CAPITOL CORRIDOR JOINT POWERS AUTHORITY
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

March 02, 2022

2022 Transit and Intercity Rail Capital Program
Caltrans Division of Rail and Mass Transportation (DRMT)
Office of Planning and Operations (MS 74)
P.O. Box 942874
Sacramento, CA 94274-0001
Attn: Andy Cook, Office Chief

Subject: **Submittal of Capitol Corridor Joint Powers Authority's Transit and Intercity Rail Program Application for the Sacramento Valley Station Transit Center: Priority Projects**

Dear Caltrans DRMT Staff:

As one of the three California Intercity Passenger Rail (CA IPR) managing agencies, the Capitol Corridor Joint Powers Authority (CCJPA) is pleased to present our 2022 Transit and Intercity Rail Capital Program (TIRCP) grant application for the Sacramento Valley Station (SVS) Transit Center: Priority Projects.

Sacramento's downtown core is experiencing a revitalization that is expected to bring over 30,000 housing units and 60,000 jobs to the areas surrounding SVS. The introduction of new jobs, housing, and destinations in Sacramento, particularly in the undeveloped land north of SVS, provides a monumental opportunity to change the standard of transit in Sacramento and throughout Northern California. Recognizing this, CCJPA and its project partners, the City of Sacramento, Sacramento Regional Transit, and Downtown Railyard Venture (a local transit-oriented developer) have come together to seek funds for near-term critical projects that will improve SVS. The SVS Transit Center: Priority Projects will reduce greenhouse gas emissions by transforming SVS into an integrated rail and transit hub that equitably encourages transit ridership and promotes transit-oriented development in Sacramento's revitalizing downtown. The five project components are:

- **SVS Phase 3.1 Improvements**: A set of interrelated projects that will collectively transform SVS into a more modern and efficient intermodal hub station, increasing local and intercity transit ridership. Specifically, the SVS Phase 3.1 Improvements are:
  1. Bus Mobility Center (BMC) - The BMC will facilitate convenient bus-to-rail, bus-to-light rail, and bus-to-bus transfers, as well as improve access to buses for bike and pedestrian commuters. This application seeks to fund the BMC through the PS&E and NEPA clearance phases to be shovel-ready for state and federal construction funding.
  2. Light Rail Station Realignment – Realignment of SacRT's trackway near SVS into a loop and construction of a new north-south oriented station platform just south of the Steve Cohn Passageway entrance. This reorientation will include a set of double tracks extending from the new platform to approximately the intersection of F Street and 6th Street. This application seeks capital funds to support the construction of this work.
  3. Pick-up/Drop-off Loop (PUDO) – Construction of a more convenient PUDO at SVS to facilitate more efficient transfers. This application seeks capital funds to build the PUDO.

4. Storm Drain Line – Installation of a new a storm drain trunk line which will enable new transit-oriented development on key parcels next to SVS. This application seeks capital funds to complete the construction of the new storm drain line.
5. H Street Cycle Track – Construction of a new H Street cycle track to improve bicycle access to and from SVS. This application seeks capital funds to complete the H Street cycle track.

- **Regional Bus Layover Facility**: In the 2020 TIRCP cycle, CalSTA and Caltrans awarded CCJPA and SACOG funds to study a layover location for regional and local buses. That work has been completed, and the partner agencies are now ready for capital funds to build the bus layover facility in a 2-block portion of X Street between 6th and 8th Street. The proposed facility will allow buses to deadhead in Sacramento between runs, improving bus efficiency and reducing vehicle miles traveled and fossil fuel consumption. El Dorado Transit, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, and Yuba-Sutter Transit are anticipated to be the initial users of the facility.

- **Electrification of the Regional Bus Layover Facility**: In a future project stage, the City of Sacramento will install charging infrastructure in anticipation of the state's transition to a zero-emission fleet, which is mandated by 2035. This charging infrastructure will be powered by rooftop solar installed at the site and is projected to support up to 22 buses at once.

- **Downtown Regional Bus Route Consolidation**: In the 2020 TIRCP award, CCJPA and its partners received planning funds to support route modification and timing adjustments that better synchronize Sacramento's regional bus system with the intercity rail network at SVS. SACOG has completed this study and is now ready for capital funds to move into construction. Capital funds from this TIRCP application will support the construction of shared stops between SVS and the future Midtown station. The City of Sacramento aims to reuse seventeen bus shelters from the Temporary Transbay Terminal in San Francisco for the newly consolidated stops in downtown. Commuter buses operated by Amador Transit, Butte Regional Transit, El Dorado Transit, Soltrans, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, Yolobus, and Yuba-Sutter Transit will be routed along new shared northbound and southbound routes. This work will complement SacRT's TIRCP-funded network integration to better integrate its service with intercity rail at both SVS and the future Midtown station.

- **Contactless EMV Readers**: The proposed project will purchase and install contactless EMV readers on rail and bus vehicles to allow fares to be collected through contactless bank cards. Contactless payment makes transit a more attractive option and improved efficiency results in higher transit ridership and lower greenhouse gas emissions.

The SVS Transit Center: Priority Projects application aligns with TIRCP's goal to provide Greenhouse Gas Reduction Fund (GGRF) assistance to transformative capital improvements that modernize the State's transit system and significantly reduce emissions, vehicle miles traveled, and congestion. It also builds on the State Rail Plan and other State, regional, and local efforts that call for increased synergy between transit and land use projects.

In conjunction with its many project partners, CCJPA is excited to present its application for the Sacramento Valley Station (SVS) Transit Center: Priority Projects. We respectfully request you and your staff's thoughtful consideration of this application. Please feel free to reach out to me or Jim Allison, Manager of Planning (JimA@capitolcorridor.org) if you have any questions.

Sincerely,

Robert Padgette
CCJPA Managing Director

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving CCJPA Staff to Apply for FY 2022
TIRCP Funding for a Suite of SVS Related Projects Resolution No. 22-2

WHEREAS, the State of California provided a grant opportunity under the FY 2022 Transit and Intercity Capital Improvement Program (TIRCP) with applications due on March 3, 2022; and,

WHEREAS, the set of following projects have been planned by staff of the CCJPA, the City of Sacramento and the Sacramento Area Council of Governments,

- SVS Pickup/Dropoff and Light Rail Platform Relocation and Bus Mobility Center Design
- Re-Routing and Stop Enhancement of Regional Commuter Transit for Downtown Sacramento
- Layover and Zero-Emissions Fueling Center
- Cal-ITP Compatible Contactless Readers for Regional (and Local) Commuter Transit Operations, and,

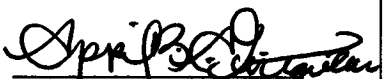
WHEREAS, the identified projects were each identified and developed out of prior TIRCP funded projects; and,

WHEREAS, the CCJPA is an eligible applicant for the FY 2022 TIRCP funding program and prepared to work with our City of Sacramento and SACOG partners for project delivery; and,

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA to make an application for the FY 2022 TIRCP grant funding program for the Suite of related Sacramento Projects identified;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to enter all necessary agreements required to implement the Project with the use of the anticipated FY 2022 TIRCP funding.

# # #

ACTION: **DATE:** February 16, 2022	**ATTEST:**
Ayes: (13) Saylor, Peralez, Allen, Frerichs, Holmes, Houdesheldt, Li, McPartland, Miller, Raburn, Saltzman, Spering, Harris	
Noes: (0)	**April B. A. Quintanilla** **Acting Secretary**
Abstain: (0)	

RESOLUTION NO. 2022-0048

Adopted by the Sacramento City Council

February 15, 2022

2022 State Transit and Intercity Rail Capital Program (TIRCP) Grant Joint Application with Capitol Corridor JPA, Sacramento Area Council of Governments, Sacramento Regional Transit, and Downtown Railyards Ventures (T15029000)

BACKGROUND

A. The California State Transportation Agency has issued a call for projects for the FY 2022 Transit and Intercity Rail Capital Program grants.

B. Applications for the FY 2022 Transit and Intercity Rail Capital Program grants are due March 3, 2022.

C. The Transit and Intercity Rail Capital Program mission statement: TIRCP was created to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

D. The Transit and Intercity Rail Capital Program objectives are stated as:

   a. Reduction in greenhouse gas emissions;
   b. Expand and improve transit service to increase ridership;
   c. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
   d. Improve transit safety.

E. The Sacramento Valley Station Transit Center will provide the system integration of all transportation modes as envisioned in the 2018 State Rail Plan.

F. The joint agency grant application leverages more than $50 million of local, state, federal, and developer investment for the Phase 1 Track Relocation project completed in 2013.

G. The joint agency grant application leverages over $50 million of local, state and federal investment in seismic upgrades and historic renovation, which improved Amtrak premises and provided new city lease opportunities and passenger amenities that will continue to serve useful life.

H. The joint application by the City of Sacramento, Sacramento Area Council of Governments, Sacramento Regional Transit, and Downtown Railyards Ventures, LLC with Capitol Corridor JPA as transit agency applicant presents a public-private opportunity to maximize the rail passenger ridership to the station and build on prior cooperative enhancements for the regional facility, Sacramento Valley Station.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Submitting the application to the California State Transportation Agency for up to $80 million in total project cost for FY 2022 Transit and Intercity Rail Capital Program grant request is approved.

Section 2. Upon award of the FY 2022 Transit and Intercity Rail Capital Program grant, the City Manager or the City Manager's designee, is authorized to execute the grant agreement and any related grant documents.

Section 3. Upon award of the FY 2022 Transit and Intercity Rail Capital Program grant, the City Manager or the City Manager's designee, is authorized to execute agreements and any related documents with Downtown Railyards Ventures, LLC for reimbursement of construction funds from TIRCP grant funds.

Adopted by the City of Sacramento City Council on February 15, 2022, by the following vote:

Ayes: Members Ashby, Guerra, Harris, Jennings, Loloee, Schenirer, Valenzuela, Vang, and Mayor Steinberg

Noes: None

Abstain: None

Absent: None

Attest: Mindy Cuppy Digitally signed by Mindy Cuppy Date: 2022.02.28 17:25:07 -08'00'

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.

II. Project Narrative Document

A. Project Summary Data

i. Project Title

Sacramento Valley Station (SVS) Transit Center: Priority Projects

ii. Applicant Name

The Capitol Corridor Joint Powers Authority (CCJPA) is the lead applicant for this 2022 TIRCP application. CCJPA operates Capitol Corridor, an intercity train route that serves passengers travelling between the Sacramento area and San Jose.

CCJPA has partnered with its co-applicants, the City of Sacramento (CoS), Sacramento Area Council of Governments (SACOG) Sacramento Regional Transit District (SacRT), and Downtown Railyard Venture, LLC (DRV) to develop and implement the project elements detailed in this application.

iii. Project Priority

This application is the Sacramento region's highest priority for TIRCP funding, overall. The projects included in this application are in SACOG's fiscally constrained 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (Attachment A), reflecting their status as a regional priority. CCJPA, the CoS, SACOG and DRV are submitting a single application as its highest priority for TIRCP funds. SacRT is a party to two TIRCP applications, giving highest priority to its application for additional light rail vehicles. However, SacRT concurs that the move of its light rail station platform is of critical importance to projects submitted here for SVS and is essential work for the regional transportation system.

The project components of the SVS Transit Center: Priority Projects will advance SVS's transformation into Northern California's premier rail and transit hub. The work advanced by this application will increase transit ridership, encourage transit-oriented development, reduce dependence on the automobile, increase alternatives to single-occupancy vehicle trips for low-income and special needs populations, and decrease emissions. In addition, it will set up the next phase work that will result in more transit services going through SVS than any other station in Northern California. ***SVS will become a model for statewide efforts that integrate transit and promote efficient land use.***

iv. Project Purpose and Need

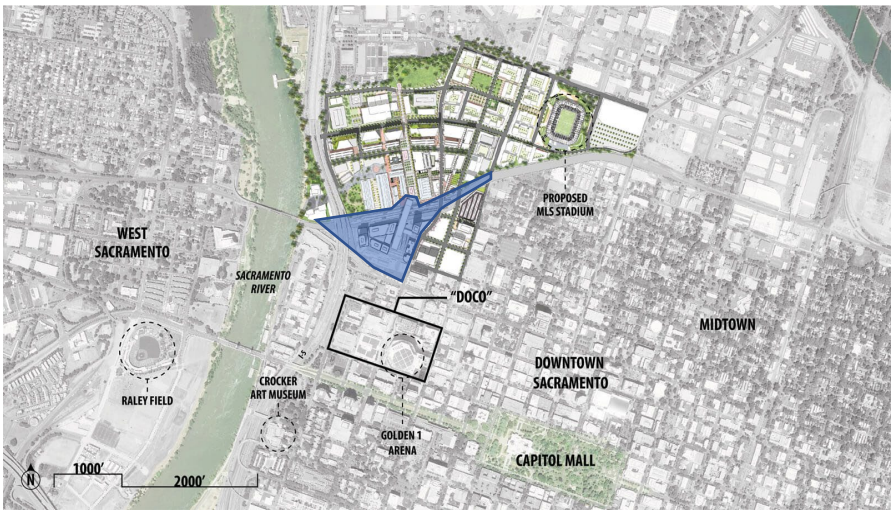
An Integrated Partnership

CCJPA, CoS, SACOG, SacRT, and DRV collaborated to develop this application. This partnership recognizes that coordination between State, regional, and local agencies; transit operators; and private transit-oriented developers across modes and disciplines is necessary to deliver the transformative multimodal projects and integrated services that are crucial to achieving the State's greenhouse gas (GHG) emissions reduction goals. The State recognizes that reducing GHG emissions, including those caused by transportation, is necessary to counter the impacts of climate change and promote public health. These partners will advance work that improves transit and facilitates transit-oriented land use throughout the Railyards Specific Plan area (hereafter referred to as the Railyards District or Railyards), including the SVS site area (Figure 1), downtown Sacramento (Figure 2), and other locations around Northern California.

Figure 1: SVS Site Area in the Context of the Railyards District

Note: The Railyards development plans shown in Figures 1 and 2 call for a Major League Soccer (MLS) stadium and Kaiser Permanente medical campus. If either development is not completed, the market analysis for the Railyards confidentially projects that a different large 'anchor' tenant will be attracted to the development, especially as SVS emerges as a more efficient multimodal hub.

Figure 2: SVS Within Downtown Sacramento



The partners on this application have long seen SVS and the surrounding areas of downtown Sacramento as a key to regional growth and opportunity, the success of the state's transit network, and emissions reductions throughout the State. Planning to transform SVS into a true intermodal station began in 1997, with a study led by the City of Sacramento and CCJPA. Since 2006, the City of Sacramento has overseen the investment of over $425 million, by local, state, federal, and private stakeholders, into transportation and related infrastructure in the former brownfield of the Railyards District, which includes the SVS area. Billions more (Leveraged Funds section on page 42) have been channeled into enhancements that support transit use, walkability, bikeability, and mixed-use development in downtown Sacramento and increase the competitiveness of the many regional transit routes that serve downtown.

Capitol Corridor Joint Powers Authority

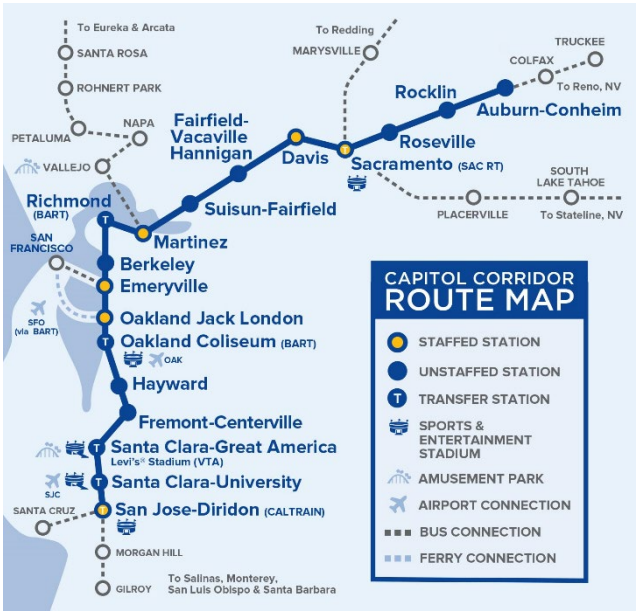
The Capitol Corridor Joint Powers Authority, created through State legislation, operates Capitol Corridor intercity passenger trains in a 170-mile corridor that extends from San Jose to Sacramento, with additional service west to Auburn (Figure 3). Under normal operating conditions, the Authority runs 30 trains per day, serving eighteen stations in eight Northern California counties. CCJPA riders can reach additional destinations via Thruway bus service from train stations. Considering both rail and motor coach services, CCJPA encompasses the second largest urban service area in the western United States.

CCJPA passenger trains operate mostly over host Union Pacific Railroad (UPRR) tracks, with the southernmost 2.5 miles of the route owned by Caltrain. Service is provided through an operating

agreement with Amtrak and financed by funds from CCJPA that are allocated from the California State Transportation Agency. Passenger revenues support nearly 60% of CCJPA's operation.

Under the CCJPA's management, the Capitol Corridor intercity passenger rail service is the third busiest ridership route in the Amtrak national system. It is an attractive, safe, comfortable, reliable, and lower emission alternative to motor vehicle travel in the I-80, I-580, I-680, and I-880 highway corridors that link major metropolitan areas in Northern California, including Sacramento, Oakland, San Francisco, and San Jose. Capitol Corridor carries 1.7 million people a year, making it a critical component of the State's efforts to reduce vehicle miles travelled, mitigate congestion, and lower criteria air pollutants in the region and state.

Figure 3: Capitol Corridor Route Map



Sacramento Valley Station is key to CCJPA's services. It is the most popular station along the Capitol Corridor route and seventh busiest Amtrak station in the country. For over two decades, CCJPA has worked with the City of Sacramento and other partners to pursue a long-term vision of SVS as a regional intermodal hub.

City of Sacramento

The City of Sacramento is a leader in sustainability, equity, and innovation, including leading the implementation of the nation's first car share system for low-income residents. CoS sees SVS as a centerpiece of downtown Sacramento's recent renaissance. It is intent on developing the area to create a modern intermodal regional hub that promotes public and active transportation, in particular for underserved communities, to make downtown a vibrant destination.

Upon acquiring the SVS site in 2006, CoS established a three-phase program of improvements intended to transform the site into a modern intermodal hub surrounded by sustainable and equitable transit-oriented development. ***The City has fully committed to SVS's transformation, and 46% of the $195 million that has gone into SVS land acquisition and Phase 1 and 2 improvements have been from local funds.*** *The remaining funds have come from State (21%) and Federal (33%) sources.* CoS and its numerous public and private partners are now prepared to advance Phase 3 work at SVS.

Work at SVS is guided by extensive planning processes. The City led the development of the Railyards Specific Plan (adopted 2016, amended 2021) (Attachment B), SVS Area Plan/Vision (adopted 2018) (Attachment C), and other studies that cohesively build toward Sacramento's goal of being the most livable city in the county.

