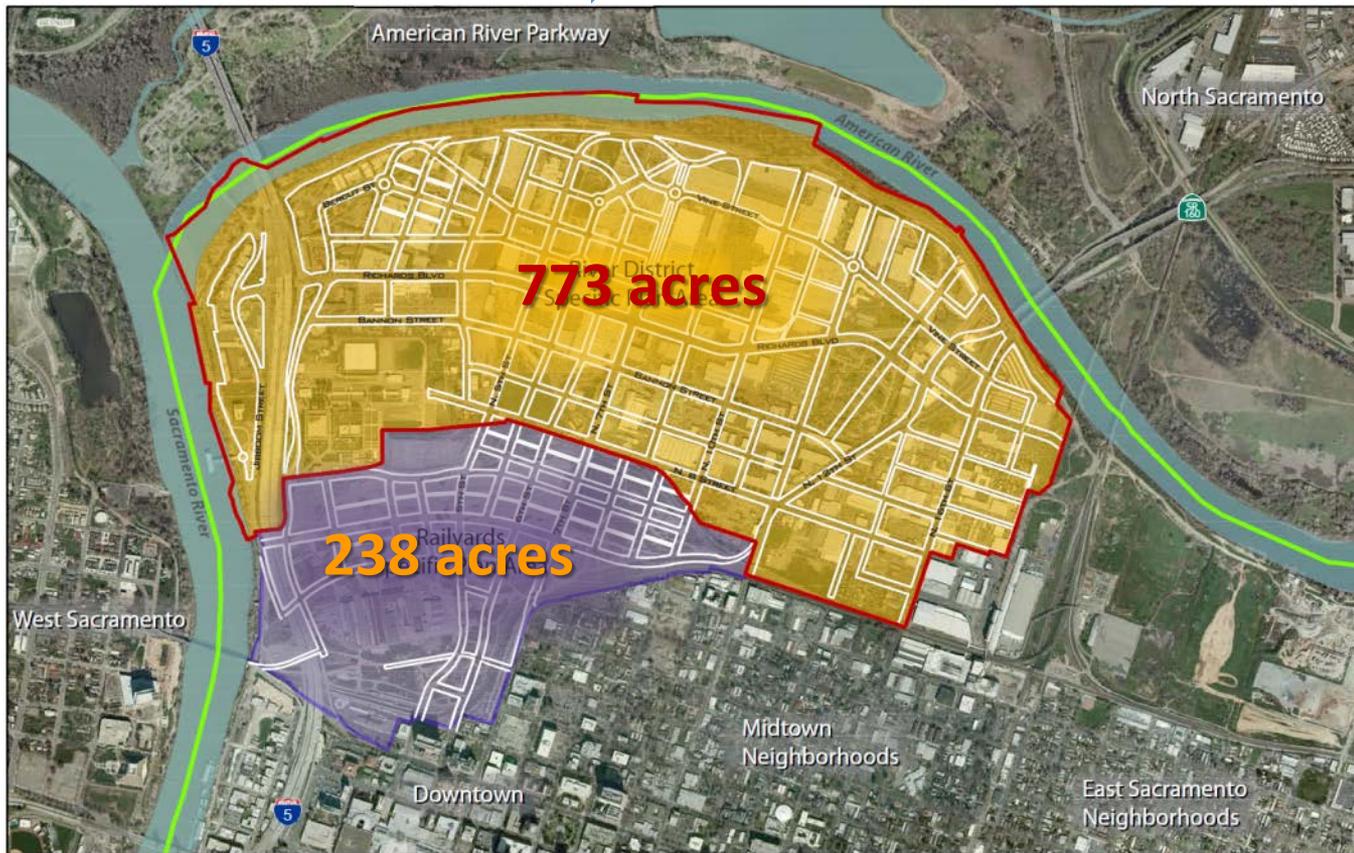


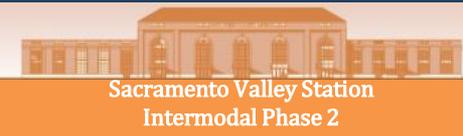
Figure 3.2 River District Specific Plan and Railyards Specific Plan Areas

- River District Specific Plan Area
- Railyards Specific Plan Area
- Central City Community Plan Boundary

Existing Connectivity



Future Connectivity



Sacramento Valley Station
Intermodal Phase 2

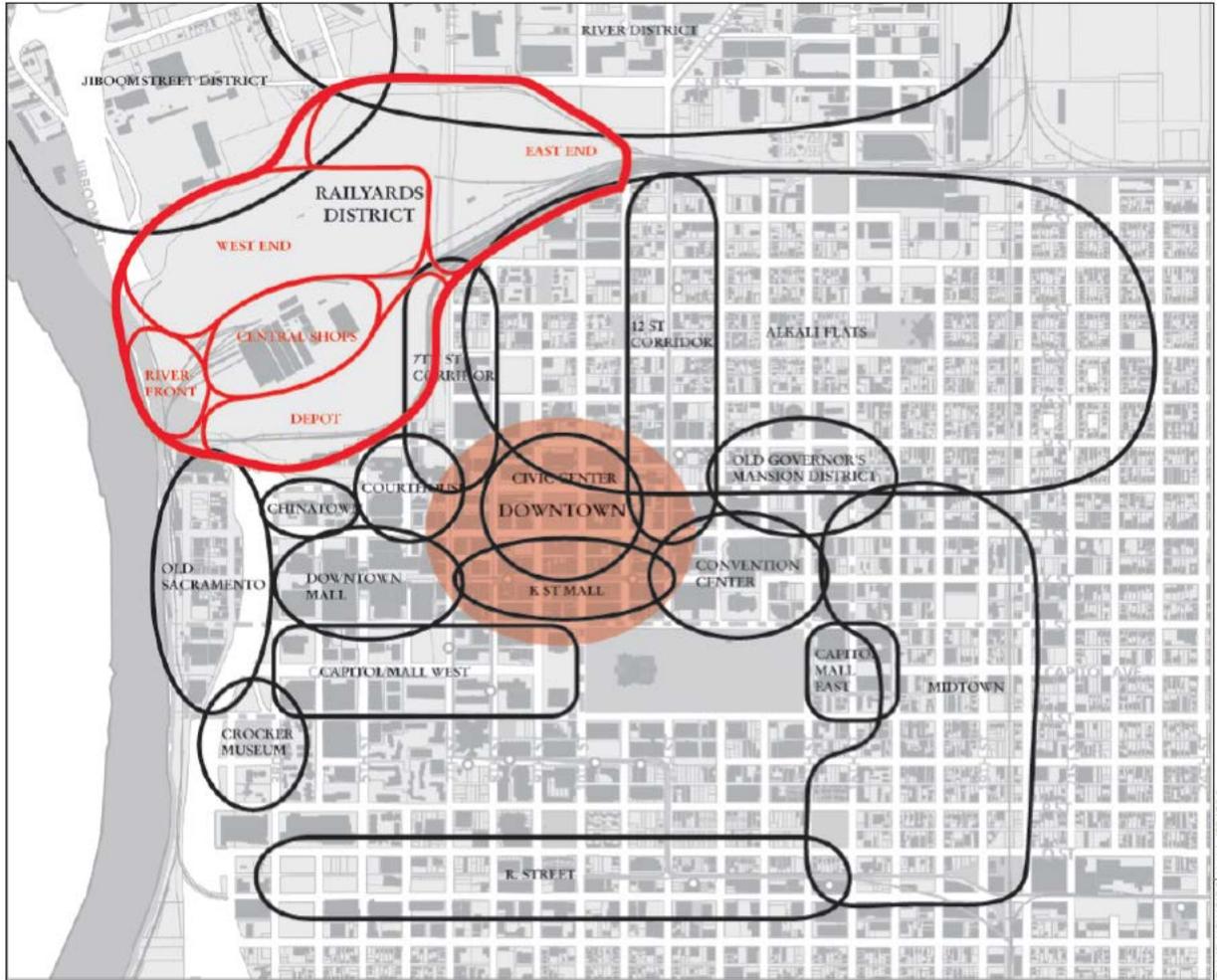
Railyards Specific Plan

SACRAMENTO RAILYARDS SPECIFIC PLAN



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Intermodal Phase 2

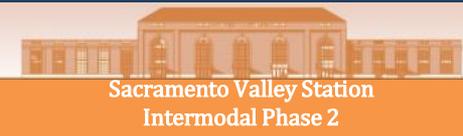
Railyards Specific Plan



Central City neighborhood districts highlighting Railyards Plan Area.
Source: CCUDGP

District Plan

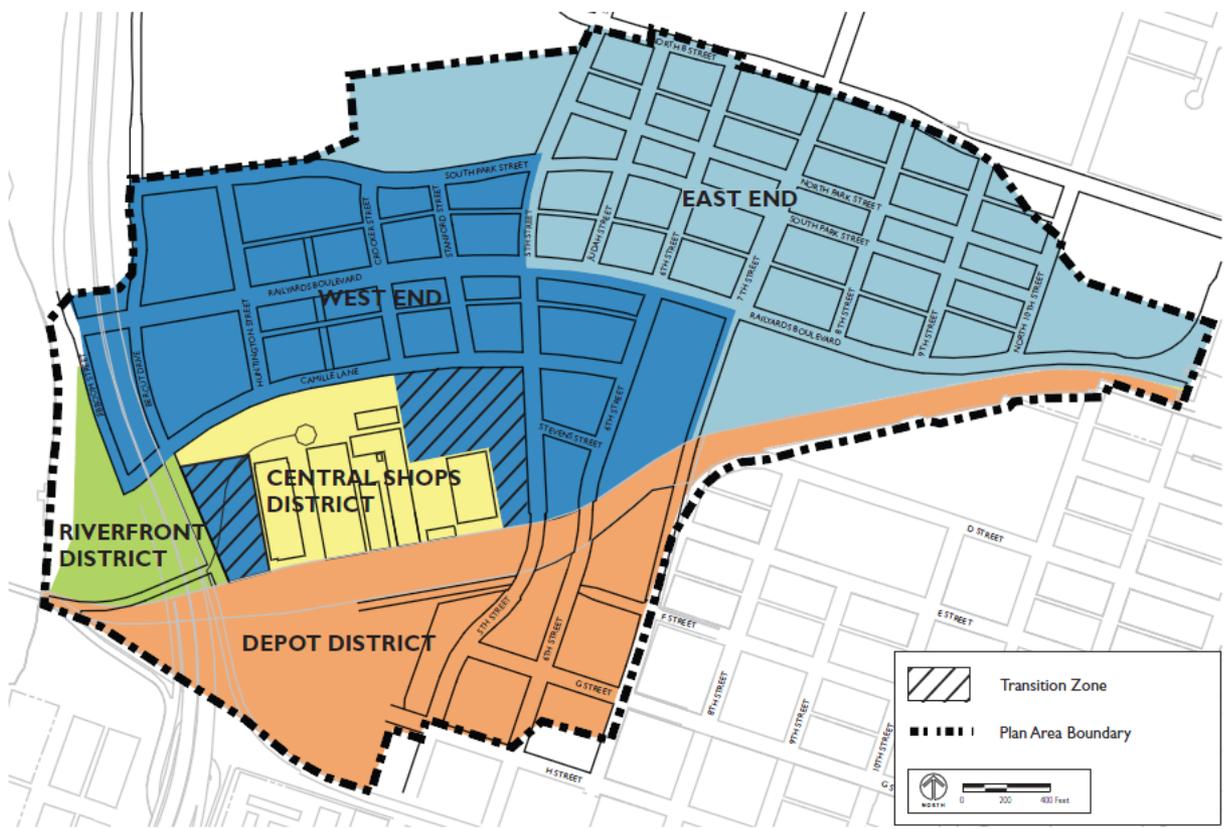
- Plan conceived as series of neighborhoods and districts at scale of Central City
- Subtle yet distinct character differences



Railyards Specific Plan

District Plan

- Plan conceived as series of neighborhoods and districts at scale of Central City
- Subtle yet distinct character differences



Railyards districts.



Railyards Specific Plan

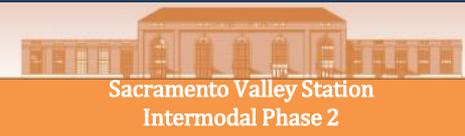
Land use



All zones Mixed Use with priority use as anchor for zone

Entitlements Approved:

- 10,000 – 12,000 residential units
- 2.3 million SF office
- 1.3 million SF retail
- 1100 hotel rooms
- 491,000 SF mixed-use space
- 485,000 SF historic/cultural uses



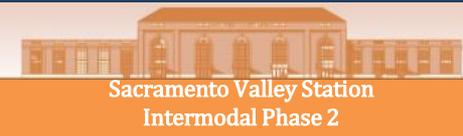
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Railyards Specific Plan

District Plan



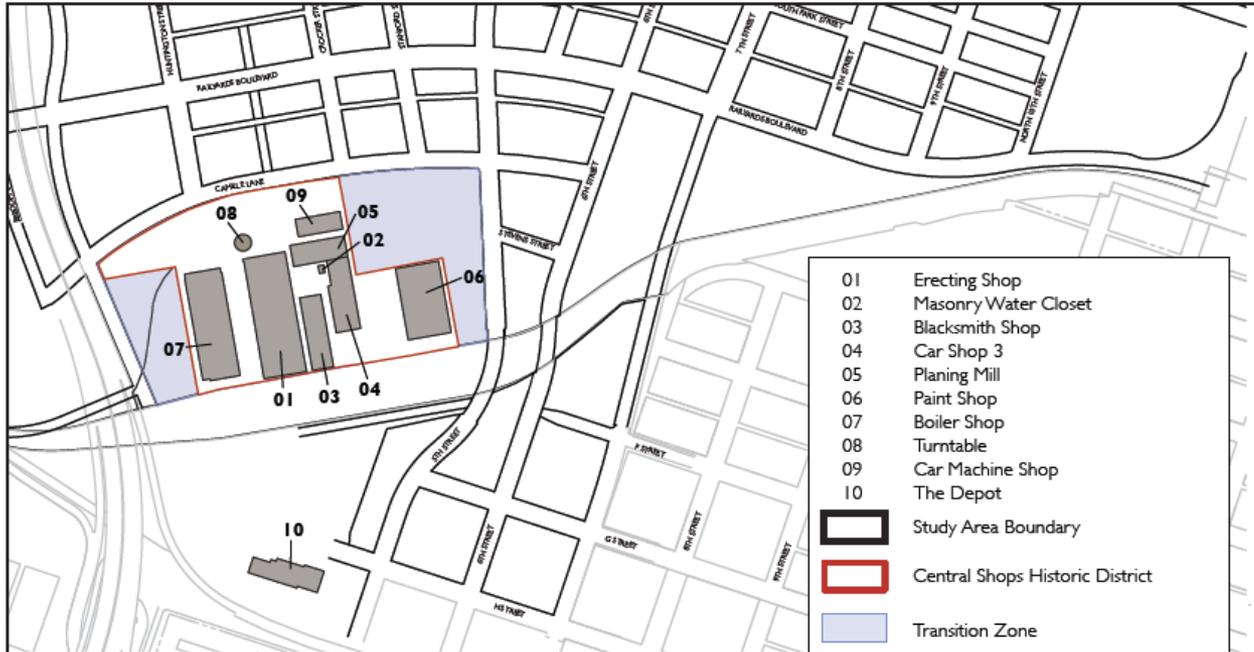
- Majority no height limits
- Limits primarily surrounding historic district and Box Car Park Neighborhood and at Riverfront



Railyards Specific Plan - Historic Resources



This district and associated guidelines are set forth to ensure preservation of the character-defining features of this extremely significant resource.



Historic Resource Goals

- 1) ensure appropriate adaptive reuse;
- 2) and ensure that the scale, massing and character of new construction will not adversely affect the historic resources.



New development retains the floor heights of older adjacent buildings.