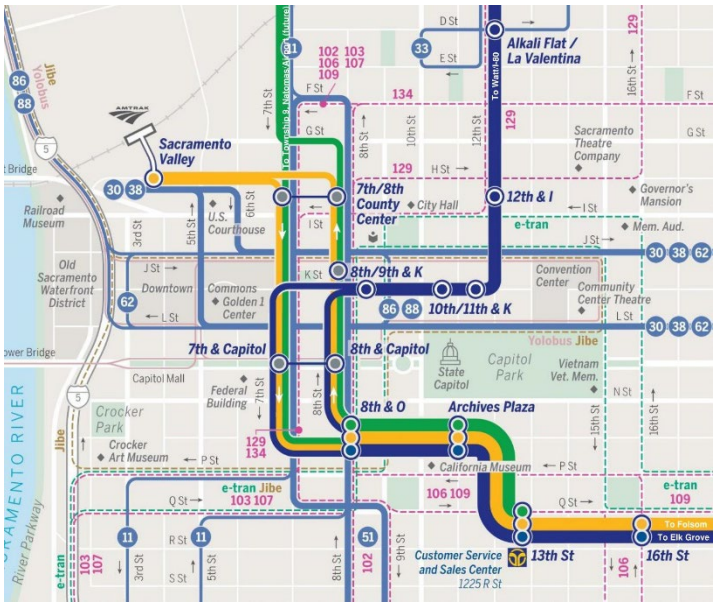
CoS understands it is imperative to pursue efficient land use and transit-oriented development around SVS, and it has collaborated closely with Downtown Railyards Ventures (DRV), on the development of ***the Railyards - the largest infill development project in the country***. The City also endeavors to make

SVS a global archetype for green facilities including on-site zero-carbon energy production and water reclamation.

Sacramento Regional Transit District (SacRT)

SacRT is the regional transit provider for Sacramento County. It operates over 80 bus routes, three light rail lines (Blue, Gold, and Green Lines), and paratransit services. Before the Covid-19 Pandemic, SacRT served approximately 21 million riders in Fiscal Year 2019 (Figure 4). On the average 2019 weekday, 40,000 people rode light rail and 37,000 people used the bus. SacRT is also a leader in innovative mobility. Its SmaRT Ride microtransit system serves nine parts of Sacramento County.

Figure 4: Current SacRT Downtown Service



SacRT understands that enhancements to its service are a vital part of realizing downtown Sacramento's growth in a manner that promotes livable communities and decreased congestion. In 2006, SacRT extended the Gold Line from its then terminus in downtown to directly serve SVS with a platform on H Street, west of 5th Street. The first phase of the Green Line was completed in 2012 for $44 million, bringing light rail service from downtown to Township 9 and establishing SacRT as a choice mode of transit for future workers and inhabitants of the Railyards and River District. In the long-term, a $1.1 billion extension of the Green Line from its current terminus at Township 9 to Natomas and Sacramento International Airport is planned. Before this can be pursued SacRT needs to undertake further improvements to the Green Line in the vicinity of SVS.

SacRT is also intent on improving access to growing population and jobs centers along the eastern length of the Gold Line. As business parks and neighborhoods around stations between Folsom and downtown gain residents and jobs, convenient Gold Line service is essential to connecting Northern Californians and the densifying downtown area to these new opportunities without increasing VMT and emissions.

Downtown Railyard Venture (DRV)

DRV is a Sacramento-based entrepreneurial real estate and investment company that is leading the transformation of the Railyards District into a thriving infill community. DRV has significant experience in the development of master-planned communities, brownfields, adaptive reuse, mixed use, and industrial projects, notably the transformation of McClellen Air Base to commercial business park. DRV is committed to creating a transit-oriented Railyards District with housing, jobs, and entertainment destinations that are conveniently connected to SVS and SacRT services and demonstrate leadership in sustainable development.

Other Participating Agencies

Though the five partners described above have led the effort to develop this TIRCP application, many stakeholders from around the state will benefit from SVS Transit Center: Priority Projects work. The broad base of stakeholders from different regions underscores the statewide nature of this transformative work. As of the date of grant submittal, eighteen stakeholders had supplied letters of support (Attachment D).

SVS and Downtown: A Brief Overview

Today, Capitol Corridor, San Joaquins, California Zephyr, and Coast Starlight trains serve SVS. SacRT's Gold Line light rail stops at the station as well as regularly scheduled service from two SacRT bus routes, Fairfield-Suisun Transit[1], and Amtrak Thruway motorcoach routes (some currently run by El Dorado Transit). Numerous other bus providers serve downtown but do not stop at SVS. The 32-acre station sits just below Railyards. Intercity rail and freight tracks are at the north of the site. Light Rail and bus connections are available on H Street. The Historic Station building serves as the entrance to SVS today for riders who arrive at the station by car or by foot from downtown. The site context for SVS is shown in Figure 5.[2]

SVS is located at the southern edge of the Railyards District and the northwest portion of downtown Sacramento's grid and serves as the rail gateway to the city. Downtown Sacramento is a key economic, cultural, and, increasingly, housing hub in Northern California. It is home to the State Capitol, numerous government agencies, and many other jobs and entertainment destinations.

SVS and Downtown Yesterday: Unrealized Potential

Figure 5: Existing SVS Site Layout

Passenger rail service at SVS began in 1926. The station opened with direct streetcar service to the station front which lasted 20 years before being replaced by bus service, a common occurrence across the city at the time.

Depopulation of downtown Sacramento during the mid-20th century accentuated this trend. In 1950, downtown was a booming center of activity with 58,000 residents.[3] One of the largest employers in the area was the Southern Pacific shops located directly north of SVS. Just 20 years later, downtown's population had been cut in half, due in large part to the introduction of highways and land use changes.[4] Various

[1] SolTrans will replace FAST as the operator of the Blue Line in 2022. Soltrans will be listed instead of FAST when referring to the Blue Line for the remainder of the document.
[2] Sacramento Valley Station Master Plan, City of Sacramento, February 27, 2018. http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Sacramento-Valley-Station/Final-Documents/SVS-Vision-Document-FINAL.pdf?la=en
[3] United States Census.
[4] Ibid.

economic downturns and continued population sprawl kept downtown's population stagnant for the 40 years. By 2010, downtown's population had only risen to 30,000.[5]

Despite its population decrease, downtown Sacramento remained a vital job center for employees throughout Northern California, due to the conglomeration of government jobs near the Capitol. Without competitive transit options and a thriving SVS, most workers drove, increasing vehicle miles traveled and emissions. Since many pollutants are trapped by the Central Valley's geography, the emissions increases spurred by land use sprawl and limited transit resulted in poor air quality and public health outcomes from communities from Redding to Bakersfield. Today, most of the Central Valley qualifies as state and federal non-attainment air quality areas.

SVS and Downtown Today: Needed Infrastructure for Sustainable Growth

Buoyed by astute planning from local, regional, and State stakeholders, downtown Sacramento has emerged as a bustling center of activity since 2010. New developments have brought more housing and jobs to the city's easily navigable grid. Significant destinations like the Golden 1 Center have made downtown a desirable place to work, live, and play for people from across Northern California.

This recent activity has also reversed downtown's depopulation trend. Sacramento is one of the fastest growing cities in the nation. It is the third most popular destination for millennials, reflecting the city's ability to attract a growing workforce. Beyond economic opportunity, people are attracted to the Sacramento community. Over the past 20 years, Sacramento has consistently been identified one of the most diverse cities in the nation.

High cost of living and housing undersupply in the Bay Area has also contributed to Sacramento's population growth. The Bay Area has one of the highest rates of resident outflow in the country, and nearly half of former Bay Area residents move to Sacramento.[6] Others cost-burdened individuals from the coast are also moving to smaller Central Valley cities that benefit from their proximity to economic opportunities in Sacramento. These trends have held strong, and even increased, since the onset of the COVID-19 pandemic. As of January 2022, Sacramento remained one of the most migrated to cities in the country, with new many of the residents coming from the San Francisco Bay Area.[7]

The combination of downtown Sacramento's revitalization and population growth throughout the Central Valley has created significant demand for travel to the state's capital. Under normal operating conditions, over 15 transit services provide regular direct rides into downtown Sacramento from 24 of California's counties and Reno, Nevada. ***Though downtown Sacramento is connected to many transit services, these services are not connected to one another.*** Different operators stop at different locations throughout downtown, and only three bus systems regularly serve SVS. ***This***

> ***Downtown Sacramento's growth is poised to surge as formerly neglected areas are being rebuilt as visionary transit-oriented and mixed-used developments.*** Specific Plans for the Railyards, River District, and Central City anticipate over 30,000 new housing units, 13.6 million square feet of office space, and approximately 60,000 jobs to be built in the next two decades.

[5] Ibid.
[6] Redfin Migration Report. May 6, 2019. https://www.redfin.com/blog/q1-2019-housing-migration-report/
[7] "Share of Homebuyers Looking to Relocate Is Near Pandemic Peak". Redfin. January 25, 2022 https://www.redfin.com/news/q4-2021-housing-migration-trends/

disjointed network discourages transfers and limits Sacramento's potential to be a thriving statewide transit hub. A 2018 report by the Brooking Institute entitled *Charting a Course to the Sacramento Region's Future Economic Prosperity* noted that ***without serious investments in transportation, Sacramento will find it difficult to continue its recent growth trends.***

SVS and Downtown Tomorrow: Phasing In A Modern Statewide Transit Center

CCJPA, the City of Sacramento, SacRT, SACOG, and DRV have come together to plan and deliver a suite of projects that will transform the SVS area and downtown into a fitting gateway to Sacramento and Northern California's most comprehensive connection to the statewide rail network and other transit options.

Sacramento's plans to improve transit and facilitate transit-oriented development at SVS and throughout downtown are ambitious. Maximizing the potential of SVS and downtown to serve as rapidly growing multimodal areas requires astutely phasing in improvements that offer significant immediate and independent benefit while also enabling ensuing work. Planning efforts led by the City of Sacramento broke improvements into three phases.

Phases 1 and 2

In 2006, the Railyards Plan area transferred from Union Pacific Railroad to a private developer. This provided the City of Sacramento with the opportunity to acquire the historic station building and 32-acre site of SVS with $52.5 million in local transportation funds, kicking of a three-phase improvement plan at SVS.

During Phases 1 and 2, the City of Sacramento, along with regional, state, federal, and development partners, invested over $140 million into improvements including moving the tracks north to facilitate straightened tracks for safety and efficiency, constructing tunnels (including the Steve Cohn Passageway) to provide safe grade-separated pedestrian and bicyclist access to the intercity rail platforms, renovating the historic station building with improvements for Amtrak, and improving access to the station area.

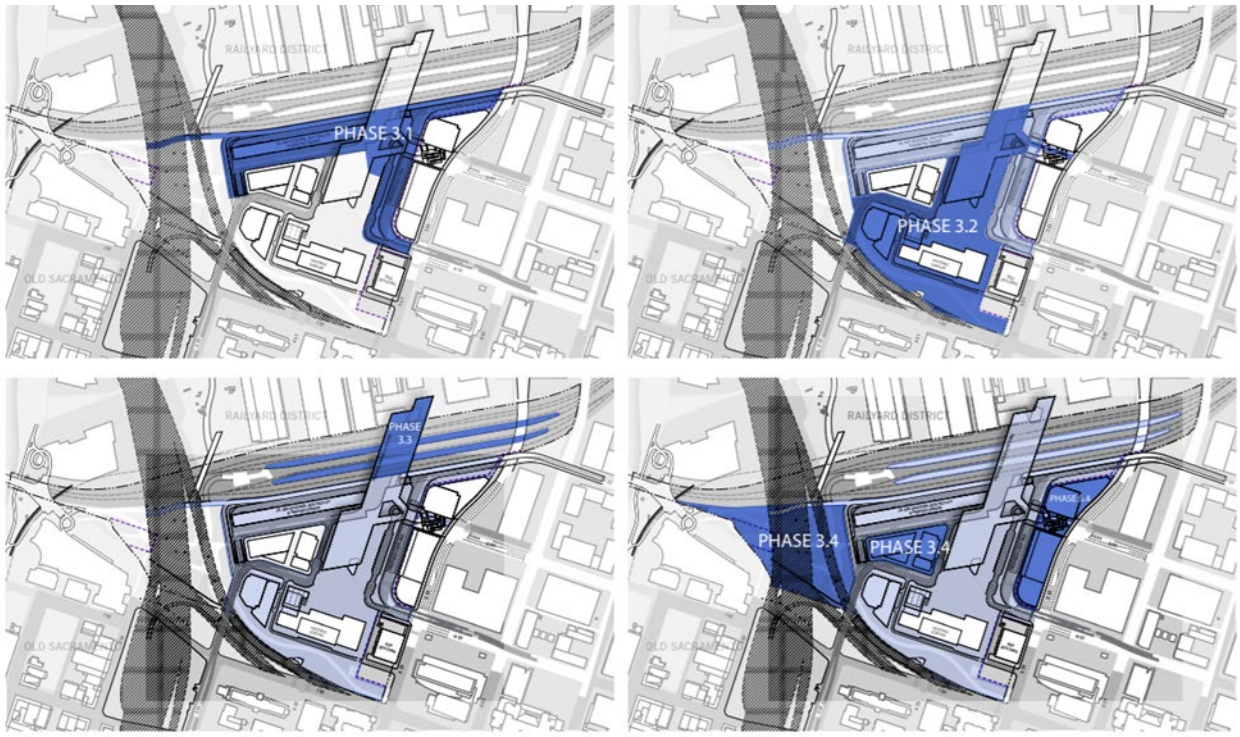
Phase 3

SVS is now ready for Phase 3 improvements, which will combine to transform the station area into a model intermodal, transit-oriented hub of integrated public transit options and sustainable development. This ambitious phase will centralize intercity rail, light rail, and numerous bus operators at SVS, creating an effective hub and spoke type hub, as advocated for in the 2018 State Rail Plan.

The planning work for Phase 3 was extensive, spanning over four years. The plan process built upon best practices and established national standards for transit hubs and infill development with direct input from developers and transit officials from Seattle, San Jose, Los Angeles and prior research in Denver and Anaheim. These partners confirmed that SVS has the potential to evolve into a prominent hub of transit, housing, jobs, and destinations, but there was also consensus that achieving this vision requires implementing quality transit improvements as a first priority.

Phase 3 is a multipart phase that requires careful coordination. Figure 6 shows where in the SVS site improvements will occur in each SVS. Implemented correctly, it will yield significant near-term benefits while also setting up continued improvements.

Figure 6: Phase 3 Sub-Phases



Phase 3.1 - Bus Mobility Center and Other Priority Work

Funds from the 2022 TIRCP round will go toward Phase 3.1 of work. Phase 3.1 includes the following major elements. This work is described in more detail in the Project Components subsection starting on page 10 and the Detailed Project Description section starting on page 19.

- Creating a northern access point for pedestrians and cyclists to directly connect transit options at SVS to the rest of the Railyards District.
- Relocating the SacRT light rail tracks and platform in the SVS area to provide better connections to other transit at SVS and enable more efficient land use.
- Constructing a new pick up/drop off facility adjacent to the consolidated transit options.
- Installing a storm drain that renders the two detention basins redundant and allows for transit-oriented development on these sites that will provide high-density residential and commercial developments.
- Creating a Class IV cycle tack on H Street to provide access between the station area and other parts of downtown.
- Constructing a two-level Bus Mobility Center (BMC) to centralized bus options at SVS
- Creating a Class IV buffered bikeway across the north face of the BMC to connect to the forthcoming bicycle facility across the I Street Bridge.

Additional improvements in downtown Sacramento are necessary for the proper implementation of Phase 3.1. Since the BMC will not have the capacity for all intercity operators to lay over and fully charge- as the fleet statewide transitions to zero-emission vehicles- a separate layover facility must be

constructed and electrified off the SVS site. Routing additional buses through SVS, via the BMC, also requires consolidating the bus routes and stops used by operators throughout downtown.

Phase 3.2 - 5th & G Entrance, Transit Plaza and Stage 1 Concourse

Phase 3.2 will implement improvements a transit concourse to link the realigned light rail platform to the second floor of the BMC. This will be accompanied by a pedestrian bridge providing access to the concourse from the intersection of 5th and G Street.

- Build over adjacent Lot 40 with City air rights easement with vertical circulation to LRT Platform via stairs and elevator.
- Construct Transit Plaza, ground floor retail and southern portion of elevated concourse (Stage 1) which will allow full cross-transfer from 5th & G, light rail station entrance and Bus Mobility Center at upper level

Phase 3.3 - Overhead Concourse – Stage 2

When existing tunnel and platforms are at maximum capacity, Stage 2 of the Overhead Concourse will be required to move all passenger movements above the tracks and descend to the platforms. The existing narrow (23 ft wide) platforms will be widened to accommodate stairs, escalators, and elevators by widening each platform in-board, removing the existing service road. An extension of passenger concourse from Phase 3.2-B will provide a waiting area positioned above the tracks and a 24/7 open-air public way will provide full-time bike and pedestrian connectivity over the tracks.

Phase 3.4 - Remaining Land Use Improvements

Phase 3.4 will implement remaining land use improvements at the SVS site. Portions of this work may occur in prior subphases, depending on market conditions.

The Result

These improvements will support visionary plans for developments in the Railyards, River District, Central City, and parts of West Sacramento that include minimal parking and roadway infrastructure. Since these developments are reliant on transit, the improvements created by the SVS Transit Center: Priority Projects will enable them to come online sooner, resulting in the near-term realization of GHG emissions reduction benefits.

The SVS Transit Center: Priority Projects is consistent with the region's goal, as described in SACOG's 2020 MTP/SCS, of a future with efficient land use, densifying residential and employment corridors, and sustainable transportation choices. SACOG's MTP/SCS prioritizes over $600 million in intermodal investments to SVS and downtown that will encourage transit and active transportation use.

Though project benefits associated with SVS's transformation, will be most concentrated in the downtown area, these improvements will allow people throughout the state to access the agglomeration of transit providers at SVS and downtown and plethora of new opportunities in Sacramento's thriving downtown. Some of the most acute benefits will accrue to residents of counties that currently have no direct public transit option to reach the state rail network in Sacramento. The statewide impact of the SVS Transit Center: Priority Projects is necessary given the statewide scale of some of California's pressing transportation and housing problems.

Programming TIRCP funds to the SVS Transit Center: Priority Projects will also build upon the funds invested in downtown Sacramento's transportation renaissance by the partners on this application as

well as other public and private stakeholders. In total, the SVS Transit Center: Priority Projects will enhance billions in public and private funds invested into transit and transit-oriented development.

Though many California cities have exciting long-term visions for truly transit-oriented downtowns, Sacramento will be able to implement the SVS Transit Center: Priority Projects and related transit and land use projects in the near-term. Sacramento can realistically accomplish what so many American cities have failed to do – enjoy large economic and population growth without creating crippling congestion and worsening air quality.

Project Components

The SVS Transit Center: Priority Projects consists of five interrelated projects that collectively yield large environmental and connectivity benefits to Californians. This work will implement most of the elements in SVS Phase 3.1 work, while accomplishing key pre-capital work to set up the remainder of Phase 3.1 for near-term completion. The northern station access is already underway with the support of funds from the 2020 TIRCP cycle. The projects components are *briefly* described below. See the **Project Benefits section** of this application for a detailed scope of work for each.