**Sacramento Valley Station
Intermodal Phase 2**

Railyards Specific Plan – Open Space: historical context

Box Car Parks should be noted for it's particular prominence for the residential district and connection to Vista Park, but also for its relationship to the specific plan area of the River District in it's potential for participation in an extended pedestrian and bike circulation system for the northern sector of the Central City which may encompass the Interpretive Walk.

Design Intent

A final open space component proposed is an interpretive walk connecting historic points and other key places of interest between Alkali Flat, the Railyards, the Riverfront and Old Sacramento. The pedestrian walk will celebrate the history of Sacramento and enrich the pedestrian experience by providing historical information, photographs and artifacts in multiple locations in various open spaces and along sidewalks. These displays may also be coordinated with displays and information that may placed on the interior of public areas in the Central Shops. The specific location and route of the interpretive walk has not yet been determined, but it will follow the historic Transcontinental railroad alignment to the extent feasible. The historical information used in these exhibits and displays shall be derived from a reliable source, such as the exhibit jointly prepared for the Railroad Museum in 2002 by the Historic American Engineering Record (HAER), a project of the National Park Service.

Guidelines

- 1) The greatest concentration of exhibits will be located in the Central Shops, but the interpretive walk will also connect to historic points in other parts of the Railyards, including Old Sacramento, Alkali Flat and the Sacramento Riverfront.
- 2) Common natural landscaping elements should be used to help guide pedestrians on the walk.
- 3) Creative and consistent signage should be utilized along the interpretive walk.
- 4) Street lighting and street furniture should be chosen that will reflect the history being interpreted and set the walk apart from other pedestrian routes, giving this path its own unique character. Rest stops with benches in shady areas will be provided along the route.

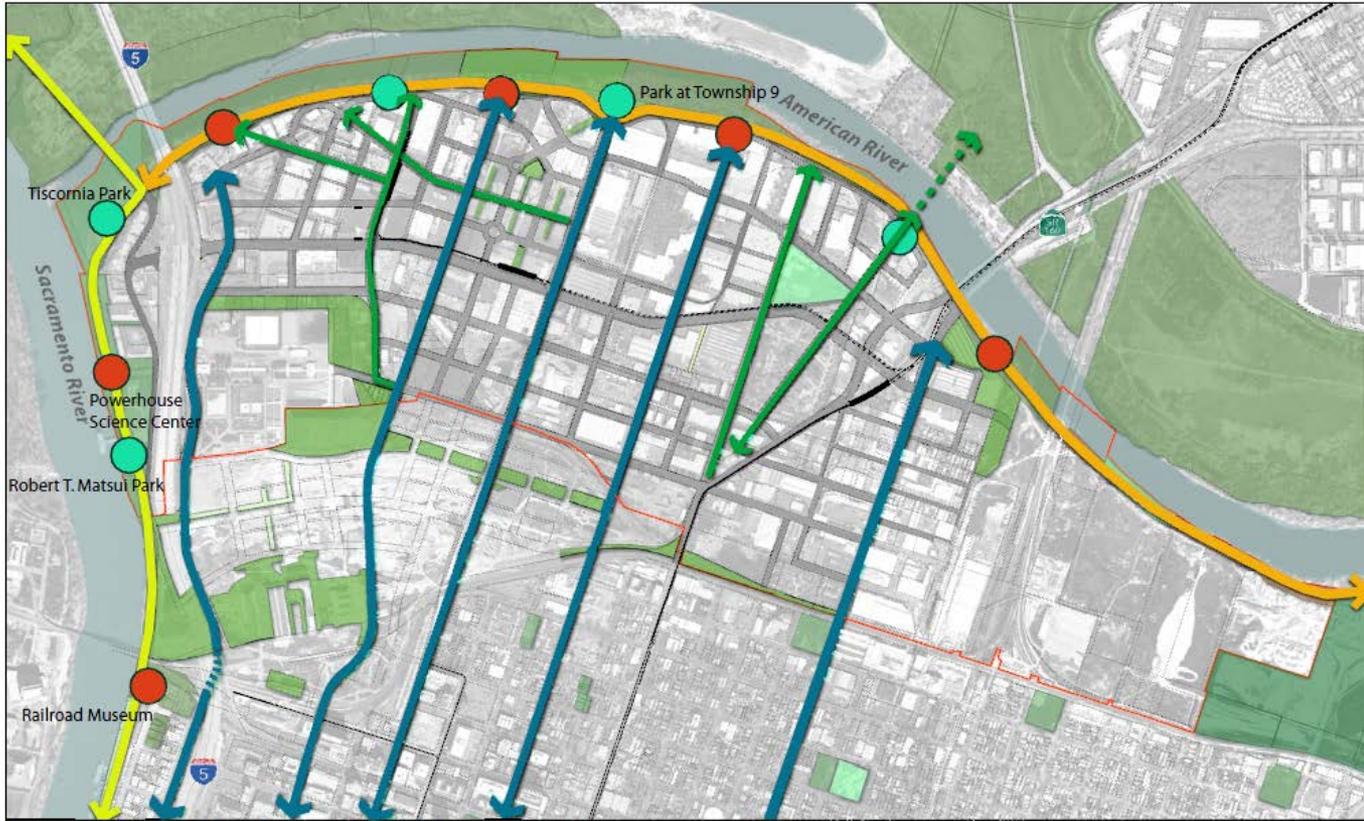


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Railyards Plan 2007



River District Plan 2011



River District Activity Areas and Parks Primary Linkages

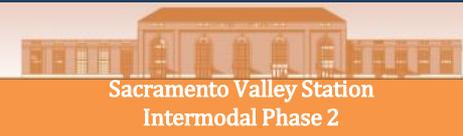
- River District Specific Plan Area
- LRT Lines and Station Stops
- Future LRT Connector

- Passive Use
- ← City Connections
- ↪ Two Rivers Trail
- Active Use
- ← District Connections
- ↪ Sacramento River Parkway

Existing Connectivity



Future Connectivity



Sacramento Valley Station Intermodal Phase 2

Development Potential



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Development Potential



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Sacramento Valley Station - Civic Gateway to Infill District