- SVS Phase 3.1 Improvements: A set of related improvements that will transform SVS into a more modern and efficient intermodal hub station.
    - Bus Mobility Center (BMC): Environmental clearance for a two-level structure just south of the intercity rail platform that will unify numerous bus operators a short distance from intercity and light rail at SVS.
    - Light Rail Station Realignment: Construction of a light rail loop through SVS that allows for a new north-south oriented SacRT Gold Line station closer to intercity rail and forthcoming bus options at SVS.
    - Pick-Up/Drop-Off Loop (PUDO): Construction of a more efficient passenger drop-off and pick-up directly adjacent to transit options at SVS.
    - Storm Drain Line: Construction of drainage infrastructure that will allow existing detention basins at SVS to be used for high density residential and commercial development supporting the utilization of the integrated transit.
    - H Street Cycle Track: Construction of high-quality and safe two-way bicycle access to/from SVS via H Street.
- Regional Bus Layover Facility: Construction of a layover facility in downtown for buses that currently deadhead back to their origin in between revenue runs (planning funding in the 2020 TIRCP round).
- Electrification of the Regional Bus Layover Facility (partial construction funding): Installation of charging infrastructure and solar photovoltaics at the layover facility to support the statewide transition to zero-emission buses.
- Downtown Regional Bus Route Consolidation: Implementation of shared and efficient bus routing through downtown across numerous operators. This includes constructing 17 new shared stops and completing the section of 5th Street between Railyards Boulevard and N B St.
- Contactless EMV Readers: Purchase and use contactless EMV readers for use by six operators in support of the California Integrated Travel Project (Cal-ITP).

V. Project Location

As shown in Figures 7 and 8, the projects in this application are in downtown Sacramento. A kml file with the location for each component is included as Attachment F. Note that the Contactless EMV Readers component is not mapped, as the readers will be used by six operators on a number of routes.

Figure 9 shows SVS in relation to downtown's three specific plan areas, which are all undertaking aggressive jobs and housing mixed-use and transit-oriented development. Figure 10 shows the existing major downtown destinations near SVS, including the Capitol, Old Sacramento Waterfront, and Downtown Commons.

Downtown Sacramento is growing rapidly, with the area around SVS receiving a notable amount of development. Recent specific plans have enabled special land use designations in large developments such as the Railyards and River District that allow for lower parking minimums, encouraging residents, workers, and visitors to arrive by modes other than car. There is also significant development occurring just across the Sacramento River in the City of West Sacramento. In total, by 2030, projects like the ones included in Figure 11 (see Attachment G for a key) are expected to bring more than 30,000 housing units and 60,000 jobs[8] to the area surrounding SVS.

The SVS Transit Center: Priority Projects will provide direct benefits to at least

Figure 7: Project Location

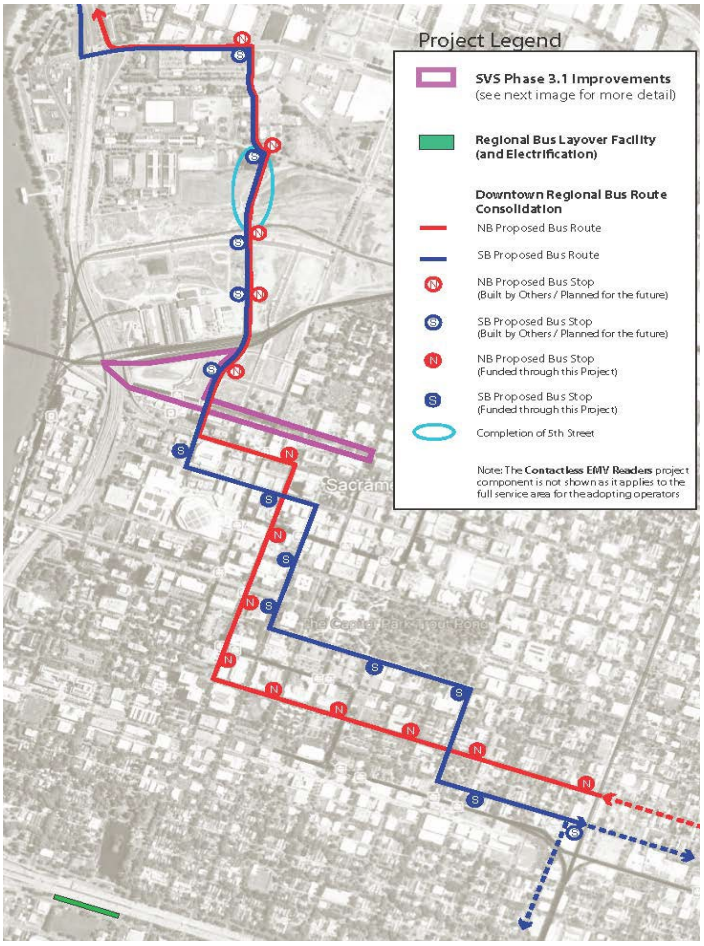
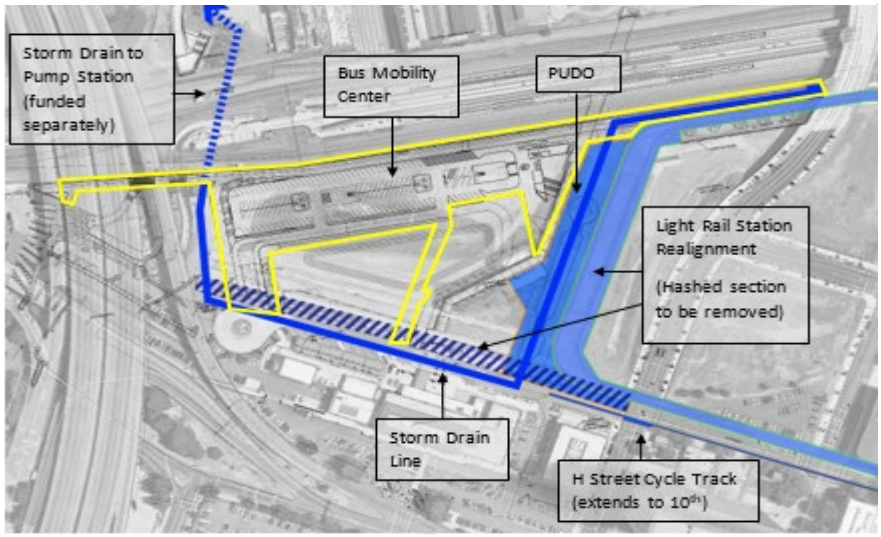


Figure 8: Project Location- SVS Phase 3.1 Improvements



[8] At one job per 250 square feet.

249 disadvantaged community census tracts that are within a half-mile of services that could directly reach SVS[9]:

- Disadvantaged communities (SB 535): 92 census tracts
- Low-income communities (AB 1550): 245 census tracts
- Low-income communities within a half-mile of disadvantaged communities: 80 census tracts
- Low-income communities that overlap with disadvantaged communities: 91 census tracts

Figure 9: Specific Plan Areas

Figure 10: Existing Downtown Destinations

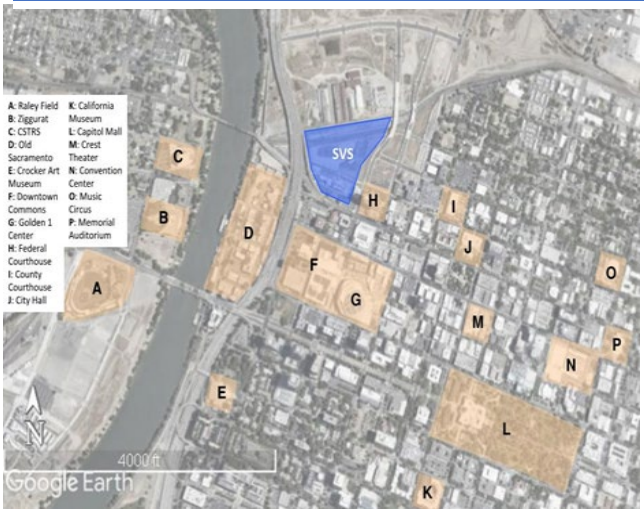
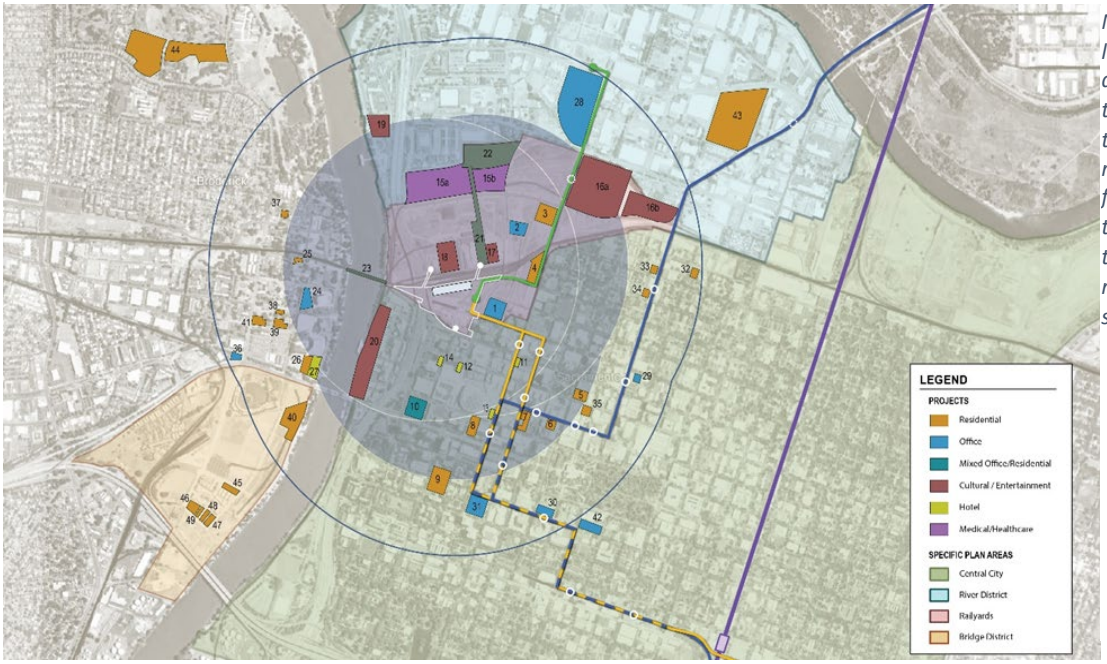


Figure 11: Planned Downtown Developments



Note: The SacRT light rail alignment through SVS in this figure reflects the future plan for the Green Line to serve the reoriented station at SVS

[9] Due to the network-wide impacts of contactless EMV riders, all routes for those operators were included in priority population analysis.

These benefits will be mostly concentrated in downtown, which almost entirely qualifies as disadvantaged and low-income. Consistent with the City of Sacramento's pointed equity work, the SVS Transit Center: Priority Projects will provide mobility options in communities that are mobility-constrained today. Disadvantaged communities throughout the Central Valley and Bay Area that are served by the rail and transit lines that will stop at SVS or other convenient locations in downtown upon completion of the SVS Transit Center: Priority Projects will also benefit from this investment of TIRCP funds. Maps of the census tracts that are within a half-mile of SVS or stops along routes that could directly serve the SVS Transit Center: Priority Projects are included as Attachment H.

In addition to the census tracts that benefit due to the presence of a transit stop that serves SVS, the nature of rail and regional transit extends positive impacts deeper into California. Rail and regional transit, especially regional express service, tend to cluster in corridors that allow for faster travel time between destinations. In order to keep service competitive with driving times, deviating from the most direct path is often avoided, in particular when this deviation does not yield significant ridership increases due to relatively low-density communities. The SVS Transit Center: Priority Projects will make rail and regional buses time competitive and desired alternatives to driving, even for people who live further than a half-mile from an existing regional bus or rail station. Walking, biking, or taking local transit from further than a half-mile to reach regional stops will become feasible due to these travel time savings.

vi. Project Modes

Local buses, light rail, commuter buses, intercity rail, feeder buses, and vanpools will benefit from the SVS Transit Center: Priority Projects. Active transportation and innovative modes such as carshare will also be beneficiaries.

vii. Multi-Agency Coordination

CCJPA is coordinating with the City of Sacramento, SACOG, SacRT, and DRV to develop this application and implement the projects included in this application. Further details on coordination for each component of this work are described below:

SVS Phase 3.1 Improvements

The SVS Phase 3.1 Improvements collectively unlock the potential of the SVS area. Each portion of this work is necessary to realize the full benefits of improving SVS. The City of Sacramento is closely working with SacRT, CCJPA, SACOG, and numerous bus agencies on these improvements.

Bus Mobility Center

The City of Sacramento has assembled a team of architects, engineers, and transportation specialists responsible for some of the world's most notable stations to create an iconic SVS Transit Center. Applicant partners are working with numerous bus operators in Northern California on the BMC, as providing a convenient transfer from regional buses to rail service will increase network integration and ridership. The upper level of the BMC will be prioritized for regional buses, both public and private carriers. The City of Sacramento is coordinating with the following operators to determine who will use the BMC: Amador Transit, Amtrak Thruway, El Dorado Transit, Elk Grove Transit, Soltrans, Galt-Sacramento South County Transit Link, Placer Transit, Roseville Transit, SacRT, San Joaquin Regional Transit District, Shasta Regional Transportation Agency, Yolo Transit, Yuba-Sutter Transit, Greyhound and other private regional carriers.

The lower level of the BMC will accommodate paratransit, microtransit, car share, and parking. The City of Sacramento is collaborating with the following services to discuss their incorporation into the lower level: GIG Car Share, Natomas Jibe, SmaRT Microtransit, and Sacramento Paratransit.

For both the upper and lower levels of the BMC, the City of Sacramento will monitor the development of new services- such as the express routes from Lincoln to Sacramento- and seek to integrate more providers into the facility as feasible. New innovative modes such as autonomous vehicles will also be incorporated in the future.

The City of Sacramento, which was the first city in the state to provide electric vehicle carshare to low-income neighborhoods, will continue partnering with the Sacramento Metropolitan Air Quality District to fund future zero-emission charging facilities at the BMC. The Solano Transit Agency received TIRCP funds for charging infrastructure to support its routes, and one of these will be placed at the BMC.

The City of Sacramento is also working with SacRT, as BMC construction phase is dependent on realigning light rail tracks through the station area into a loop.

Light Rail Station Realignment

CCJPA, SacRT and the City of Sacramento are working closely together to better integrate SacRT light rail service with intercity rail and bus service at SVS to facilitate faster connections. SacRT and the City of Sacramento are collaborating to ensure that light rail's realignment complements the long-term vision for SVS. The Light Rail Station Realignment portion must occur to allow for the full completion of the PUDO. The Storm Drain Line is able proceed during the design and construction of the new light rail station. They are also coordinating the light rail alignment work with the BMC, as moving SacRT's existing storage tracks is needed to construct the BMC.

PUDO

The City of Sacramento is coordinating with SacRT to properly time the implementation of the new PUDO with the realignment of light rail tracks at SVS. The PUDO provides direct access to the passenger station tunnel and light rail platforms and serves as an entry point for light rail. Without the implementation of the PUDO, a temporary asphalt paving would be required for fire access and walking service to the passenger tunnel, a throw-away temporary investment.

Storm Drain Line

The city and the Railyards developer, Downtown Railyards Venture, LLC (DRV) are also working together to time the installation of the new storm drain line and will coordinate with the light rail work and new PUDO. The drainage system must be in place to build the PUDO and light rail improvements and carry drainage from the passenger tracks and platforms with the placement of the BMC. CoS has a single opportunity to leverage $2.3 million of a $30 million grant from the governor for the Railyards to complete critical infrastructure to assist development that can complete the southern drainage segment which primarily carries drainage for the Transit Center. Preliminary engineering is complete, and the project is ready to complete engineering design and move to construct, immediately. This element is fundamental to supporting all the TOD and transportation improvements in the SVS vicinity.

H Street Cycle Track

The City of Sacramento and SacRT are also collaborating to implement a two-way cycle track on H Street that does not conflict with light rail operations. The project is designed to be implemented

independently from the light rail improvements in this grant, however, coordination of the two projects would benefit cost control and effectiveness.

Regional Bus Layover Facility

SACOG is collaborating with regional operators, Caltrans, and the City of Sacramento to facilitate agreements on facility use. The City of Sacramento will deliver the capital improvements, while maintenance and operations will be negotiated with SACOG and bus operators. Six bus operators are expected to use the facility upon its opening with more planned in the future.

Electrification of the Regional Bus Layover Facility

The same parties will collaborate on the installation of zero-emission vehicle charging infrastructure at the layover. SACOG and the City of Sacramento plan to engage the Sacramento Metropolitan Air Quality District as a funding partner for the installation of zero-emission facilities at the future layover site. Eight bus operators are expected to regularly use charging infrastructure at the facility. The TIRCP funding request for this element will be the roughly 20% basis to leverage federal or state funding to complete this element.

Downtown Regional Bus Route Consolidation

The City of Sacramento will deliver the capital improvements and SACOG will facilitate the construction of an operations and maintenance structure in partnership with bus operators. The City of Sacramento is also coordinating with the San Francisco Redevelopment Agency in an effort to repurpose 17 bus shelters from the Temporary Transbay Terminal.

The City of Sacramento will collaborate with DRV and other private actors on the completion of the 5th Street segment between Railyards Boulevard and North B Street. DRV will be responsible for the delivery of the project and the City of Sacramento will administer the grant funds and handle the project reporting to CCJPA. This delivery model is similar to the structure taken for the SVS North Entrance project.

Contactless EMV Readers

SACOG will work directly with six bus operators to purchase and install contactless EMV readers on rail and bus vehicles to allow fares to be collected through contactless bank cards. Contactless payment makes transit a more attractive option and improved efficiency results in higher transit ridership and lower greenhouse gas emissions. Implementing contactless payments out across a majority of the Sacramento region's transit providers will create a rich ecosystem of compatibility for regional travel, including via the SVS station to the Capitol Corridor intercity passenger rail system (also implementing contactless payments).

viii. Greenhouse Gas (GHG) Emissions Reductions

Table 1 summarizes the estimated lifetime carbon dioxide equivalent (CO2e) reductions that will be achieved by the SVS Transit Center: Priority Projects. These results are derived largely from modeling tools, with select off model assumptions. The total ask of $50,509,509.54 in TIRCP funding yields a TIRCP cost effectiveness value of $325 per metric ton CO2e reduced. GHG reductions and cost effectiveness calculations for the five quantified project components based on their individual TIRCP requests are also presented. Accordingly, per guidance from the Federal Transit Administration (FTA) (2008), reductions for all components are estimated over a 50-year useful life (UL). Full results in Attachment I.

While the TIRCP application includes five distinct capital projects, as shown in Table 1, the infrastructure improvements are interdependent and complementary. Optimal GHG reductions will only be achieved

with the full implementation of all project components, including all portions of the SVS Phase 3.1 Improvements.