Sacramento Valley Station
Intermodal Phase 2

Three Stations in Six Decades

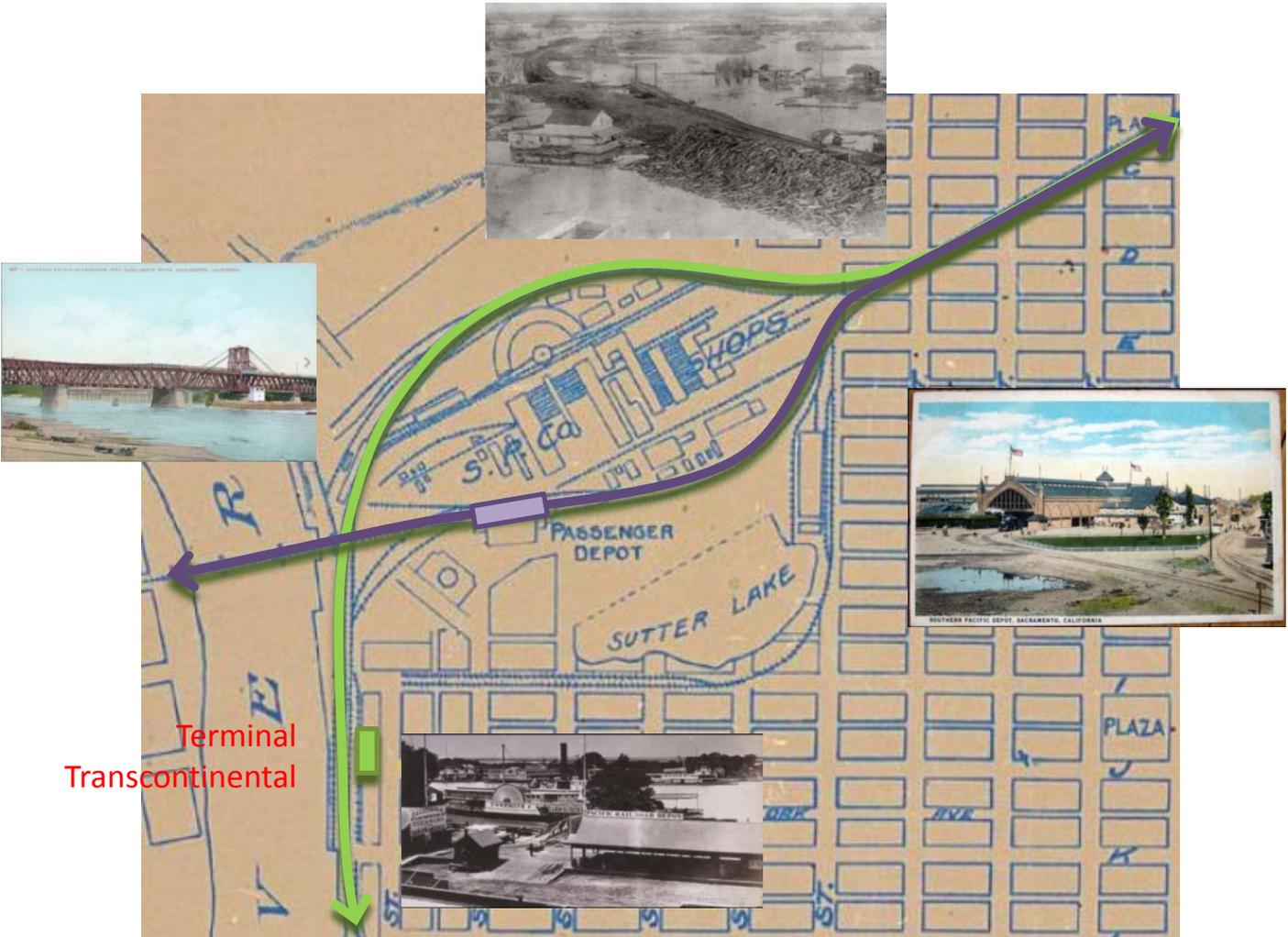


- **1863**
Original Pacific Depot served waterfront ferries and steamboats to San Francisco



Sacramento Valley Station
Intermodal Phase 2

Three Stations in Six Decades



Terminal
Transcontinental

- **1863**
 Original Pacific Depot served waterfront ferries and steamboats to San Francisco

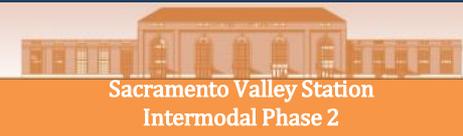
- **1879**
 Arcade Station severed river ties and served new line west to San Francisco



Three Stations in Six Decades



- 1863**
 Original Pacific Depot served waterfront ferries and steamboats to San Francisco
- 1879**
 Arcade Station severed river ties and served new line west to San Francisco
- 1926**
 Sacramento Valley Station connected to City with expanded passenger facilities



Sacramento Valley Station
Intermodal Phase 2



THREE PHASE INVESTMENT IN RAIL & TRANSIT



Sacramento Valley Station
Intermodal Phase 2

Phase 1 - Project Highlights 2009-2013

- ✓ Straighten UPRR Mainline through site
- ✓ Separate Mainline from Passenger Facilities-eliminate at-grade crossings at platforms
- ✓ Open site for future expansion of transit and development
- ✓ Construct grade separated road crossings over rail prior to mainline cut-over
- ✓ Provide new tunnels for
 - Passenger platform access
 - Service vehicles and fueling
 - Pedestrian access to Central Shops and future Railroad Technology Museum



Sacramento Valley Station
Intermodal Phase 2

Phase 1 – Track Relocation



Open site for future expansion of transit and development

Placement of grade separation structures prior to mainline cut-over



Sacramento Valley Station
Intermodal Phase 2

Phase 1 – Track Relocation



Straighten UPRR
Mainline through
site

Open site for future
expansion of transit
and development

Placement of grade
separation
structures prior to
mainline cut-over



Sacramento Valley Station
Intermodal Phase 2

Phase 1 – Track Relocation



Funding Sources

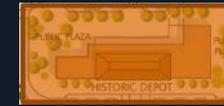
- ARRA
\$20.643 M
- Federal Section 9002
\$2.092 M
- Other Federal
\$17.862 M
- State Funds
\$29.0564 M
- City
\$8.636 M
- Developer
\$0.900 M
- Total
\$79.197 M



Sacramento Valley Station
Intermodal Phase 2

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 2017



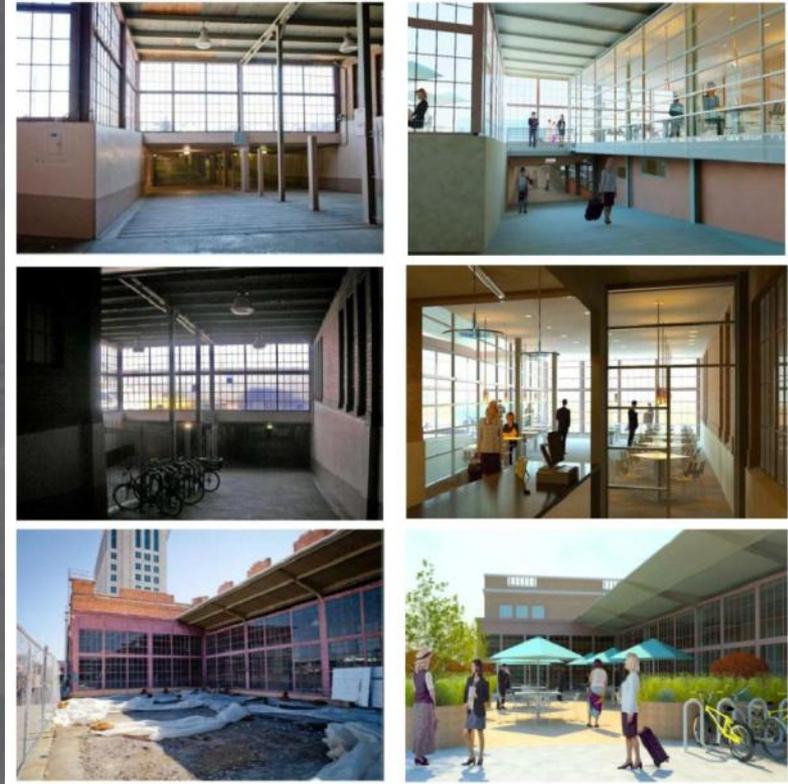
Sacramento Valley Station
Intermodal Phase 2

Phase 2 TIGER IV Rehabilitation Project

- ✓ 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 – Office & Retail
- ✓ Amtrak 15-20 year to new Phase 3 facility at tracks