Note that the total TIRCP request for the SVS Transit Center: Priority Projects includes $6.4 million for non-capital work on the Bus Mobility Center within the SVS Phase 3.1 Improvements component. Since the TIRCP request for this project component does not extend to construction, GHG reductions achieved by future capital investments into the BMC are not quantified. See the Implementation of Sustainable Communities Strategy and Reduction of VMT and GHG Emissions Uncaptured by the CARB Model section beginning on page 355 for a detailed explanation of benefits not reflected in the model.

Table 1: Lifetime GHG Reductions and TIRCP Primary Evaluation Criteria for the SVS Transit Center: Priority Projects

Metric	Project Components [a]					Total Project
	SVS Phase 3.1 Improvements	RBLF	Electrified RBLF	Transit Route Consolidation	Contactless EMV	
$MTCO_2e$ reduction	14,362	19,067	16,689	13,951	91,493	155,561
TIRCP funds requested [b]	$28,181,223	$9,000,000	$2,600,000	$8,549,543	$2,178,744	$50,509,510
$MTCO_2e$ reduction/ TIRCP funds requested	0.000510	0.002119	0.006419	0.001632	0.041993	0.003080
TIRCP funds requested/ $MTCO_2e$ reduction	$1,962	$472	$156	$613	$24	$325

Notes: EMV = Euro-pay, MasterCard, and Visa, GHG = greenhouse gases, $MTCO_2e$ = metric tons carbon dioxide equivalent, RBLF = Regional Bus Layover Facility, SVS = Sacramento Valley Station, TIRCP = Transit and Intercity Rail Capital Program.

[a] Reductions achieved by future capital investments resulting from the BMC are not included in the reductions quantified for the proposed project because the requested TIRCP funds do not extend to construction of this project element.

[b] No California Climate Investment program funds will be requested other than TIRCP.

Note 1: The TIRCP funds requested number used in the GHG reduction quantification work is slightly higher than the actual ask shown in cost/funding tables and the PPRs, as the cost contingency assumed during this analysis proved to be slightly higher than necessary.

ix. Funding Requested

CCJPA and its project partners are requesting $49.865 million in TIRCP funds, to be matched by $6.785 million committed funds from other sources. In total, this TIRCP request will enhance billions in local, regional, state, federal, and private investment completed, ongoing, and planned transportation and land use improvements around SVS. Table 2 shows the proposed funding plan by fund source type for the four components of the SVS Transit Center: Priority Projects. Further funding details are in the Project Costs section beginning on page 19 and the Project Programming Requests (PPRs) included as Attachment J. Certification of the cost estimates are in Attachment K.

Table 2: Proposed Funding Plan (in $1,000s) (State funds are non-GHG)

	SVS Phase 3.1 Improve-ments	Regional Bus Layover Facility	Electrifi-cation (Layover Facility)	Downtown Regional Bus Route Consolidation	Contact-less EMV Readers	Total Funds
TIRCP	$27,835	$9,000	$2,600	$8,250	$2,180	$49,865
State	$27,287	--	--	--	--	$27,287
Local	$533	--	--	--	--	$533
Regional	$3,910	--	--	--	--	$3,910
Federal	--	--	$13,400 *(TBD)*	--	--	$13,400
Private	--	--	--	$55	--	$55
TOTAL	**$59,565**	**$9,000**	**$16,000**	**$8,305**	**$2,180**	**$95,050**

x. Point of Contact

Jim Allison
Manager of Planning
Capitol Corridor Joint Powers Authority
2150 Webster St, 3rd Floor
Oakland, CA 94612
Phone: 510-464-6994
JimA@capitolcorridor.org

B. Project Costs

i. Cost Estimate

The total cost of the SVS Transit Center: Priority Projects is $95 million. Cost estimates are based on the engineering and design work accomplished thus far. Costs are escalated to the year of delivery. Table 3 shows the estimated cost and year of completion for each component.

Table 3: Estimated Cost (in $1,000s) and Year of Completion

Project Component	Estimated Cost	Estimated Year of Completion
SVS Phase 3.1 Improvements	$59,565	2026
Regional Bus Layover Facility	$9,000	2025
Electrification of the Regional Bus Layover Facility	$16,000	2038*
Downtown Regional Bus Route Consolidation	$8,305	2024
Contactless EMV Readers	$2,180	2023
TOTAL	**$95,050**	

*Year of completion set to anticipated year of full conversion to zero-emission buses statewide.

ii. Funding Commitments

Funds from multiple sources will match the TIRCP award to fully fund these projects. All of these funds are considered committed. The applicants will also seek $25 million in Solutions for Congested Corridors funds for the SVS Phase 3.1 Improvements component and $13.4 million from state or federal sources for the Electrification of the Regional Bus Route Layover Facility. Timely use of funds requirements with each matching source do not conflict with the project schedule. The following components have matching funds:

- SVS Phase 3.1 Improvements: CMAQ ($3.9 million), local funds ($0.5 million), State Park funds ($2.3 million)
- Downtown Regional Bus Route Consolidation: Private funds from DRV ($0.055 million)

Funds invested in SVS Transit Center: Priority Projects work will also enhance numerous other funded and planned investments that will benefit the downtown Sacramento area. See the "Leveraged Funds" subsection of the "Project Benefits and Impacts" section starting on page 42 for more details.

iii. Amount of TIRCP Funds Requested

CCJPA and its project partners are requesting $49.865 million in TIRCP funds.

- SVS Phase 3.1 Improvements: $27.835 million

- Regional Bus Layover Facility: $9 million
- Electrification of Regional Bus Layover Facility: $2.6 million
- Downtown Regional Bus Route Consolidation: $8.25 million
- Contactless EMV Readers: $2.18 million

iv. Network Integration Costs

There is not a Network Integration component of this application.

C. Eligibility

As one of the three California Intercity Passenger Rail (CA IPR) managing agencies, CCJPA is eligible to apply for TIRCP funds since it both operates and plans intercity rail service. The projects included in this application will transform and modernize rail and connecting bus operations at SVS and other parts of downtown, resulting in significantly increased transit ridership that will reduce greenhouse gas emissions, vehicle miles traveled, and congestion. They will also allow for the sustainable implementation of transit-oriented jobs and housing throughout downtown Sacramento and encourage sustainable development near regional bus stops throughout Northern California. The components of the SVS Transit Center: Priority Projects will create emergent economic opportunities throughout Sacramento that will be more easily accessible via transit from nearly half of California's counties. Per CARB quantification methodology, the projects included in this application will reduce emissions by 155,561 metrics tons carbon dioxide equivalent. The modeling used to achieve this figure, however, does not reflect the fuller ability of the SVS Transit Center: Priority Projects to reduce emissions through its land use connections, as identified in academic literature.

The elements included in this application are eligible for TIRCP funds because they:

- Integrate the rail, transit, and active transportation network in Sacramento, Northern California, and the state by reorganizing and expanding station facilities.
- Increase service levels by improving bus routing through downtown.
- Decrease travel time by reducing long transfers between intercity rail platforms and light rail, buses, pick up/drop off, and Sacramento's active transportation network.
- Improve transit reliability by facilitating better timed connections between operators and modes, along with other rider benefits.
- Enable station area improvements that will result in more efficient land use in the surrounding station area, creating higher transit ridership and active transportation use.

D. Expanded Project Summary

Brief Summary

Sacramento Valley Station is Northern California's best connection to the state rail network, and downtown Sacramento is a vital economic, cultural, and housing hub for the State. Significant development has occurred around SVS and throughout downtown over the past decades, and much more is planned, but the disjointed nature of transit operations hinders the ability of SVS and downtown to achieve their potential as destinations that integrate rail and transit, increase access to opportunity, support efficient land use, and reduce GHG emissions. Improvements to SVS and downtown that encourage the use of public and active transportation are essential given the dense transit-oriented

development underway and the growth of affordable housing centers in Northern California that need convenient access to California's economic centers and rail network.

The SVS Transit Center: Priority Projects will consist of five projects with capital components that collectively consolidate downtown Sacramento's intercity rail, light rail, regional bus, local bus, micromobility, active transportation, and innovation transportation choices into effective hubs. This work will directly enable significant TOD projects as well as future transit enhancements and inspire additional sustainable land use in downtown.

Detailed Project Description

SVS Phase 3.1 Improvements

Sacramento Valley Station is one of the busiest Amtrak stations in the country. As downtown Sacramento becomes more densely populated, the station area will become a central destination for community members and transit riders from across Northern California. SVS sits on 35 acres in downtown, bordering the burgeoning Railyards District, Old Sacramento, the Central Business District, and Alkali Flat.

For SVS to serve as an efficient gateway to California's capital, improvements are needed to make efficient use of these 35 acres. With TIRCP funds, the project applicants will conduct a suite of work that simultaneously facilitates better intermodal connectivity at the station and directly enables significant transit-oriented development directly at the station. Fully realizing SVS's potential as a catalyst for major transportation and land use benefits requires fully implementing all elements, described below, of the SVS Phase 3.1 Improvements component. Though benefits will be most concentrated in the downtown area, which is almost entirely classified as disadvantaged and low-income, riders around Northern California will benefit from this work.

Bus Mobility Center

The BMC will connect the various regional, local, and innovative mobility options that serve downtown Sacramento at a common SVS stop that facilitates simple and convenient multimodal trips. Even though regional buses that serve downtown stop within a mile of SVS, the distance between their stops and the intercity rail platform makes transfers time intensive and prevents reliably making connections. The proposed design of the BMC is displayed in Figure 16.

The BMC will create a two-level structure just south of the intercity rail tracks and west of the Steve Cohn Passageway at SVS. On the top-level, an 18-bay bus circular will allow regional and local buses to drop off and pick up passengers just a two-minute walk from the intercity rail platform. The realigned SacRT light rail platform described in the Light Rail Station Realignment section will be directly east of the BMC. The City of Sacramento anticipates that regional buses run by the following agencies will use the BMC upon its completion: Amtrak Thruway (both CCJPA and SJJPA), El Dorado Transit, Elk Grove Transit, Soltrans, Placer Transit, Roseville Transit, SacRT, San Joaquin Regional Transit District, South County Transit, Yolo Transit, and Yuba-Sutter Transit. The forthcoming TIRCP-funded Salmon Runner service provided by the Shasta Regional Transportation Agency will also use the bus circular of the BMC. The City of Sacramento is working with other service providers that currently serve or have plans to serve downtown Sacramento – such as Amador Transit, Butte Regional Transit, and Lincoln Express Bus – to study bringing them into the BMC as well. Provisions for end of route operator facilities are included on the upper level, including secure access operator restrooms, break rooms, and maternity facilities. Some capacity on the upper level can also be used for layovers in the near-term. Off-site layover and

charging will occur along X Street, between 6th and 8th Streets, accessed by a new two-way conversion of 5th Street. For short duration charging to extend distance on all-day routes, the BMC will provide ten charging bays with equipment that can provide approximately 50 miles of charge in ten minutes.

The BMC will be at the forefront of sustainability. It will produce over 29 megawatts of electricity onsite through canopy solar arrays. All stormwater and runoff water will also be treated onsite through detention areas that integrate natural features into the pedestrian experience. Plans call for electric vehicle charging infrastructure at 20 spaces, with the potential to expand to 110, and ten bus bays. The massive 75,000 sf footprint allows another innovative energy feature, ground source heat capture, that will provide over 60% of the total heating/cooling energy for all buildings in the SVS Transit Center District. The city is actively exploring a Public-Private partnership to deliver this system.

The lower-level of the BMC will provide first/last mile and vehicular connections to SVS. Car share, microtransit services- such as SacRT's SmaRT- and paratransit will use the lower-level. As viable new innovative mobility options emerge, the City of Sacramento intends for them to serve SVS through the lower-level of the BMC.

The lower-level of the BMC will provide about 100 parking spaces for transit riders who drive to SVS, some of which will be reserved for electric vehicles and include charging infrastructure. The City of Sacramento is adopting an innovative approach to parking supply at SVS. The City's long-term plans for SVS involve eliminating 333 parking spaces in the present surface level parking lot adjacent to the Historic Station Building and replacing this with public spaces and water treatment areas. Although there will be 2/3 less parking spaces at SVS upon the conversion of the existing lot, the City's incorporation of car share into the BMC, in combination with efforts to promote travel to the station via active and public transit- is expected allow the City to cut parking supply without creating capacity issues. Each car in carshare programs has been shown to replace seven to eleven single occupancy vehicles.[1] GIG Car Share in Sacramento currently offers a fleet of 260-free floating vehicles in Sacramento that can be rented on demand. GIG's operation is supported by Electrify America as part of the Sac-to-Zero campaign that aims to transform Sacramento into a model green city. Sacramento's car share was the first electric vehicle carshare system designed for low-income communities. The innovative efforts at the BMC involving carshare, microtransit, and potentially other technologies such as autonomous vehicles will serve as an effective demonstration for other transit hubs seeking to reduce their parking needs. Riders who are dropped off at the station will use the new pick up/drop off facility in between the bus circular and new light rail platform.

Elevators and stairs will connect the upper and lower levels. The eastern elevator core is designed to connect to a future raised rail concourse level to be constructed in response to higher 2040+ ridership.

The BMC will also create active transportation facilities. The lower level will include bicycle storage facilities as well as space for a bike service tenant. With the BMC, the City will also expand the two-way buffered cycle track on F Street into the SVS area, creating a Class IV bikeway along the north and west edges of the BMC. A later extension to this cycle track will connect it to the bike path at the riverfront and future bikeway to West Sacramento once the I Street Bridge is replaced and repurposed.

In the near-term, vehicle access to the BMC will be provided from H Street. Upon the modification of 3rd Street and reconfiguration of the I-5 northbound ramp, which will be advanced with TIRCP network

integration funds, vehicles will use an extended 3rd Street to circulate between the BMC, local streets, and highways.

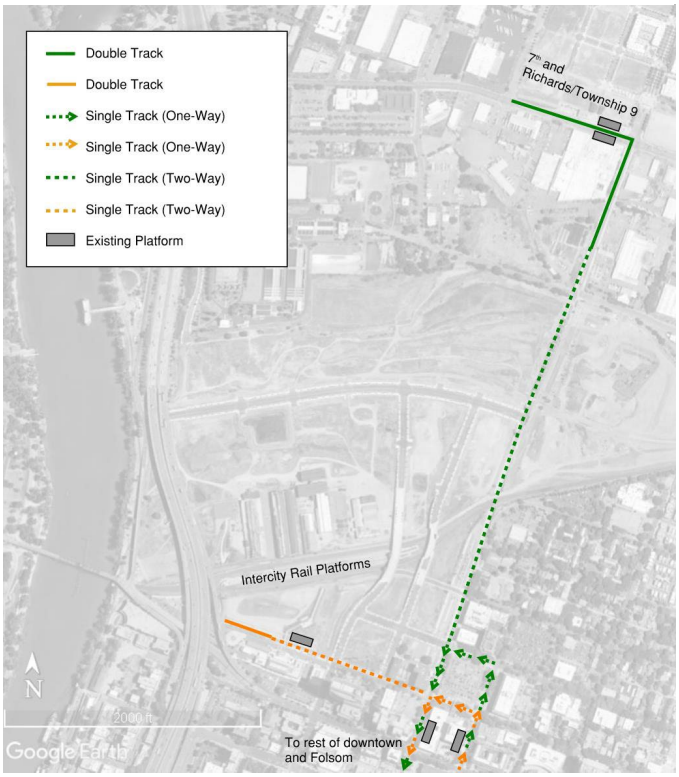
To be shovel-ready, the City of Sacramento is seeking full funding to take the 30% design to completion of PS&E. The BMC was CEQA cleared in April 2021 and a 30 percent cost estimate has been updated to reflect mid-project construction on Q3 2026 in preparation for federal grant applications and state funding for additional federal match in subsequent cycles.

Creating the BMC requires removing SacRT's light rail infrastructure on H Street west of 4th Street and replacing it with a new north-south oriented platform and double tracked loop at SVS.

Light Rail Station Realignment

Today, SacRT's Gold Line serves SVS with an east-west oriented platform on H Street, just west of 4th Street (Figure 12). The Light Rail Realignment component will both reorient the light rail platform at SVS and create a more efficient light rail alignment and trip through the SVS area.

Figure 12: Existing SacRT Service Around SVS



The City of Sacramento and SacRT have a long-standing agreement to reorient existing light rail infrastructure at SVS in way that will provide more efficient transfers between light rail and connecting services at SVS including Capitol Corridor, San Joaquins, regional buses, carshare, and bikeshare. The reorientation will also permit future light rail operations from SVS to the Railyards, River District, and eventually Natomas and Sacramento International Airport. Realigning SacRT's tracks also creates the space necessary to build the BMC. Figure 13 shows how light rail will look around SVS upon completion of the scope in this application.

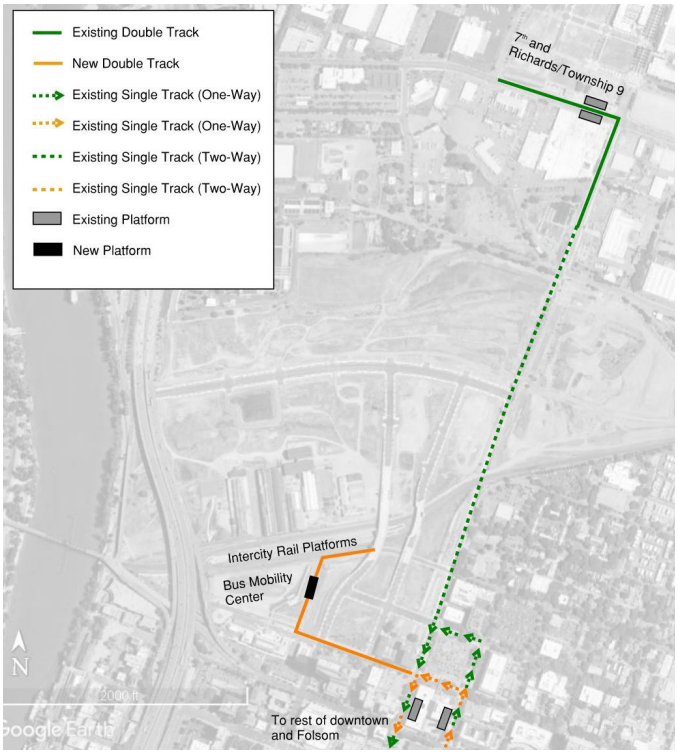
At SVS, SacRT will replace its existing Gold Line platform with a north-south positioned platform that will be directly east of the new pick-up/drop-off lane and just south of F Street. The new platform will place light rail about 450 feet closer to the intercity rail platform and within approximately 100 feet of the future BMC. To implement this improvement cost-effectively and reserve funds for planned vertical circulation to the new concourse in 2040+ (see pages 37-38 for more details), SacRT will reuse as many platform elements, such as canopies, as is feasible.

The Light Rail Station Realignment component will create the following new double-tracked alignment for SacRT's track in the SVS area:

- H Street from 7th Street to west of 5th Street

- North-south between H Street and F Street
- F Street from the new station platform to just west of 5th Street

Figure 13: SacRT Service with TIRCP funding



This work will also enable the next set of transformative improvements for SacRT light rail. Today, the Green Line does not come into SVS, instead running on 7th Street between Township 9 and the downtown core. Single tracking on a portion of 7th Street limits the Green Line to 30-minute service, and there are no stops between Township 9 and H Street. This track realignment and station reorientation is the first step to directly connecting the Green Line to SVS. In future work, SacRT plans to extend double tracking to from 5th and F to 7th and F. In combination with double tracking the existing single track portions of 7th Street, this will enable 15-minute frequencies on the Green Line. It will also allow SacRT to interline the Green and Gold Lines at SVS. Service south of SVS will retain the name Gold Line, while service north of SVS will still be called the Green Line, but interlining will eliminate the need for riders to transfer between trains when traveling between Folsom and Township 9, and in the future, Sacramento International Airport. These direct and more frequent trips will better connect SVS with growing jobs and housing centers along the eastern portion of the Gold Line.

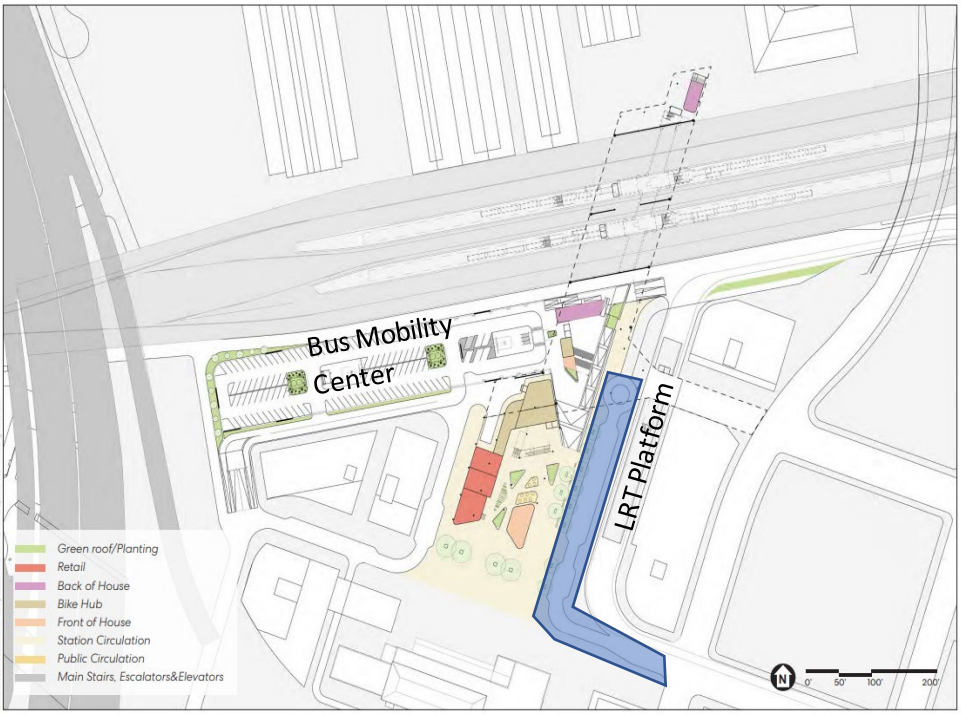
PUDO

Currently most users of SVS are dropped off at the south entrance of the Historical Station Building. From there, it is more than a 1,000-foot walk to the intercity rail platforms. Creating a new PUDO closer to the existing passenger tunnel and future Gold Line light-rail station will enable easier access and encourage additional ridership. The PUDO will be located between the existing passenger tunnel entrance to the intercity rail tracks and reoriented Gold Line platform (current location of the emergency vehicle access to the passenger tunnel) (Figure 14). The regulatory requirements for this emergency lane require a fire truck not to be in a dead-end without turnaround. Currently, the turnaround occupies the placement of the light rail station. Therefore, to maintain emergency services with the construction of the light rail station, a throughway needs to be provided. The design of the PUDO maintains the emergency access requirements with rolled curbs on the turnaround.

Passengers will access the PUDO from the intersection of 5th and H. Vehicles would enter westbound along H Street and turn northerly in a one-lane-each-way drop-off and pick-up zone with an end point

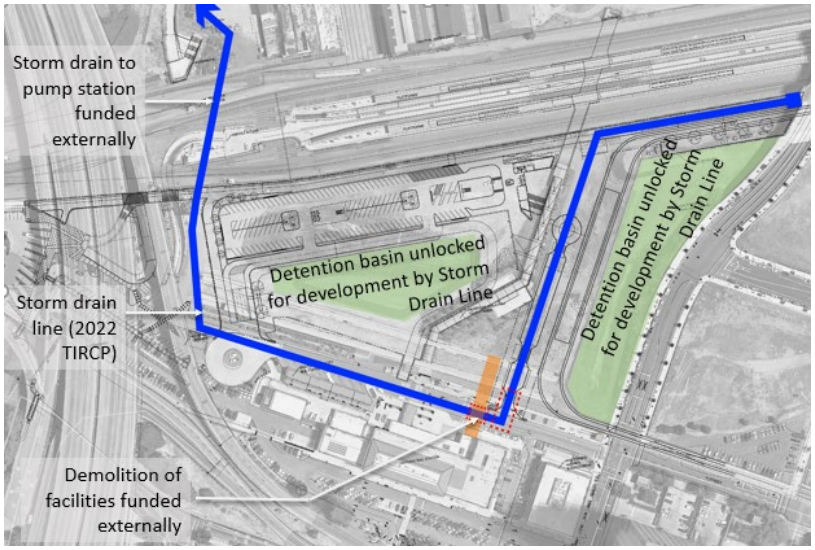
turnaround at the northern end of the street. This configuration would provide passenger loading/unloading on two sides of the carriage lanes.

Figure 14: Location of the PUDO (in blue)



The PUDO will facilitate practically direct drop off to intercity and light rail at SVS. Upon completion of the BMC, it will also put riders within a short walk of buses operated by at least 12 agencies. It will be able to accommodate private vehicles, ride hailing services, small shuttle vans, and potentially other developing and innovative modes.

Figure 15: Storm Drain Line and Related Impacts



Storm Drain Line

A critical infrastructure component of the SVS Transit Center is the installation of a storm drain line that will replace two temporary storm detention basins which were constructed in the Phase 1 track relocation project as interim until the full Railyards drainage is completed (Figure 15). The pump station for the Railyards system is nearing completion by the end of 2022. The City of Sacramento has a single opportunity to leverage $2.3 million of a $30 million grant from the Governor for the Railyards to advance critical infrastructure necessary to complete development of the southern drainage system that covers SVS. This storm drain is a critical link in the Railyards Drainage Master Plan to convey stormwater from the existing platforms and all area of the developing Transit Center, including the relief the detention basin on the SVS site that is designated for housing, and the detention basin on the adjacent property fronting 5th Street, Lot 40, which is likely to

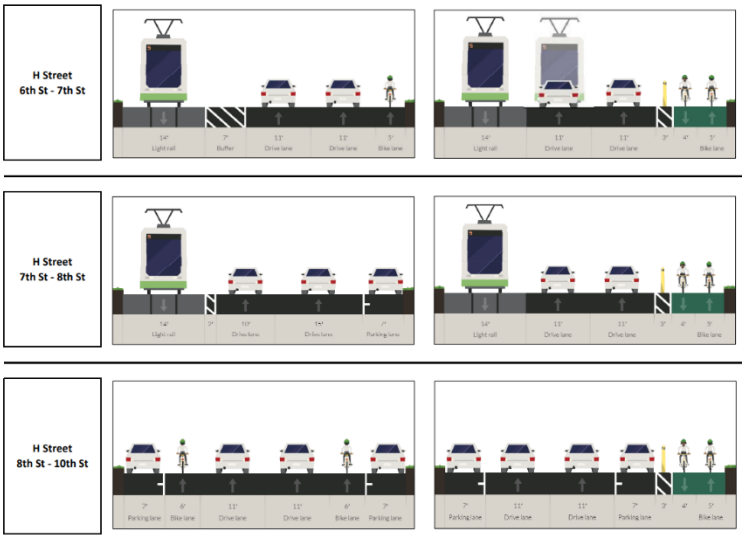
be a site for office. By enabling this development, the storm drain line is key to driving ridership growth and encouraging multi-modal lifestyles around SVS.

Furthermore, the drainage system must be in place to build the PUDO (Pick-up / Drop-off) improvements that serve the station and light rail and carry existing drainage from the passenger tracks and platforms with the placement of the BMC. Preliminary engineering is complete, and the project is ready to complete engineering design and move to construct, immediately.

H Street Cycle Track

Currently, SVS has extremely poor and constrained bike access, due primarily to the network of high-volume one-way streets and conflicts with light rail tracks at intersections. Nonetheless, CCJPA surveys show 8% of Sacramento riders access the station by bike. With improved access to Downtown, it is anticipated that this number will greatly increase. Consistent with the Railyards Specific Plan (RSP) and Central City Specific Plan (CCSP) (Attachment E), there are two principal routes planned for bike access: F Street and H Street. The SVS Area Plan plans for both east-west trail to merge and cross the historic I Street Bridge to West Sacramento once it is converted into a pedestrian and bicycle bridge. The F Street route, however, needs to be timed with the construction of the BMC.

Figure 16: H Street Cycle Track



To improve active transportation access between downtown and SVS, the City of Sacramento will install a two-way cycle track on H Street between 5th Street and 10th Street. This will intersect with planned north-south Class IV lanes on 9th and 10th Streets that will connect 17 blocks through the downtown core to Broadway. It will leverage a network benefit with a new Class IV Lane on 6th Street from H Street to the north, over the tracks, to Railyards Blvd, conditioned with a new 309-unit mixed-housing project now under construction at 7th and Railyards Blvd.

As shown in Figure 16, the City and SacRT have coordinated on the cycle track design to ensure that H Street remains usable for light rail, vehicles, and bicycles. Cyclists currently do not have a straight and easy connection to SVS via H Street. The new buffer lane between cyclists and traffic will also enhance safety for bicyclists traveling to and from SVS. In combination these benefits will incentivize more people to access SVS by bicycle, resulting in reduced GHG emissions and VMT.

Regional Bus Layover Facility

Most regional buses serving Sacramento do not have anywhere to layover in downtown, forcing them to deadhead to their origin and back before serving afternoon riders. Downtown streets are too busy to accommodate long-term curb parking for buses, so a dedicated layover facility is necessary to prevent the VMT and GHG emissions associated with deadhead trips. With TIRCP funds, SACOG and the City will

build on the planning work that was funded in the 2020 cycle to identify a layover facility for commuter buses in downtown Sacramento.

Over the past two years, SACOG has completed a study- funded through the 2020 TIRCP cycle- that identified an ideal site for a commuter bus layover facility. This two-block stretch fronts X Street, between 6th and 8th and sits alongside a Caltrans parking area underneath the elevated Capital City Freeway. Caltrans has expressed written concurrence for using this space as a bus layover facility.

This facility will be able to accommodate up to 45 buses at once. El Dorado Transit, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, and Yuba-Sutter Transit will use the facility regularly. The forthcoming Butte Regional Transit service to Sacramento may also use the facility for short-term staging. In addition to the environmental benefits, allowing buses to layover in downtown before their afternoon runs will improve on-time performance and ultimately travel time competitiveness with driving.

Electrification of Regional Bus Layover Facility

CCJPA and its partners will also create charging facilities at the layover facility, in preparation for the transition to zero-emission fleets statewide. The charging infrastructure is projected to support up to 22 buses at once. Power will be generated through solar PV installations, allowing the facility to be a model of zero-emission transport. The solar installation could produce up to 543,463 kilowatt-hours of renewable electricity per year. In addition to the bus providers listed in the prior subsection, Amador Transit, Soltrans, and Yolo Transit will use the charging infrastructure. Butte Regional Transit anticipates having sufficient range to charge upon return to Chico. The initial TIRCP funding for this facility will establish a match funding basis for federal, state, and local funds to complete construction.

Downtown Regional Bus Route Consolidation

In the past two TIRCP cycles, SacRT and SACOG received separate planning grants to support improved scheduling between intercity rail and SacRT service at SVS and the future Midtown station and bus stop consolidation in downtown. This work was intended to promote competitive travel times, especially with the future added stop at the BMC in mind, better integrate the State's rail and transit system, and improve regional bus operators in Sacramento.

With that work complete, SACOG is ready to partner with the City of Sacramento to implement improvements to regional bus operations in downtown. The City will deliver capital improvements while SACOG will facilitate an operations and maintenance structure.

Through work associated with the forthcoming San Joaquins Midtown station, a stop is being created at 19th and Q. Funds from this TIRCP round will support the creation of 16 additional stops between the SVS and Midtown stations that will be used by Amador Transit, Butte Regional Transit, El Dorado Transit, Soltrans, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, Yolobus, and Yuba-Sutter Transit. These stops will increase ridership by providing more direct service to downtown's most popular employment and leisure destinations and facilitate easier transfers between operations.

This component will also complete an unfinished portion of 5th Street between Railyards Boulevard and North B Street. The 2020 TIRCP-funded study identified 5th Street as the most efficient connector for all north area buses to access the freeway to SVS and serve the new state office complex on Richards Blvd. That will provide the needed connectivity to implement 10 additional bus stops (5 northbound and 5

southbound) north of H Street. These northern stops will provide direct service to the growing amount of opportunity north of SVS. They will be funded outside of this TIRCP ask. Table 4 shows the planned stops for the consolidated bus route. Without the completion of this street segment, buses would be routed east to 7th Street to Richards, doubling the route distance to the freeway interchange at Richards and I-5. While the principal benefit is for regional commuter buses connecting to the interstate, this segment will also benefit local SacRT bus routes in the River District and Railyards.

Table 4: Planned Consolidated Bus Stops in Downtown

Southbound	Northbound
Richards Blvd and Sequoia Pacific Blvd*	P St and 19th St
5th St and North B St*	P St and 16th St
5th St and Railyards Blvd*	P St and 14th St
5th St between Railyards Blvd and F St*	P St and 12th St
5th St and G St*	P St and 10th St
5th St between J St and I St	8th St and O St
J St and 8th St	8th St and Capitol Mall
9th St and K St	8th St and K St
9th St and Capitol Mall	I St and 8th St
N St and 12th St	5th St and G St
15th St and N St	5th St between Railyards Blvd and F St*
16th St and Q St	5th St and Railyards Boulevard*
19th St and Q St**	5th St and North B St*
	Richards Blvd and Sequoia Pacific Blvd*

**Stop to be implemented upon the completion of 5th St with separate funds*
***Stop being implemented through separate work*

Buses will use common northbound and southbound routing to serve the stations in the table above, resulting in reduced VMT and GHG emissions. Operators will have convenient access to the Regional Transit Layover Facility from this route.

The City of Sacramento intends to repurpose 17 shelters, estimate to cost around $3 million from the Temporary Transbay Terminal in San Francisco for use on these new stops.

Contactless EMV Readers

CalSTA and Caltrans have undertaken innovative work through the California Integrated Travel Project (Cal-ITP) to make riding rail and bus transit simpler and more cost effective. A key component of Cal-ITP is enabling contactless payments across rail and bus transit. The proposed project will purchase and install contactless EMV readers on rail and bus vehicles to allow fares to be collected through contactless bank card payments. The installation of these readers will have the following benefits:

- Improve the transit experience – contactless payment saves time when boarding the vehicle and is very easy for riders, especially tourists or business travelers unfamiliar with the local agency's fare system.
- Increase transit ridership – the simple and familiar way of using a bank card to tap on and pay for a fare is an incentive for people to take transit.
- Lower cost to transit providers – less vehicle dwell time, fewer maintenance requirements will lead to reduced costs for transit providers.
- Network compatibility - rolling contactless payments out across a majority of the Sacramento region's transit providers will create a rich ecosystem of compatibility for regional travel, including

via the SVS station to the Capitol Corridor intercity passenger rail system (also implementing contactless payments).

- Agency alignment - working with the State's manageable list of selected vendors allows lessons to be learned and experiences to be shared across agencies, with a goal of improving both the customer and operator experience. In addition, there is the potential to introduce transfer discounts in cases where agencies align on the same transit processor, as decided by collective agreement.
- Coordination with Cal-ITP - alignment of the Sacramento regional transit providers with the Cal-ITP led efforts on GTFS ubiquity/quality and Cal-ITP's emerging efforts on eligibility discounts will also foster region wide uptake of transit thus making transit mobility an easier and more equitable transport option.

The benefits listed above will cumulatively result in a better transit experience for riders, making transit a more attractive option. The benefits listed above will cumulatively result in a better transit experience for riders, making transit a more attractive option and result in higher transit ridership and lower greenhouse gas emissions.

E. Project Benefits and Impacts

Expected Benefits and Proposed Metrics

CCJPA intends to provide quarterly reports consistent with CalSTA's requirements upon award of a TIRCP grant. Consistent with CARB Funding Guidelines, CCJPA will provide quarterly reports upon award and implementation of a TIRCP funding allocation, as well as annual reports on Project Outcomes once the capital portions of the SVS Transit Center: Priority Projects are operational.

Quarterly reports will include any necessary updates on all the metrics provided in this application, including but not limited to total project cost, total GGRF funds awarded in each reporting cycle, estimated total project GHG emission reductions, indicated benefits to priority populations, and estimated project co-benefits and indicators including:

- VMT reductions (miles)
- Criteria Air Pollution Reductions (tons)
- Fuel Use Reductions (gallons)

Upon the delivery of the capital components of the SVS Transit Center: Priority Projects application, CCJPA and its project partners will provide the following to quantify the benefits of the work.

- Days of operation per year (days/year) based on evaluation of service schedule.
- Average daily ridership (unlinked trips/day) on the routes benefitting from the SVS Transit Center: Priority Projects

Primary Evaluation Criteria

Reduce Greenhouse Gas (GHG) Emissions

The SVS Transit Center: Priority Projects will reduce lifetime GHG emissions by 155,561 metric tons CO2e, as shown in Table 5. As discussed in the Greenhouse Gas (GHG) Emissions Reductions section beginning on page 15, these emissions reductions are supported by land use changes that will accentuate the impact of the public and active transportation infrastructure created with these TIRCP funds.

Table 5: Lifetime GHG Reductions and TIRCP Primary Evaluation Criteria for the SVS Transit Center: Priority Projects

Metric	Project Components [a]					Total Project
	SVS Phase 3.1 Improvements	RBLF	Electrified RBLF	Transit Route Consolidation	Contactless EMV	
$MTCO_2e$ reduction	14,362	19,067	16,689	13,951	91,493	155,561
TIRCP funds requested [b]	$28,181,223	$9,000,000	$2,600,000	$8,549,543	$2,178,744	$50,509,510
$MTCO_2e$ reduction/ TIRCP funds requested	0.000510	0.002119	0.006419	0.001632	0.041993	0.003080
TIRCP funds requested/ $MTCO_2e$ reduction	$1,962	$472	$156	$613	$24	$325

Notes: EMV = Euro-pay, MasterCard, and Visa, GHG = greenhouse gases, $MTCO_2e$ = metric tons carbon dioxide equivalent, RBLF = Regional Bus Layover Facility, SVS = Sacramento Valley Station, TIRCP = Transit and Intercity Rail Capital Program.