*Leadership in Energy and Environmental Design

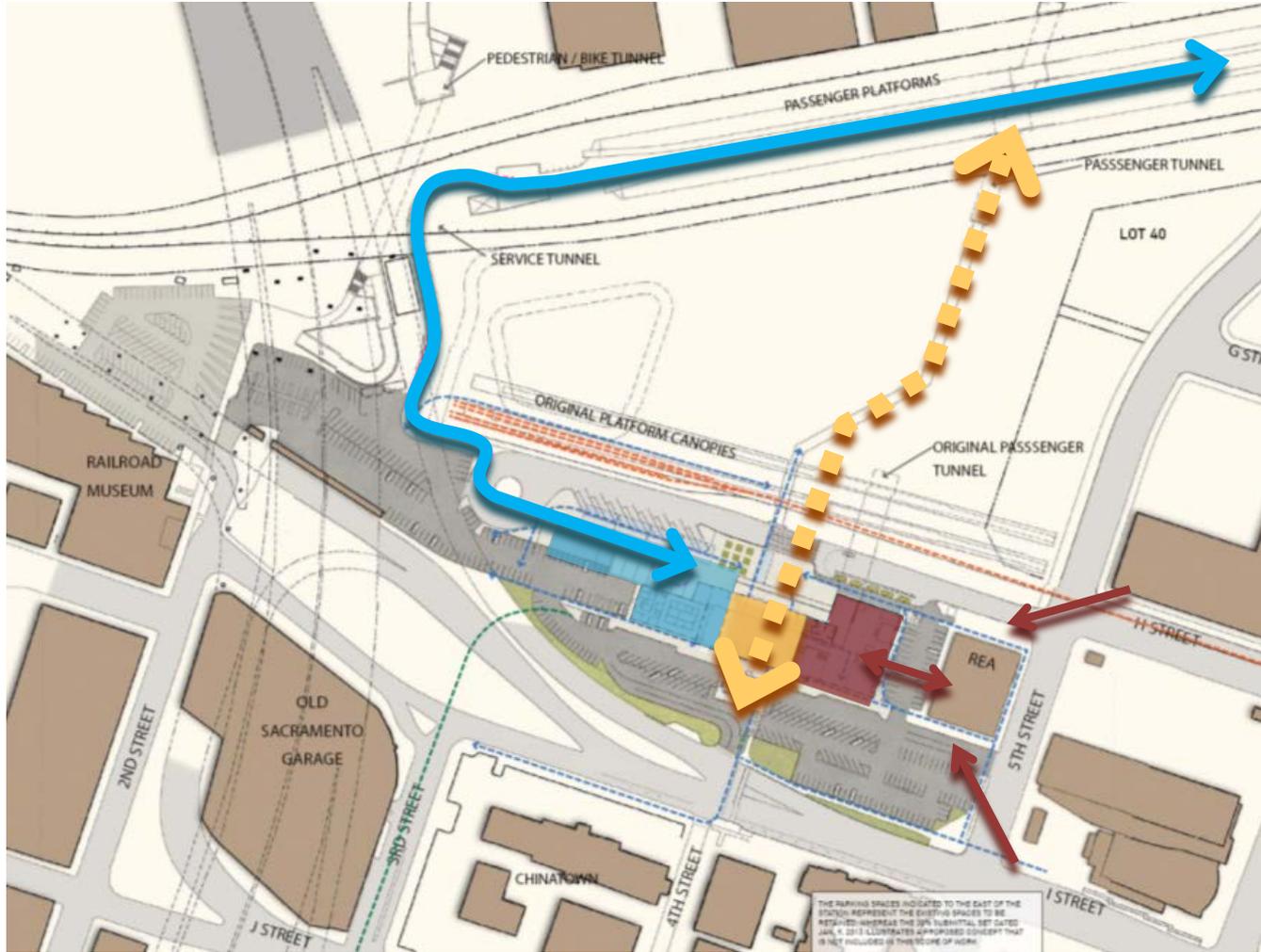
Scope of SVS-2 and future phase overview



Sacramento Valley Station
Intermodal Phase 2

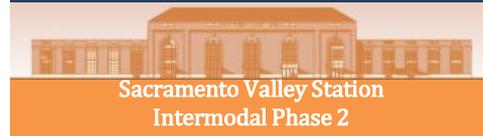
Phase 2 TIGER IV Rehabilitation – Amtrak Operations

Program Change



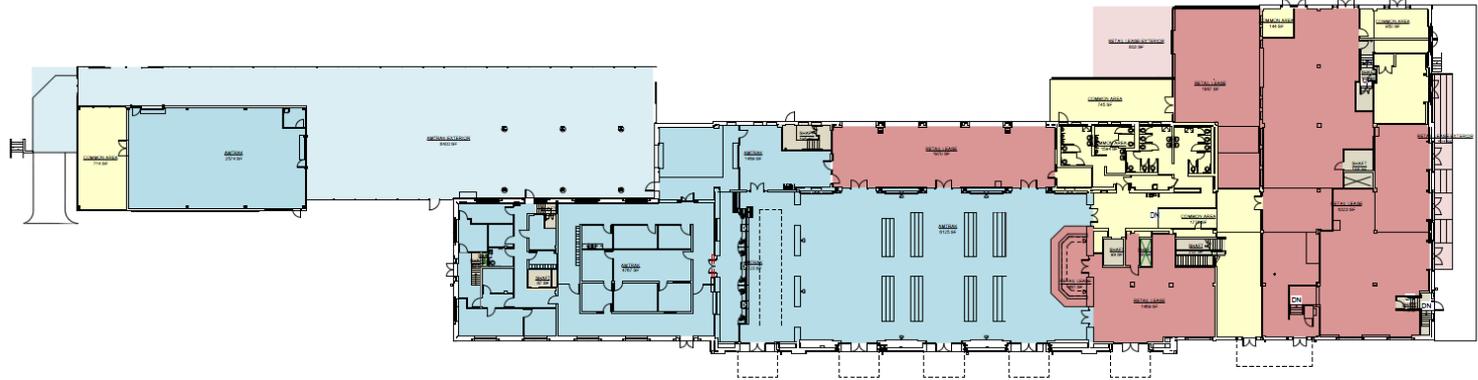
- Flip building program for new site patterns

-  Amtrak
-  Retail
-  Passengers



Phase 2 TIGER IV Rehabilitation – Amtrak space

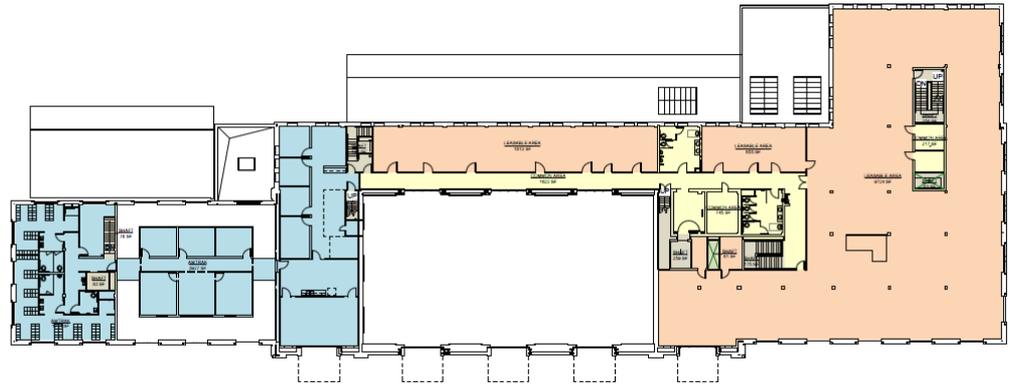
LEVEL 1 AREAS	
USE	AREA
AMTRAK	16,659 SF
AMTRAK-EXTERIOR	8,400 SF
COMMON AREA	5,923 SF
RETAIL LEASE	12,297 SF
RETAIL LEASE-EXTERIOR	1,324 SF
SHAFT	1,250 SF
	45,853 SF



2 LEVEL 1
LR-1 1" = 20'-0"

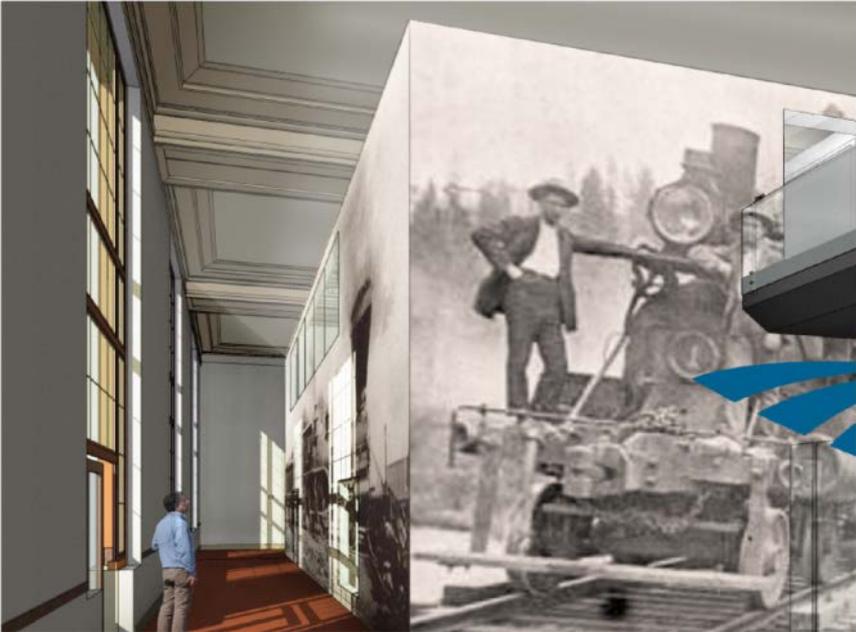


1 LEVEL 2
LR-2 1" = 20'-0"



Sacramento Valley Station
Intermodal Phase 2

Phase 2 TIGER IV Rehabilitation – Amtrak 20 Yr “temporary”