[a] Reductions achieved by future capital investments resulting from the BMC are not included in the reductions quantified for the proposed project because the requested TIRCP funds do not extend to construction of this project element.

[b] No California Climate Investment program funds will be requested other than TIRCP.

Note: The TIRCP funds requested number used in the GHG reduction quantification work is slightly higher than the actual ask shown in cost/funding tables and the PPRs, as the cost contingency assumed during this analysis proved to be slightly higher than necessary. As a result, cost effectiveness is underestimated in the above table.

Table 5 is a very conservative estimate of GHG reductions from the SVS Transit Center: Priority Projects. The analysis captures project-induced ridership increases on Capitol Corridor and SacRT light rail and across 9 bus providers.

For full information on the assumptions and methodologies used, see Attachment I. Implementation of Sustainable Communities Strategy and Reduction of VMT and GHG Emissions Uncaptured by the CARB Model section beginning on page 38 goes into deeper detail on the project's additional GHG reduction benefits.

Increase Ridership Through Expanded and Improved Rail and Transit Service

The SVS Transit Center: Priority Projects will directly increase ridership on transit services throughout Northern California, while also positively impacting ridership on additional fixed-route and flexible options. Across the fifteen modelled transit providers (counting both Amtrak Thruway services as one), the SVS Transit Center: Priority Projects will result in 2.2 million additional annual riders (Table 6). These results are conservative, as transformative efforts that link transit and land use at this scale have not been undertaken in the United States. The model also does not account for other existing and future services that will see ridership benefits from the SVS Transit Center: Priority Projects. The planning components of this application also promise to deliver further ridership increases upon their implementation in the future. See Attachment I for details on what models and academically backed adjustments were used to derive ridership projections.

Since the subcomponents of the SVS Transit Center: Priority Projects build upon one another, achieving full ridership benefits depends upon implementing the full program. Ridership growth over the project life is heavily linked denser planned land use in downtown Sacramento that the SVS Transit Center: Priority Projects will allow. The mechanisms through which the SVS Transit Center: Priority Projects will create increased ridership are detailed below. Additional relevant factors are included in the following "Integrate the Services of the State's Various Rail and Transit Operations" subsection.

Currently, none of the Sacramento region's fourteen largest jobs hubs are within a 45-minute transit commute of more than 10% of their workforce.
- Charting a course to the Sacramento region's future prosperity (Brookings Institute)

Table 6: Project Ridership Increase by Operator from SVS Transit Center: Priority Projects

Transit Operator	Projected Ridership Increase Year 1	Projected Ridership Increase Year Final
Amador Transit	98	227
Amtrak Thruway	1,884	5,072
Butte Regional Transit	1,148	2,666
Capitol Corridor	3,452	9,292
El Dorado Transit	1,699	4,574
Fairfield Transit	2,423	5,628
Galt-Sacramento SCT Link	29	67
North Natomas Jibe Express	61	142
Placer Transit	23,531	53,828
Roseville Transit	26,034	59,740
SacRT	766,047	1,746,849
San Joaquin Regional Transit District	530	1,231
Shasta Salmon Runner	156	363
Yolo Transit	71,343	163,099
Yuba-Sutter Transit	59,657	157,082
TOTAL	**983,437**	**2,247,596**

Reduce Multimodal Travel Time

Downtown Sacramento is well-served by transit from around Northern California, but the network is disjointed. Sacramento is the seventh busiest Amtrak station in the country, but only two regional bus operators, two local buses, and one light rail line regularly serve SVS. Other transit options are spread throughout downtown without a common stop or convenient connection to SVS (Figure 19).

This disparate network discourages people from utilizing many of the transit connections that could be possible in Sacramento. Instead, most people who could connect through Sacramento to enjoy a car-free trip from their origin to destination choose to drive. The SVS Transit Center: Priority Projects will reduce multimodal travel times to attract additional riders in the following ways.

- ***Upon its later construction, the BMC portion of the SVS Phase 3.1 Improvements component will unify transit operations in downtown at SVS.*** This will put a variety of bus operators within a two-minute walk of both intercity rail and light rail. This proximity will make two-seat bus-to-rail and bus-to-bus trips that connect through Sacramento more travel time competitive. As more Californians move inland for affordable housing but continue to desire access to economic centers in the Bay Area, providing convenient transfers between regional buses and intercity rail in Sacramento will allow these individuals to enjoy financial security while remaining connected to opportunities throughout the region. Through the provision of a seamless transfer hub at SVS, some of the 50,000 super commuters that travel daily between Sacramento and the Bay Area for work will exchange their long car trip with a convenient multimodal transit journey. [10]
- ***The Downtown Regional Bus Route Consolidation component will increase the travel time competitiveness of intermodal trips through downtown by facilitating the development of timed schedules.*** Since services will stop at unified locations, there will be fewer complications with synching timetables than there are with the current dispersed network of stops. Timed transfers will make trips

[10] The Northern California Megaregion. Bay Area Council. June 2016.
http://www.bayareaeconomy.org/files/pdf/The_Northern_California_Megaregion_2016c.pdf

seamless, resulting in increased ridership as people come to see transit as a viable alternative to driving. Upon construction, the ***BMC component*** will also offer these benefits directly at SVS, where timed transfers will be easily accessible between bus, light rail, and intercity rail.

- ***The Downtown Regional Bus Route Consolidation component will increase the attractiveness of commuter bus services by completing the unpaved portion of 5th St in the Railyards.*** This will allow buses to enter/exit I-5 at the Richards Avenue ramp, instead of at J St, resulting in more direct service to the growing opportunities within the Railyards and River District.
- ***The Light Rail Station Realignment portion of the SVS Phase 3.1 Improvements component will improve the ability of riders to transfer between light rail and other transit modes at SVS by moving the light rail platform closer to the intercity rail tracks.*** Although SacRT's Gold Line serves SVS with a station on H St, its platform is far enough from the intercity rail platform to make quick and timed connections difficult. Too often, riders emerge from the tunnel under the intercity rail tracks only to see a Gold Line train leaving SVS. As a result, though the Gold Line has over 18,000 daily riders, only 525 use SVS. Realigning SacRT's tracks to form a loop at SVS will place the new Gold Line platform closer to the intercity rail platform at SVS, allowing for riders to transfer more quickly and SacRT to coordinate timed schedules more easily with its intercity rail partners. The new SacRT platform will also be closer to the future BMC, resulting in shorter transfers between buses and light rail. With the future interlining of the Gold and Green Lines at SVS, light rail riders originating from or traveling to north of SVS will also enjoy these benefits.
- ***The Regional Bus Layover Facility*** will allow regional buses to initiate service from within downtown Sacramento, reducing the unreliability of on-time performance that is inherent when needing to deadhead into Sacramento.
- ***The Downtown Regional Bus Route Consolidation component will facilitate faster and more convenient transfers between up to 8 bus providers by establishing common stops throughout downtown Sacramento.***
- ***The Downtown Regional Bus Route Consolidation component will reduce travel times through downtown Sacramento by introducing more efficient routes and consolidating stops.*** This will have the added benefit of allowing buses to introduce service to the BMC in the future without significantly impacting travel time competitiveness.
- ***Contactless EMV Readers*** will improve the transit experience by making it possible to tap on and tap off with contactless bank cards. Contactless payment saves time when boarding the vehicle and is very easy for riders, especially tourists or business travelers unfamiliar with the local agency's fare system. The simple and familiar way of using a bank card to tap on and pay for a fare is an incentive for people to take transit.
- ***The PUDO portion of the SVS Phase 3.1 Improvements component will place riders within steps of the reoriented SacRT platform at SVS and halve the walking distance to intercity rail tracks.*** *This will allow riders to better time their arrival with train schedules. Upon construction of the* ***BMC component*** *in the future, the PUDO will also provide an easy way to efficiently transfer to a variety of bus providers.*

Leverage and Facilitate Mixed-Use and High-Density Land Use

Although land use is not fully accounted for in Table 5, it is a large reason that the SVS Transit Center: Priority Projects will drive significant ridership growth and achieve substantial emissions reduction benefits. These transit improvements are designed to maximize the ability of efficient land use around SVS, downtown, and transit corridors leading to downtown to reduce emissions.

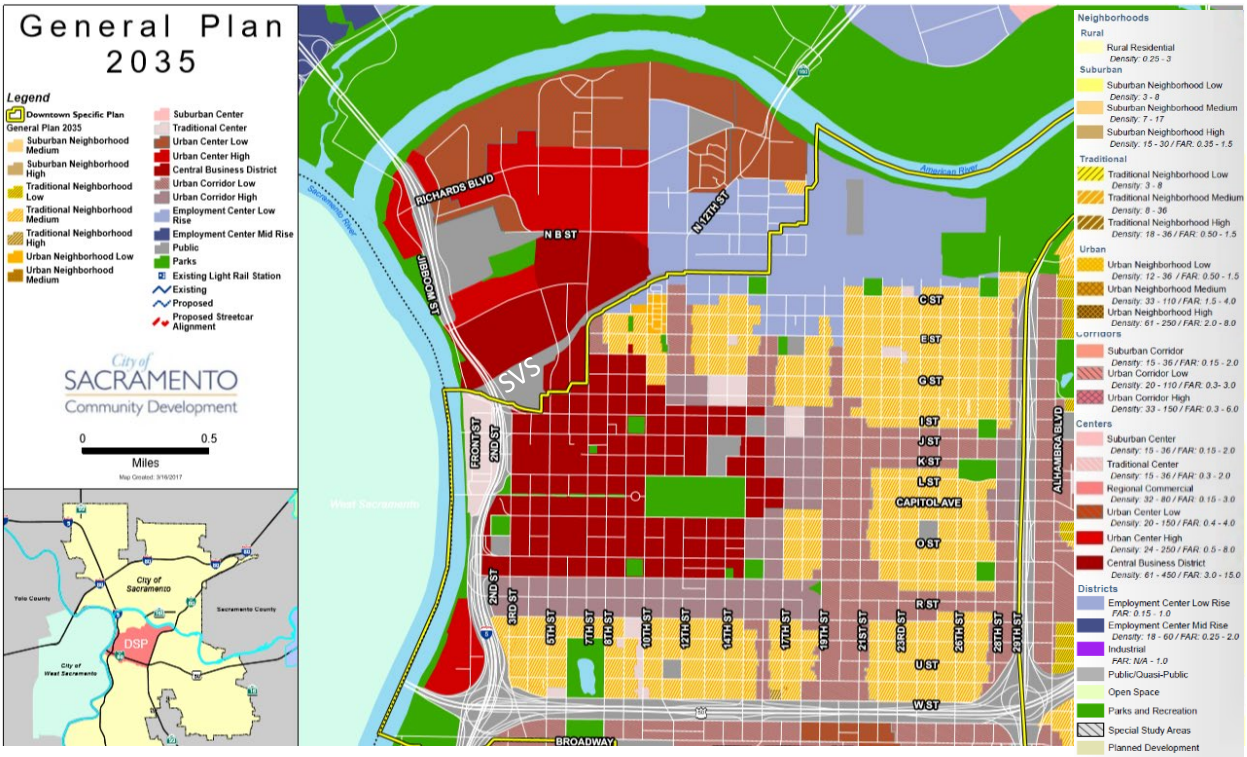
Downtown Sacramento is already an economic center, with an increasing amount of private sector jobs supplementing the large number of public jobs already located. The City of Sacramento is emphasizing transit-oriented development for its future growth. Though the Railyards development is adding 10,000 housing units and thousands of jobs, it is only creating 4,000 vehicle parking spaces in order to make walking, biking, and transit the primary modes of transportation throughout the area. ***The SVS Transit Center: Priority Projects will facilitate transit improvements that allow these beneficial land use changes to occur sooner than they would otherwise***, resulting in immediate benefits that help Sacramento and the State meet GHG reductions targets while creating sustainable access to housing, economic, and entertainment opportunities.

Figures 17 and 18 shows that the City of Sacramento has set ambitious targets for transit-oriented land use through its general plan, and these will remain in place for the General Plan 2040 update to be adopted in spring 2022.

The City has not just signaled its intentions with this planned land use, it is actively creating policies and setting the conditions for this equitable and sustainable transit-oriented development to occur.

The City's recently adopted Housing Element (December 2021) (Attachment M) calls for the construction of 45,580 new housing units, 16,769 of which for lower-income residents, by 2029. These goals are supported by policy actions such as allowing for checklist planning approval of qualifying infill housing (Sacramento is the first city in the State to do this). Amongst other policies, the City is also amending its accessory dwelling unit ordinance and establishing a TOD ordinance to encourage the development of more housing around the City. The results of this work will be significant land use change around SVS and downtown as compared to today.

Figure 17: Zoning and Permitted Housing Density around SVS



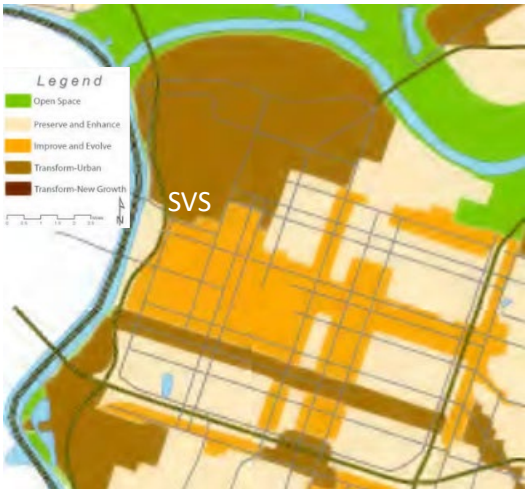
Other jurisdictions that will benefit from the SVS Transit Center: Priority Projects have also adopted bold steps to addressing the housing crisis. The City of Roseville intends to add 12,066 housing units by 2029, and policies like streamlining affordable housing production will enable to City to meet this goal. Cities like Elk Grove are rezoning to create higher density and affordable housing. Policies like these and many others are being employed throughout the cities and counties that will benefit from SVS Transit Phase 2 work.

The City of Sacramento received its Prohousing Designation on February 24, 2022, the first California jurisdiction to earn the Prohousing Designation. Other cities in the area with major connections to SVS and downtown are also in the midst of this designation process. This includes the City of Roseville, which is currently in the technical assistance phase and is aiming to receive official designation in May 2022.

The SVS Transit Center: Priority Projects will work synergistically with development in downtown Sacramento and places with connections to downtown. Within the SVS are alone, there are plans to develop 733,400 square feet of office space, 262,500 square feet of hotels space, and up to 411,300 square feet of residential space. The following are additional examples of mixed-use and high-density developments all within a half-mile of the SVS:

- 210 N St - Southern Land Company mixed-use project will be built at Capitol Mall and Third St and feature 30 floors with 225 apartments and an 80,000-square-foot mass timber office building. Development to be completed in 2025.
- 601 J St - Vanir Tower, mixed use project with 250 hotel rooms, 50 condominiums and 100,000 sq. ft. of commercial space located across the St from the Golden 1 Center.
- 301 Capitol Mall – Tower 301, 33-story tower comprised of more than 730,000 square feet of office space, retail space and 100 condominiums.
- The Foundry - 2 six-story mixed-use office buildings with more than 261,000 sq. ft. of office space and 51,750 sq. ft. of retail space.
- 6th St. and Railyards Blvd - The A.J. 345 residential units (69 units to be affordable) and 5,000 square feet of commercial space.

Figure 18: Changes in Land Use Around SVS



Significant housing development is also occurring further from downtown. For example, the recently approved Mills Crossing project in Rancho Cordova aims to bring 110 housing units and 120,000 feet of commercial space to a site directly adjacent to SacRT's Gold Line. Without investment into transit enhancements that connect these developments to SVS and downtown, these vital housing centers will not be able to succeed. In addition, the SVS Transit Center: Priority Projects will provide better access for regional commuters and downtown residents to light rail and bus service to growing business districts, like Rancho Cordova, in Sacramento's densifying suburban areas.

Ways that the SVS Transit Center: Priority Projects will increase ridership through land use dynamics include:

- ***The SVS Phase 3.1 Improvements component, in particular the Storm Drain Line portion, will free up land zoned for high density housing and offices at SVS for development.*** This will provide residents, commuters, and other travelers with extremely short and convenient first/last mile connections from services at SVS to their ultimate destination.
- ***The Light Rail Station Realignment and BMC portions of the SVS Phase 3.1 Improvements component will amplify the impact of the Northside Station Access project that was funded in the 2020 TIRCP cycle***. The Northside Station Access project provided enhanced connectivity between SVS and the rapidly growing and densifying Railyards. Previously, travel between these adjacent areas required a circuitous walk of more than ten minutes. Bringing numerous light rail and bus providers closer to the pathway between SVS and the Railyards will encourage increased transit mode share.
- ***The Light Rail Station Realignment and BMC portions of the SVS Phase 3.1 Improvements component will allow people throughout Northern California to better access jobs and other opportunities in the rapidly growing and densifying areas east of downtown Sacramento.*** The Light Rail Realignment work is the first step to the future interlining of the Green and Gold Lines, which will create a one-seat ride from the Railyards, River District, and eventually Natomas and Sacramento International Airport to places like Rancho Cordova. Riders of various commuter buses will be able to efficiently link to the light rail system from the BMC to access these opportunities as well.
- ***Once constructed, the BMC portion of the SVS Phase 3.1 Improvements component will bring regional bus operators closer to large housing, jobs, and cultural developments north of SVS.*** Since Sacramento's growth prioritizes sustainability, these developments are prioritizing public and active transportation in the area. To comply with CEQA guidelines, many developments, such as the State's Department of General Services building in the River District, must coordinate with regional bus services to create more direct commuter service to jobs. The BMC will shave up to fifteen minutes off trips to Sacramento's northern downtown areas relative to the current arrangement of bus stops.
- ***The Regional Bus Layover Facility and its Electrification components will utilize land unsuitable for housing development below the elevated Capital City Freeway.*** This efficient use of space will leave other sites in the downtown area available for potential development.
- ***The Downtown Regional Bus Route Consolidation component will complete a vital piece of 5th St in the Railyards District, a key improvement to faciltiate development in the area and allow better bus service.***

Integrate the Services of the State's Various Rail and Transit Operations

The thirteen transit services from across Northern California that come into downtown Sacramento function mostly as discrete operations today. The transit network serves multiple locations in downtown, but nowhere are all transit options within a convenient distance of one another for transfers. SVS is Sacramento's most connected intermodal transfer point today, but less than half of all transit operations in downtown Sacramento stop there (Figure 19). The SVS Transit Center: Priority Projects will transform SVS and downtown overall into one of the largest and most effective integrated rail and transit hubs in the state. The projects in this application will directly connect people from 24 counties with SVS (Figure 20) and unify as many as seventeen or more services across downtown in the coming years. The SVS Transit Center: Priority Projects will promote seamless public transportation travel and eliminate points of friction in downtown Sacramento. As downtown Sacramento grows in population and importance as an economic hub, integrating transit use will be essential to connect Californians to opportunity without bringing gridlock to a dense urban core.