Sacramento Valley Station
Intermodal Phase 2

Phase 2 TIGER IV Rehabilitation – Concourse Restoration



Current

- Amtrak Baggage & Ticketing fills- in Historic Concourse
- Single passenger portal to tracks



New

- Five historic portals accessible to passengers
- Concourse access to bikes and small vendors & QuikTrak kiosks

Historic Concourse



Phase 2 TIGER IV Rehabilitation- Historic Fabric



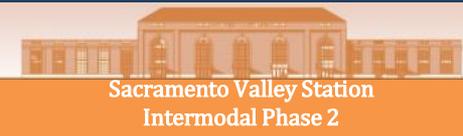
Sacramento Valley Station
Intermodal Phase 2

Phase 2 TIGER IV Rehabilitation –Mock-ups



Sacramento Valley Station
Intermodal Phase 2

Phase 2 TIGER IV Rehabilitation—Mock-ups



Sacramento Valley Station
Intermodal Phase 2



Phase 2 TIGER IV Rehabilitation – Restored Main Waiting

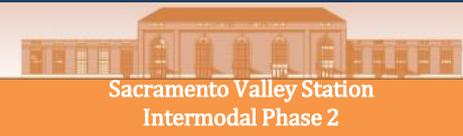
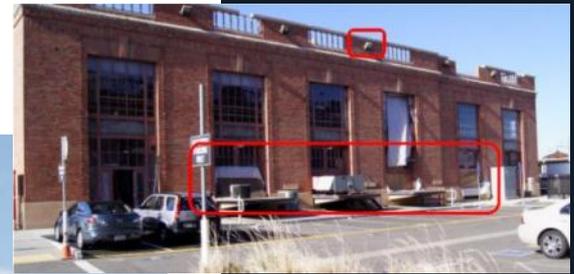


ZGF
ZAMBER GURFAL TRASCIA ARCHITECTS LLP



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Phase 2 – Rehabilitation – Retail & Office Lease



Sacramento Valley Station
Intermodal Phase 2

Phase 2 TIGER IV Rehabilitation – South Facade



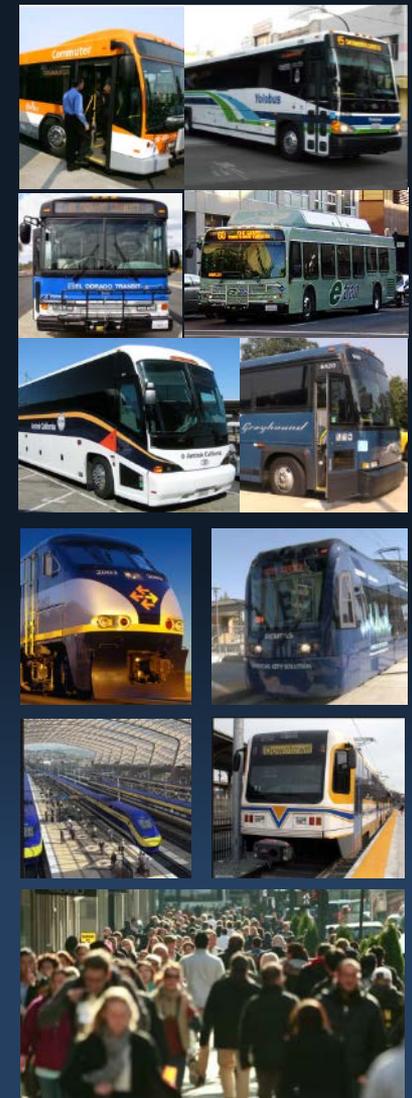
ZGF
ZIMMER GUPHAL TRASCIA ARCHITECTS LLP



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Intermodal Phase 2

Phase 3 Project Objectives – California Strategic Growth Council Sustainable Communities Planning Grant

- ✓ Master Plan Transportation on 15+ acres for all modes; evaluate sites and preliminary analysis for HSR Phase 2
- ✓ Supports Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Plan
- ✓ 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

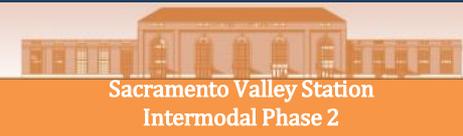


Sacramento Valley Station
Intermodal Phase 2

Phase 3 Station Planning Area - Major Circulation Elements



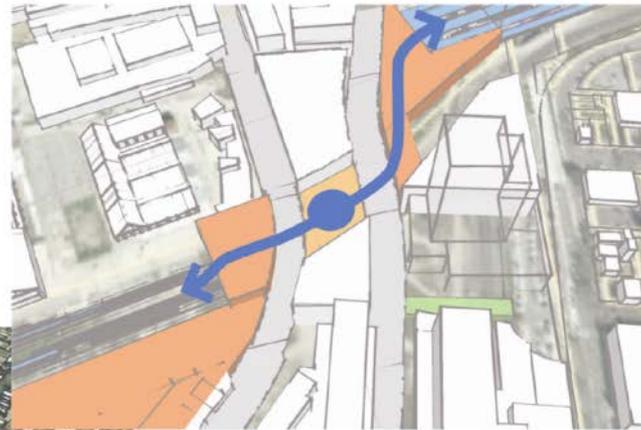
LEGEND	
	Sacramento Valley Station (SVS)
	Sacramento Valley Station Planning Area
	HSR Alignment and Identified Optional Termini
	Major Roads
	Light Rail Network
	Street Car - Phase 1 (2017)
	UPRR Transcontinental



Phase 3 Station Planning Area - Opportunities

Connectivity

- 5th & 6th Street overpasses offer new circulation opportunities above grade level
- Potential for linear connection between Phase 1 Platforms and future HSR terminal



Plaza Connector between systems

5th and 6th Streets are designed as pedestrian streets with traffic speeds suppressed. With signalized crossings, transit users can easily cross between HSR and Intercity systems.



Sacramento Valley Station
Intermodal Phase 2



Phase 3 Station Planning Area - Opportunities



Connectivity

- 5th & 6th Street overpasses offer new circulation opportunities above grade level
- Potential for linear connection between Phase 1 Platforms and future HSR terminal
- Additional elevated site access via 5th & G Streets (+18 ft)