- ***The Light Rail Station Realignment portion of the SVS Phase 3.1 Improvements component will move SacRT's light rail platform closer to intercity rail and future BMC, creating a shorter transfer between these two platforms, and thereby increasing ridership for these transit services.***
- ***Upon its construction, the BMC portion of the SVS Phase 3.1 Improvements component will bring additional bus services within easy reach of rail***. All of these services will also be within 565 feet or less from intercity rail and light rail – approximately a 2-minute walk. This builds upon SB 742, which will allow more regional buses to meet trains, expanding the hours in which riders can transfers between intercity rail and regional buses. SB 742 will also enable bus-to-bus and bus-to-light rail transfers involving Amtrak Thruway buses that will be easily facilitated through the BMC.
- ***The Downtown Regional Bus Route Consolidation component will provide at least 6 bus operators with 17 shared stops throughout downtown Sacramento and coordinated stops at Sacramento Midtown San Joaquins station.***
- ***The Downtown Regional Bus Route Consolidation component will put bus stops shared by at least ten operators within a short distance of multiple SacRT light rail stops in downtown.***
- ***The Regional Transit Layover Facility and its electrification will integrate layover and charging facilities for at least 9 services.*** The economy of scale achieved by this will save agencies and state funds and promote coordination among Northern California's regional bus agencies

Figure 19: Existing Regular Transit Service at SVS

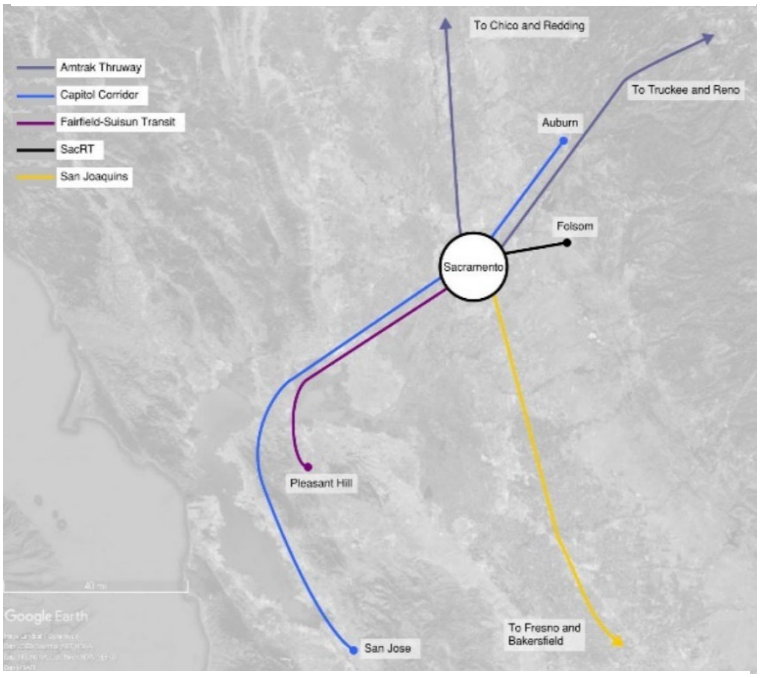
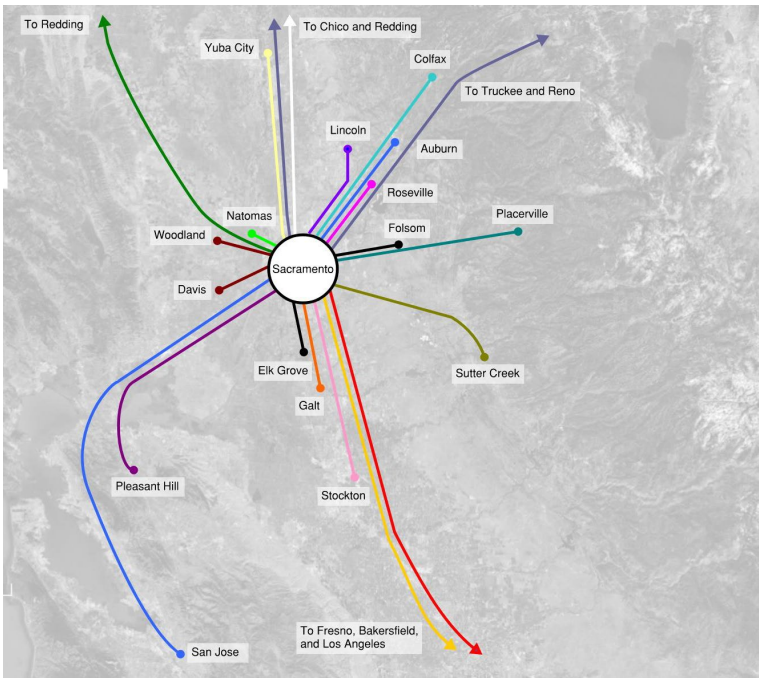


Figure 20: Potential Regular Transit Service at SVS



- ***Upon its construction, the BMC portion of the SVS Phase 3.1 Improvements component will create platform-to-platform connections between numerous transit regional bus, local bus, micro mobility, and paratransit providers.***
- ***The BMC and Light Rail Realignment portions of the SVS Phase 3.1 Improvements component will facilitate convenient transfers to future High-Speed Rail service at SVS.***

The SVS Transit Center: Priority Projects is designed with the future in mind. This includes designing improvements that can easily integrate with the forthcoming high-speed rail system. For details about how this work will enable and align with future projects, see pages 37-38.

Improve Safety

The SVS Transit Center: Priority Projects will integrate transit services and increase ridership while creating a safer operating environment for buses and light rail and safer access for pedestrians and bicyclists. Comprehensively, the SVS Transit Center: Priority Projects will also increase transit ridership and decrease driving around downtown. As the area grows, fewer cars on the road will result in fewer crashes.

- ***Once complete, the BMC portion of the SVS Phase 3.1 Improvements component will allow riders to transfer between bus and rail options without needing to cross busy downtown intersections.***
- ***The Downtown Regional Transit Route Consolidation component will place riders closer to frequented destinations and transfers to other services, reducing the unnecessarily cross congested downtown streets.***
- ***The PUDO portion of the SVS Phase 3.1 Improvements component will offer a better alternative to the current system by removing passenger pick up and drop off from the busy parking lot in front of the Historic Station Building.***
- ***The PUDO portion of the SVS Phase 3.1 Improvements component will provide essential fire and safety access to the station area.***
- ***The H Street cycle track portion of the SVS Phase 3.1 Improvements component will provide a safer bicycle route between SVS and the central business areas of downtown.*** *Cyclists currently have to contend with light rail and automotive vehicles in the blocks on H Street to the east of SVS. The cycle track will provide more safe and convenient two-way space buffering cyclists from other traffic flow and removing them from potential conflicts in the St.*
- ***The Regional Bus Layover Facility and its Electrification will eliminate the need for bus operators to drive out of downtown Sacramento to layover and/or charge, reducing VMT and potential accidents.***

Secondary Evaluation Criteria

Implementation of Sustainable Communities Strategy and Reduction of VMT and GHG Emissions Uncaptured by the CARB Model

The GHG reduction results included in Table 5, do not capture all the emissions reductions benefits of the SVS Transit Center: Priority Projects, as input and model constraints prevented the full benefits from being calculated. On the input side, the total TIRCP request includes $6,435,723.71 for pre-capital work on the BMC, but the majority of GHG reductions are achieved by ensuring future capital investments are not quantified, as this request does not include construction. In addition, the SVS Transit Center: Priority Projects is intimately tied with sustainable land use to a degree that is unparalleled in American transportation work.

At the local level, the City of Sacramento has taken serious and substantial steps to address climate change. The City's General Plan and Climate Action Plan both establish reducing GHG emissions as a central pillar of Sacramento's growth. The Mayors of Sacramento and West Sacramento have also established a Commission on Climate Change, which formulates climate policies that reduce GHGs while also creating equitable mobility outcomes. Among other efforts, the City of Sacramento is committed to turning the SVS station site into a model for on-site energy generation, water reuse, and other emissions reducing practices.

The following subsections provide more details on the VMT and GHG reduction benefits of the SVS Transit Center: Priority Projects that are not captured by the CARB model.

Reducing Automobile VMT and Automobile Trips (beyond those captured in the primary evaluation)

The SVS Transit Center: Priority Projects will have ridership benefits beyond what is shown through the CARB model. For example, interregional travel, which was outside of the scope of the SACOG model. Due to this, Capitol Corridor, Amtrak Thruway, and San Joaquin Regional Transit District ridership required conservative off-model inputs for their benefit to be assessed. Ridership on San Joaquins to SVS will likely increase with implementation of the project, but due to limitations associated with modeling interregional rail effects, the additional San Joaquins ridership achieved by the SVS Transit Center: Priority Projects could not be estimated and is not include in the analysis. Additional factors that are likely not accounted for fully in existing models include the impact of SB 742 on regional bus-to-rail connections and Amtrak Thruway ridership. Given the long-distance nature of routes originating in locations such as Bakersfield and Redding, ridership on these services results in high VMT, and thus GHG, reductions.

The interregional benefit of the SVS Transit Center will be particularly acute as the Link21 Program develops. Link21 will improve passenger rail travel in the Northern California Megaregion through the provision of a new transbay rail crossing between Oakland and San Francisco. This crossing may be able to accommodate Capitol Corridor trains, which would enable one-seat rides between SVS and San Francisco.

Coordinating with local governments to facilitate additional employment and housing in the transit stop or station area

Existing models also fail to properly accurately assess the impact the transit and land use connections created by the SVS Transit Center will have on ridership and GHG reductions. SACOG's model assumes land use change is inherent, but in downtown Sacramento, the transit improvements from the SVS Transit Center are a needed precursor to the implementation of large jobs and housing developments in Figure 10 rather than a reaction to them. Based on research by Robert Cervero, the combination of transit improvements and land use change could be expected to make local residents nearly five times more likely to rely on transit and workers around SVS four times more likely to use transit.[11] Given the unparalleled nature of the transit and land use synergy around SVS, the SVS Transit Center could fully realize or exceed the results derived by Cervero.

Models also fail to appreciate the impact that qualitative factors have on transit ridership. For example, academic research concurs that the impact of transit-oriented development on transit ridership and GHG reductions is augmented by appealing urban design elements. Recognizing this, the City of

[11]

Sacramento is working with a distinguished urban design team, who led the revitalization of San Francisco's Ferry Building, to create an inviting space that encourages activity and ridership.

The link that the SVS Transit Center has with land use will allow transit investments to have an unprecedented impact on sustainable development. The SVS Transit Center will incentivize many of Sacramento's developments to be built sooner, resulting in the near-term introduction of over 30,000 new housing units and 60,000 new jobs to downtown Sacramento. This future growth aligns with state housing policies and goals that seek to increase access, reduce transportation costs, improve equity, and overcome the statewide housing crisis as evidenced by the density bonuses, reduced parking, and other factors of the developments. Attachment L includes specific plans for key development areas that include further detail on how each aligns with state goals. The large future GHG reduction benefits from the four planning portions of the request are also not factored into the CARB model.

Modeling the GHG reduction benefits of the SVS Transit Center: Priority Projects also falls short of capturing the project's true transformative potential, because existing transit models do not effectively account for the intense land use and transit synergy that this project creates. The SVS Transit Center: Priority Projects taps into land use in the manner envisioned by documents like the State Rail Plan, but there are few, if any, peer projects in the country that help establish the quantitative benefit of this, even using the SACOG model. As a result, for dynamics not captured in the SACOG model, conservative off-model adjustments were factored into the analysis based on extensive research into transit and land use connections.

Reference page 30 for more details on the land use impacts of the SVS Transit Center: Priority Projects.

Expanding existing rail and public transit systems (to the extent not already captured)

The improvements funded by this TIRCP award will accommodate the anticipated growth in population, jobs, and travel demand in downtown Sacramento over the coming years without curtailing the ability of SVS to continue to grow in the future as improvements like High-Speed Rail become operational. The astute implementation of the SVS Transit Center: Priority Projects will allow incremental changes to the project components in the application to be easily made in future years to better integrate California's transit resources.

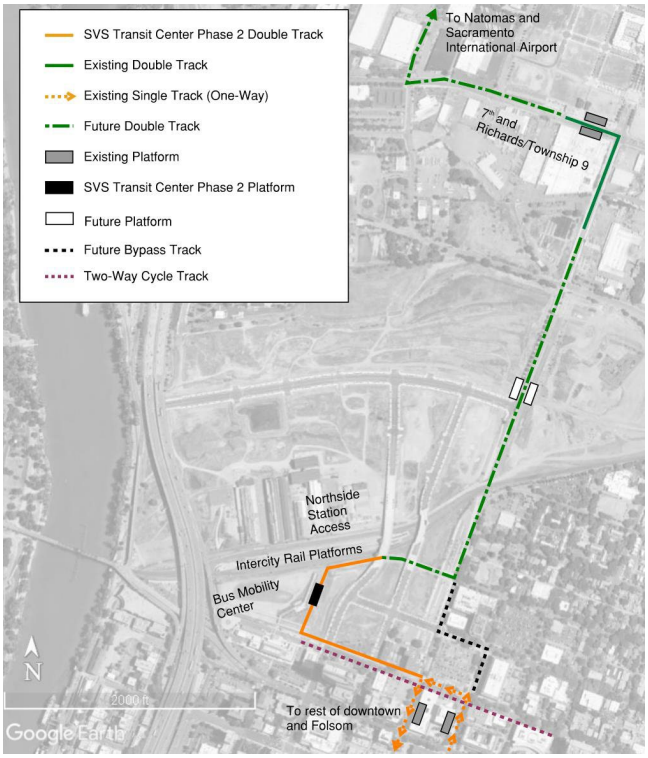
- ***The BMC portion of this award will lead to the future construction of the structure, which will unify at least 12 bus services within a short-walk of intercity rail, light rail, and high speed rail.***
- ***The SVS Phase 3.1 Improvements component is designed to allow future accommodation for High-Speed Rail service.*** This includes building in a way that allows for a future overhead concourse that will lead to High-Speed Rail trains (Figure 21)***.***[12]

Figure 21: Future Raised Concourse Design

[12] Sacramento Valley Station Master Plan, City of Sacramento, February 27, 2018.

- ***The Regional Bus Layover Facility and its electrification will be able to accommodate additional operators in the future.***
- ***The Downtown Regional Bus Route Consolidation component will be able to accommodate additional operators in the future.*** It also accounts for the forthcoming Sacramento Midtown intercity rail station.
- ***By completing 5th St in the Railyards, the Downtown Regional Bus Route Consolidation component will facilitate the future addition of ten shared bus stops providing people from across Northern California with direct service to opportunities in the rapidly developing Railyards and River District***
- ***The Contactless EMV Readers component is an early step in larger region and statewide efforts to integrate transit.***
- ***Light Rail Station Realignment portion of the SVS Phase 3.1 Improvements component is necessary to enable interlining SacRT's Gold and Green lines, future 15-minute frequency on SacRT's Green Line, and the extension of the Green Line to Natomas and the Sacramento International Airport (Figure 22).*** As of 2020, the Green Line only had 600 daily riders at its existing two SVS and Township 9 stops. Once coupled with double tracking on 7th St, the installation of the SVS light rail loop will permit SacRT to double frequency on the Green Line and bring Green Line trains directly into SVS. These will allow SacRT to provide a one-seat service from Township 9 (and in the future Natomas and the airport) to Folsom. Large developments in the Railyards and River District will be reliant upon increased Green Line service to mitigate the otherwise large driving demand that would result from clustering new employment north of SVS. For example, the Draft Environmental Impact Report (DEIR) for the State of California's proposed new Department of General Services building in the River District cites a need for about 20% of employees- 1,200 people- at the location to take light rail to and from work. Mitigation measures for many developments north of SVS commit developers to working with SacRT to expand Green Line service. Since the areas around the Gold Line's eastern alignment are expected to significantly densify in the coming decades, increased service to the jobs and housing north of SVS will create convenient transit links between some of the region's most ambitious growth areas.
- ***The H St Cycle track portion of the SVS Phase 3.1 Improvements component will be able to feed into a bicycle connection into West Sacramento upon the conversion of the I St Bridge to a pedestrian and bicycle facility.***

Figure 22: Future Light Rail Alignment



Enhancing connectivity, integration, and coordination of State's various transit systems

In addition to the ridership benefits quantified in the primary benefits section, the SVS Transit Center: Priority Projects could influence further ridership growth on a number of systems. In particular, local SacRT bus routes serving locations in downtown Sacramento could see an increase in ridership as more

people arrive to downtown via public transit. The Contactless EMV Payment component of this work will also advance larger statewide Cal-ITP efforts.

Investing in Clean Vehicle Technology

The Regional Bus Layover Facility and its electrification will encourage the early transition to zero-emission bus fleets. Through installation of solar panels at the layover site, this charging will be able to be truly renewable and clean.

Once constructed, the BMC portion of the SVS Phase 3.1 Improvements component will accommodate further zero-emission bus and vehicle charging. At least ten of the eighteen bus bays will be fitted with charging technology that allows for about 50 miles of chare within ten minutes.[13] The charging facilities at the BMC will also encourage individuals who drive to SVS to use an EV (potentially a carshare EV), displacing conventional fossil fuel vehicles and contributing to GHG reductions. Since the exact number of charging facilities and their incremental effect on fuel shift is not finalized, emissions benefits are not included in this analysis. The BMC will also accommodate 12,000 square feet of photovoltaic solar panels on the upper bus canopy, which will reduce emissions associated with the facility.

Promoting active transportation

The SVS Transit Center: Priority Projects will also build on the existing active transportation infrastructure in the area, allowing people to connect to transit and local jobs, housing, and other amenities via foot or bicycle. High-quality first-mile, last-mile connections play a large role in determining overall mode choice, making these improvements influential in riders' decision to take transit. This is pointedly true near SVS, where though the overall area has positive walkability characteristics (Figure 24), that lack of pedestrian connection between the intercity rail platforms and Railyards seriously constrains the ability of riders to reach future development sites within a five or ten-minute walk (Figure 23).[14] Since there is high bicycle mode share around downtown's robust bike

Figure 23: Walk Sheds from SVS

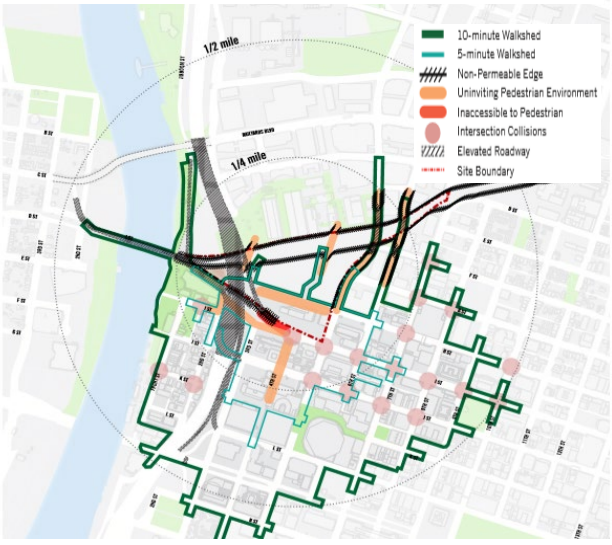


Figure 24: Walkability Index (EPA Index)

13 Assuming the use of a 250kVA charger, which the Solano Transportation Authority is proposing to install with TIRCP funds.
[14] Sacramento Valley Station Master Plan, City of Sacramento, February 27, 2018.