Sacramento Valley Station
Intermodal Phase 2

Phase 3 Station Planning Area – Sacramento Valley Station & Cal High Speed Rail



Sacramento Valley Station
Intermodal Phase 2

INVESTMENTS AND FUTURE VALUE



Sacramento Valley Station
Intermodal Phase 2

Railyards Plan Area Ownership

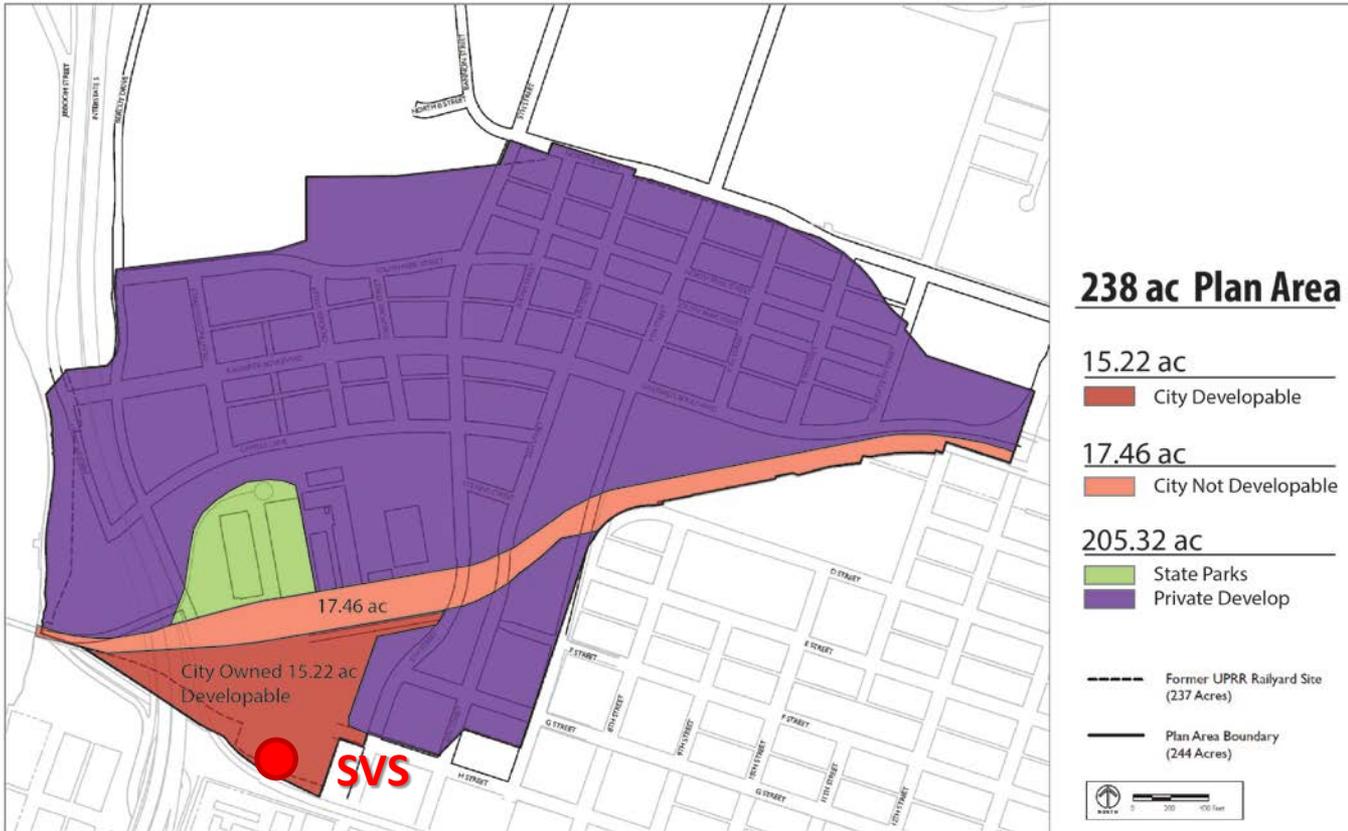


Figure 1-2. Plan Area and Ownership

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

Existing Connectivity



Future Connectivity



Railyards Plan Area Public Funding Commitments Summary

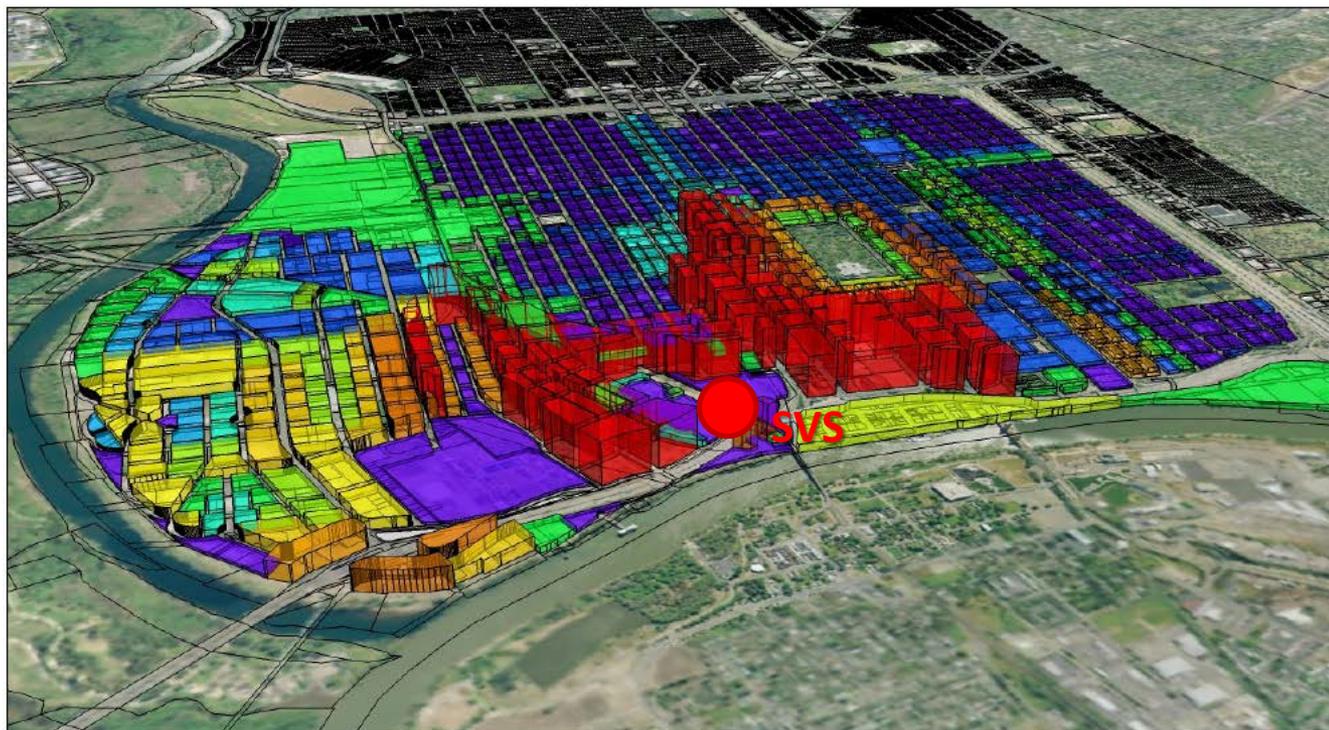
SACRAMENTO RAILYARDS: PUBLIC FUNDING COMMITMENTS

Project Name	Start	Completion	Source of Funds: Commitments (\$Millions)								Total		
			Federal			State			Local			Developer	
			ARRA	Fed Sect 9002	Other	Prop 1B	Prop 1C	Other	Measure A Sales Tax	Other			
Phase 3 - Planning	1Q 2015	4Q 2016						\$ 0.486					\$ 0.486
Phase 2 - Sacramento Valley Station Rehabilitation	1Q 2014	2Q 2016			\$ 18.650					\$ 15.870			\$ 34.520
Phase 1 - Track Relocation	2Q 2011	3Q 2013	\$ 20.643	\$ 2.092	\$ 17.862	\$ 28.664		\$ 0.400	\$ 4.561	\$ 4.075	\$ 0.900		\$ 79.197
West Tunnel Access (bike/ped)	3Q 2012	4Q 2014			\$ 2.783	\$ 0.081			\$ 0.399	\$ 0.488	\$ 0.800		\$ 4.551
5th Street North of Tracks and Railyards Blvd.	4Q 2013	1Q 2015					\$ 30.000						\$ 30.000
5th Street South of tracks incl. bridge (H St to new tracks)	2Q 2010	4Q 2014					\$ 17.000						\$ 17.000
6th Street Bridges	2Q 2010	2Q 2011				\$ 5.987			\$ 1.000	\$ 0.300	\$ 3.987		\$ 11.274
6th Street (H St. to Railyards Blvd.)	2Q 2013	1Q 2014				\$ 7.685					\$ 8.285		\$ 15.970
Central Shops Hazardous Materials Abatement	4Q 2009	3Q 2010					\$ 5.000						\$ 5.000
Camille Lane, Bercut Drive and Market Plaza	3Q 2014	4Q 2015					\$ 10.865						\$ 10.865
5th St. to North B St., Market Plaza, Bercut Dr. & 5th St. Steps	3Q 2014	4Q 2015					\$ 20.000						\$ 20.000
I-5 Interchange, Jibboom St. & Bercut St.	2Q 2011	2Q 2012			\$ 10.600				\$ 1.700	\$ 0.700			\$ 13.000
Sacramento Valley Station Seismic Retrofit	2Q 2011	4Q 2013			\$ 2.154			\$ 10.500	\$ 0.853	\$ 0.350			\$ 13.857
Intermodal Circulation - Improve 3rd/I St. and 4th/I St.	2Q 2012	1Q 2013			\$ 2.800				\$ 0.400				\$ 3.200
City purchase of Intermodal & Track Relocation Property and Station (12/06)	N/A	N/A							\$ 42.252	\$ 12.748			\$ 55.000
Regional Transit "Green Line" SVS to Airport - 1st Phase to Richards Blvd										\$ 44.000			\$ 44.000
			\$ 20.643	\$ 2.092	\$ 54.849	\$ 42.417	\$ 82.865	\$ 11.386	\$ 67.035	\$ 62.661	\$ 13.972		\$ 357.920
			5.8%	0.6%	15.3%	11.9%	23.2%	3.2%	18.7%	17.5%	3.9%		
			21.7%			38.2%			36.2%		3.9%		



Sacramento Valley Station
Intermodal Phase 2

Zoning for Success – high density infill surrounding station



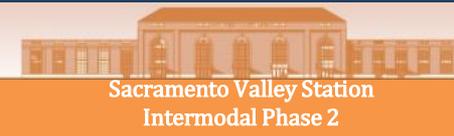
Central Core & Railyards Plan Area primarily unlimited height zones



Existing Connectivity



Future Connectivity



Sacramento Valley Station Intermodal Phase 2



Increasing Value



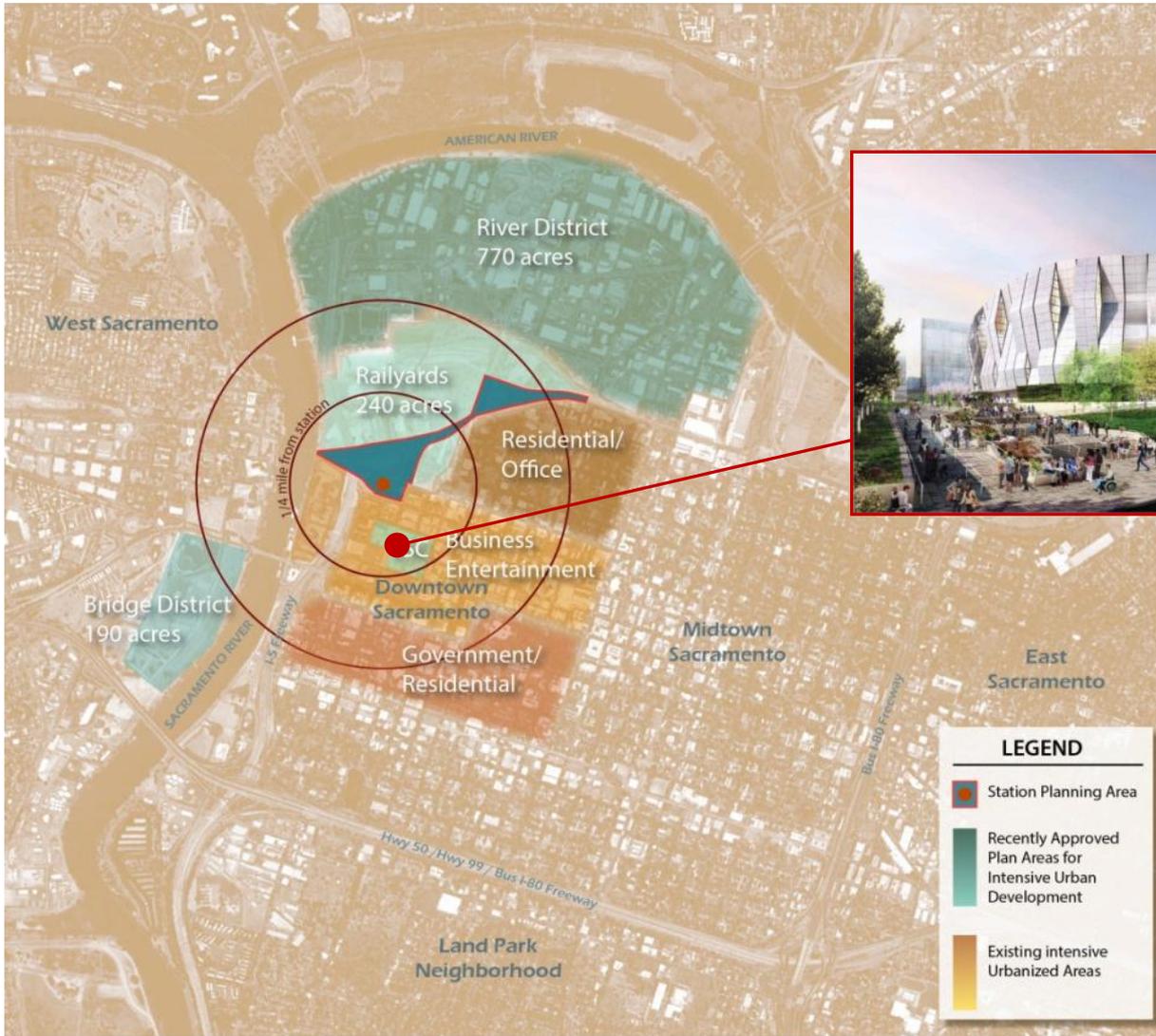
Recent Activity

- Backbone infrastructure nearing completion
- Courthouse Building land acquisition
- 200 Unit Affordable Housing moving forward - required by state infrastructure \$\$
- New Master Developer anticipated purchase from bank September 2014



Sacramento Valley Station
Intermodal Phase 2

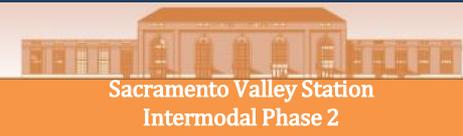
Increasing Value



Current Activity

- NBA Arena / Entertainment Center open Fall 2016

- LRT system extending – Streetcar Construction 2017
- Results:
 - Medical & University interest in Rallyards
 - Urban Infill Housing Demand high



VALUE CAPTURE

STATIONS ARE A CULTURAL ASSET – BUILD ON HISTORY

PUBLIC INVESTMENT OF INFRASTRUCTURE LAYS BASIS OF PRIVATE SECTOR VALUE CREATION

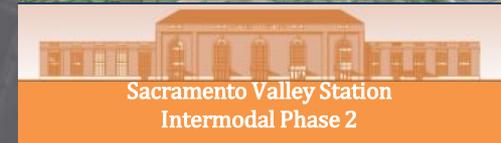
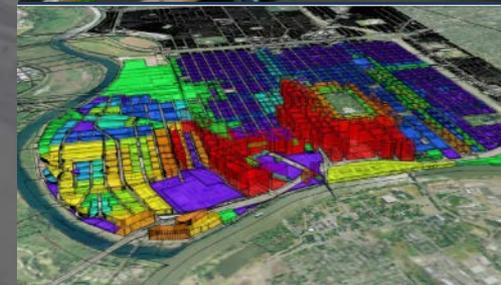
TRANSIT USE IS THE SITE ADVANTAGE – PLAN FOR LONG TERM - HOLD OFF SHORT TERM DEVELOPMENT OFFERS

EXPLOIT VERTICAL INTEGRATION-

- REQUIRES PUBLIC / PRIVATE PLANNING

SURROUNDING SITE - PLAN FOR SUCCESS

- *CRITICAL PROGRAM ELEMENTS*
- *MAINTAIN DISTRICT IDENTITY*
- *MECHANISM TO SECURE CRITICAL SITES – Cal HSR*



Sacramento Valley Station
Intermodal Phase 2

2014 FRA Rail Program Delivery



Sacramento Valley Station in the Railyards

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