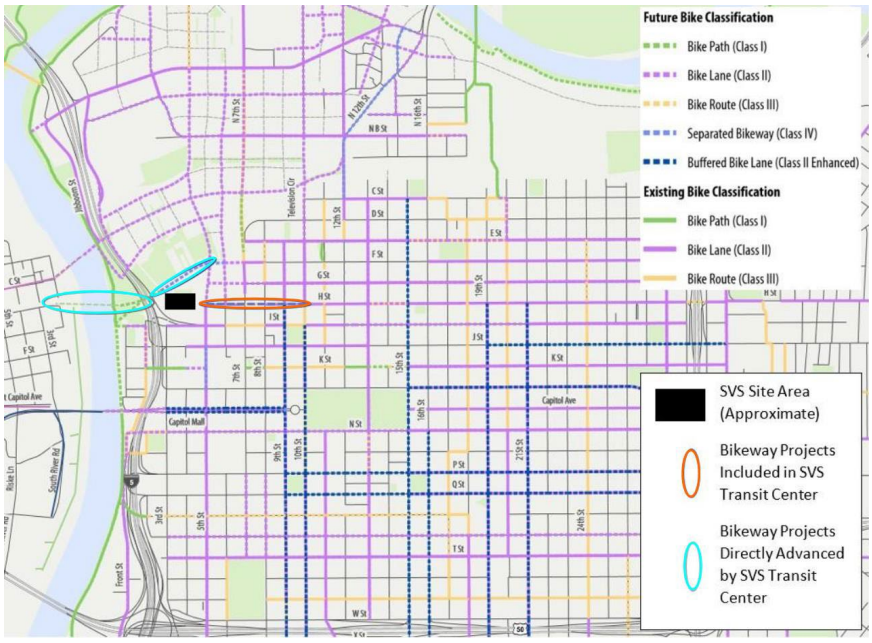
network Figure 25[15], closing gaps in the system is an effective way to induce first-mile, last-mile mode shift and attract new riders.

> ***Sacramento is the only city in the world where Uber's Jump bike service is used more than its ride hailing.***
> -What's more popular than Uber? Shockingly, Jump Bikes (Sacramento Bee)

Enhancing active transportation links is vital to the growth of the Railyards and River District. The large developments in both areas rely upon low auto mode choice, and encouraging walking and biking, in addition to transit use, is necessary to achieve this. For example, the future DGS building in the River District will include about 500 bicycle parking spaces, and the bicycle elements of the SVS Transit Center will help provide a safe route to the building for DGS employees commuting from south of SVS or West Sacramento.

- The H St Cycle track portion of the SVS Phase 3.1 Improvements component will provide safer active transportation access between SVS and downtown. This cycle track is planned to connect to the future pedestrian and bicycle facilities on the I St Bridge, creating a high-quality active transportation route that connects West Sacramento, SVS, and other parts of downtown.
- The BMC portion of the SVS Phase 3.1 Improvements components is also being designed to accommodate a Class IV facility along F St. This will connect to the future bicycle infrastructure leading from SVS across the I St Bridge.
- The PUDO portion of the SVS Phase 3.1 Improvements component will create safer conditions at SVS by moving passenger pick up and drop off from the often congested parking lot to a more ordered facility closer to transit options at the station.
- The BMC portion of the SVS Phase 3.1 Improvements component will increase bicycle parking capacity at SVS through the provision of a 1,200 square foot facility, allowing bicyclists to store their bicycle with greater reliability and encouraging people to leave their bikes at the station, creating more space for passengers on intercity and light rail during peak times. Since the opening of bicycle lockers at SVS in 2017, as many as 234 people a month have parked their bike at SVS. In 2019, 13.5% of Capitol Corridor riders biked to or from the train, so increasing storage capacity will help boost ridership.

Figure 25: Existing and Future Bicycle Network



Improving public health

As stated in the previously, the SVS Transit Center: Priority Projects will provide significant VMT and GHG emissions reductions. The

[15] City of Sacramento 2016 Bicycle Master Plan. Amended August 14, 2018. Select existing and planned West Sacramento bikeways shown.

benefits will primarily accrue throughout the Central Valley, the most air pollution impacted region of the state. Additional public health benefits not accounted for earlier in the application include:

- For the Downtown Regional Bus Route Consolidation component, the City of Sacramento intends to **reuse bus shelters from the Temporary Transbay Terminal.** The 17 bus shelters use a significant amount of steel. Repurposing already built shelters will reduce the GHG emissions throughout the production chain associated with producing steel and creating shelters.

Benefit to Priority Populations

The SVS Transit Center is projected to provide direct, meaningful, and assured benefits to 285 census tracts in 52 cities and 23 counties. See Attachment F for a full list and maps of these areas. These communities are all within a half-mile of transit routes that could directly serve the SVS Transit or the project's active transportation components. Given that priority populations are often less likely to own a vehicle and more likely to be transit or active transportation dependent, the SVS Transit Center will be particularly beneficial for these communities. As much of California's Central Valley qualifies as air quality non-attainment areas, and pollutants tend to be worst near the busy highways and roadways that often border priority populations, the VMT reductions caused by the SVS Transit Center will also create a pointed benefit to priority communities. For further details on the benefits to priority populations, see F. Disadvantaged Communities on page 46.

Project partners have taken additional steps to ensure that priority populations benefit from this work. In April 2021, a Sacramento City Council-approved update to the Railyards Specific Plan included additional requirements for affordable housing units in the transit-oriented development around SVS.

Meaningful participation

Community needs were established through an intensive planning process. Notably, the City of Sacramento solicited input from project neighbors and community groups as a part of its on-going Master Plan process; the elements of the SVS Transit Center were presented at these events as well as feedback from online surveys and polling. Additional outreach for large efforts such as the Railyards Specific Plan, River District Specific Plan, Central City Specific Plan, and SACOG's 2020 MTP/SCS also informed how the projects of the SVS Transit Center could provide benefits to priority populations.

Workforce Agreements

Priority populations will also benefit through the implementation of community workforce agreements and other similar arrangements as required by the project partners. See G. Employment and Workforce Development Training Benefits on page 47 for more details. A completed Evaluation Criteria is in Attachment M.

Project Priorities Developed through Collaboration with Two or More Rail Operators

The project elements included in this application have been developed with input from CCJPA and SacRT, in collaboration with the City of Sacramento, SACOG, and numerous other transit agencies and jurisdictions in the Sacramento area. Engagement with State partners including CalSTA and Caltrans has also informed this application.

Geographic Equity

The benefits resulting from the SVS Transit Center: Priority Projects will accrue throughout Northern California. Benefits will be most concentrated in downtown Sacramento, in particular in areas such as the River District, Railyards, and West Sacramento that are currently underserved by transit but growing

rapidly. The project components will also positively impact individuals further from Sacramento's core. People from 24 California counties and Reno, Nevada will enjoy directly enhanced service from the SVS Transit Center.

Consistency with Sustainable Communities Strategy

All project components are consistent with region's goals as outlined in the 2020 MTP/SCS. Parts of the SVS Phase 3.1 Improvements component are named projects: SAC24989; REG18043; SAC24557; SAC24898.

Since work including service improvements and transit facility upgrades are combined together as general transit improvements for the MTP/SCS, there are not specific projects numbers associated with the other components. Nonetheless, this work is essential to the vision set forth by SACOG.

The plan calls for more compact development, better access to jobs, and improved commute times, among other principles. The SVS Transit Center: Priority Projects effectively links land use and transportation and will be a model project in implementing the MTP/SCS. The MTP/SCS also envisions the maturation of suburban commercial centers throughout the Sacramento region into denser jobs and housing centers. Some of the most transformative changes are anticipated around eastern Gold Line stations such as the Cordova Town Center. The SVS Transit Center will make travel to and from these growing hubs more popular on transit. The SVS Transit Center is also consistent with State Rail Plan goals to improve service in Sacramento.

Freight Network Benefits

The projects will have no impact to freight movements within and through Sacramento. Therefore, it is anticipated that the volume of freight goods moved by rail will not change. As such there are no freight rail GHG reductions to be claimed. This is consistent with the Sustainable Freight Action Plan and California Freight Mobility Plan.

Leveraged Funds

A total of $8.965 million, $4.498 of which is from non-state sources, will match the TIRCP request to complete the project components of this application.

In addition to directly leveraging the above funds, SVS Transit Center: Priority Projects work will enhance upon billions in funded and planned investments benefitting downtown Sacramento and connecting transportation corridors. This includes furthering the benefits of funds awarded through State programs including (see Attachment N for a list of these projects):

- $711 in prior TIRCP awards to 9 projects
- $192 in Solutions for Congested Corridors Program awards to 3 projects
- $21 million in Local Partnership Program awards to 3 projects
- $34 million in Affordable Housing and Sustainable Communities Program funds to 2 projects

Future LCTOP funds, and well as awards from other programs, will likely go to projects that will more successfully reduce emissions due to these TIRCP-funded improvements at SVS. The charging facilities in the BMC will also encourage individuals who drive to SVS to use an electric vehicle. Some of the EVs that use the BMC will likely be funded through the Low Carbon Transportation Program.

Other notable completed, ongoing, and planned work that will benefit from the improvements in this application include:

- Golden 1 Center: $477 million
- I St Bridge: $188 million
- Railyards Phase 1 Infrastructure: $269 million
- Sacramento Superior Court: $490 million
- Green Line Extension: $1,104 million

This is just a partial list demonstrating the commitment that public and private stakeholders have to increase transit use and transit-oriented development in downtown and firmly establish Sacramento as the nation's premier example of sustainable growth. Numerous other substantial transit and development work will realize increased benefits as a result of the SVS Transit Center: Priority Projects as well.

Financial Viability of Project (for service expansions)

There are no service expansions that are inherent to this project.

Estimate of Useful Life

The components of the SVS Transit Center are designed to have long useful lives, making them a cost-effective way to provide emissions reduction benefits over time. These useful life estimates are based on FTA C 5010.1D guidelines.

- **Project Component 1 - SVS Phase 3.1 Improvements: 50 years**
  - Once constructed, the improvements will serve as permanent infrastructure with no theoretical end life. For the purposes of analysis, emissions benefits under a 50-year useful life were quantified (Federal Transit Administration 2008).
- **Project Component 2 - Regional Bus Layover Facility: 12 years**
  - All transit agencies will meet state mandates for zero-emission vehicles (ZEV) pursuant to the Innovative Clean Transit (ICT) regulation. As fleets transition to ZEV, emissions reductions achieved by displaced fossil fuel VMT will decline and be replaced by benefits achieved by displaced electric VMT (eVMT). Beginning in 2029, the ITC requires 100% of new vehicles purchased by transit agencies be zero-emission, with a goal for full transition by 2040. The rate of ZEV transition among transit agencies will therefore vary. Recognizing that the ITC regulation identifies 2040 as the horizon year for full transition, and some agencies will achieve 100% ZEV in advance of 2040, this analysis assumes an average year of 2037.
- **Project Component 3 - Electrification of Regional Bus Layover Facility: 30 years**
  - It is assumed that after 30 years of operation, the ESVE will begin to degrade, and newer technologies will likely be available to support replacement
- **Project Component 4 - Downtown Regional Bus Route Consolidation: 50 years**
  - Once implemented, the route consolation is expected to continue with no theoretical end life. For the purposes of analysis, emissions benefits under a 50-year UL were quantified.
- **Project Component 5 - Contactless EMV Readers: 50 years**
  - Once implemented, the route consolation is expected to continue with no theoretical end life. For the purposes of analysis, emissions benefits under a 50-year UL were quantified.

The project partners are astutely designing and implementing capital elements to fit with future phases of development at SVS. This will allow the work funded with this award to be modularly enhanced to react to changes in land use and travel demands down the line.

Private Infrastructure Improvements

The TIRCP funds requested for the SVS Transit Center will exclusively fund improvements to public infrastructure. Conversely, private funds from stakeholders such as DRV are being used to support the development of public infrastructure that furthers the SVS Transit Center.

Separable Elements

Though some of the five components of the SVS Transit Center: Priority Projects are separable, these projects are interrelated, and realization of GHG reduction, ridership, and other benefits are dependent on the full implement of the work described in this application.

For the SVS Phase 3.1 Improvements component, the Light Rail Station Realignment portion must occur to allow for the full completion of the PUDO. The Storm Drain Line is able proceed to the design and construction of the new light rail station.

Studies

Studies and planning documents related to the expected project benefits include:

- SVS Master Plan Vision Document and Sustainability Document (2018)
- SACOG 2012, 2016, 2020 MTP/SCS
- City of Sacramento General Plan 2035 (2016, update in process)
- Railyards Specific Plan (updated in 2021)
- Central City Specific Plan (2018)
- River District Specific Plan (2011)
- City Climate Action Plan (2015, update in process)
- Central City Specific Plan (2018)
- Bridge District Specific Plan (2009)
- City of West Sacramento General Plan 2035 (2016)
- City of Sacramento Housing Element (2021)

Network Integration

There are no Network Integration requests associated with this request.

Impact on other Projects and Services

Sacramento's centralized geographic position makes it a natural hub for transit systems extending throughout the state. The SVS Transit Center: Priority Projects will have a direct positive impact on numerous existing and future systems while also creating the conditions for improvements and benefits at a more local level in many cities and places in California. In addition to the primary and secondary evaluation criteria already addressed, the below subsections note some additional ways that the SVS Transit Center: Priority Projects will benefit other projects and services.

Primary Evaluation Criteria

Reduce Greenhouse Gas Emissions

The SVS Transit Center also implements zero-emission charging infrastructure and a larger bus layover facility with charging equipment. This work will help encourage the statewide transition to zero-emission buses.

The SVS Transit Center is a needed component for the implementation of other projects that will significantly contribute to GHG reduction efforts, including SacRT's Green Line extension to Sacramento International Airport and the Salmon Runner bus.

Increase Ridership Through Expanded and Improved Rail and Transit Service

The SVS Transit Center will increase ridership on a variety of systems by introducing convenient transfers between services and creating direct connections to burgeoning housing, jobs, and cultural centers. The improved door-to-door travel time to and from downtown Sacramento and other locations enabled by the SVS Transit Center will make multimodal trips that start and end from local buses more travel time competitive. This will result in increased ridership on local buses that connect to routes serving downtown and SVS. For example, residents of Suisun, Napa, and Rio Vista could take FAST's Route 5, Napa Vine Route 21, and the Delta Breeze to transfer to FAST's Blue Line express service to Sacramento. This impact to local transit ridership will grow more pronounced upon the introduction on High-Speed Rail service to Sacramento. The ridership bump created by the SVS Transit Center is not anticipated to place new capacity constraints on connected corridors. Longer-term growth is in line with operator and statewide goals to increase transit mode share and provide increased service.

Integrate the Services of the State's Various Rail and Transit Operations

The SVS Transit Center will capitalize on two important State initiatives: the California Integrated Travel Program (Cal ITIP) and SB 742. Cal ITIP will make planning and taking multimodal trips throughout California easier, particularly for riders who transfer between systems. SB 742 will help connect more buses to departing trains, offering riders greater options for taking intermodal trips. The legislation will also open Amtrak Thruway routes to passengers who are not transferring to/from Amtrak trains.

Since the SVS Transit Center will create greater demand for statewide for transit service to and through Sacramento by making travel times more auto competitive, these TIRCP funds will also encourage the integration of services along the routes of transit services that reach the SVS Transit Center. This could include more local bus routes serving stops that connect to buses to Sacramento and the introduction of timed schedules throughout the state.

Improve Safety

Through the reduction of VMT, the SVS Transit Center will decrease the prevalence of automobile crashes and injuries. In particular, the bus layover facilities created by these TIRCP funds will eliminate the significant VMT from deadheading that does not benefit riders today. As routes to the SVS Transit Center gain popularity, access improvements that improve safety for riders walking and biking to the station will likely begin to be implemented throughout Northern California.

Secondary Criteria

Implementation of Sustainable Communities Strategy and Reduction of VMT and GHG Emissions Uncaptured by the CARB Model

Beyond implementing projects named in SACOG's MTP/SCS, the SVS Transit Center also allows for the future build of other named projects, including the Green Line extension to the Airport. The SVS Transit Center furthers specific efforts called out in SCSs by MPOs throughout California, including:

- Multiple Central Valley MPOs: Improving passenger rail service to Sacramento via San Joaquins and ACE trains today and High-Speed Rail in the future. The SVS Transit Center will enhance the efficacy of these rail improvements by providing better connectivity to other transit, jobs, and destinations from intercity rail.
- Metropolitan Transportation Commission: Improving Capitol Corridor service as a priority, particularly through the reduction of travel time between Oakland and San Jose and connections across the Dumbarton Corridor to jobs centers such as Palo Alto. These efforts and the SVS Transit

> Center will build off one another to promote mode shift for travel from various parts of inland California to Silicon Valley. In MTC's Plan Bay Area 2050, Link21- a program to improve passenger service throughout the Megaregion through the creation of a new Oakland-San Francisco rail crossing- is the largest contributor to GHG reductions. Since Link21 is being planned to benefit both BART and regional rail operators, improvements around SVS could also stimulate increased transit use on the Sacramento-San Francisco corridor.

Beyond the uncaptured reductions in VMT and GHG emissions cited with the Primary Evaluation Criteria on page 35, the SVS Transit Center will contribute to GHG emissions by promoting ridership on transit routes that connect to direct service to SVS.

Benefit to Priority Populations

The benefit of the SVS Transit Center will accrue to priority populations beyond the 249 census tracts in Attachment H. Due to the nature of intercity rail and regional buses, the catchment area of many stations is much larger than the half-mile reflected in the maps produced. In addition to the ridership and connectivity benefits, the air quality benefits are more diffuse than displayed in the application. Non-attainment areas throughout the Central Valley will all benefit from reductions to VMT and emissions, even if a transit service to the SVS Transit Center does not originate there.

Project Priorities Developed Through Collaboration

The components of this application have been developed through close collaboration between CCJPA, the City of Sacramento, SACOG, and SacRT. This work is consistent with a future High-Speed Rail station at SVS. Focusing on Sacramento as a premier transit market is also consistent with the San Joaquin Joint Powers Authority's and San Joaquin Regional Rail Commission's focus on connecting Sacramento and the San Joaquin Valley through new and increased San Joaquins and ACE service.

Geographic Equity

The SVS Transit Center has a large direct reach. The benefits that the SVS Transit Center creates to local transit throughout the state expands the impact of these TIRCP funds even further. The SVS Transit Center will also enable transfer trips that expand the benefit of the TIRCP funds to even more geographic areas throughout the state. Due to Sacramento's centralized geographic locations, the SVS Transit Center is a key step to creating a statewide network that offers competitive service everywhere.

Consistency with Sustainable Communities Strategy

The SVS Transit Center aligns with calls for enhanced connectivity to Sacramento and better integrated travel statewide expressed in regional transportation plans, metropolitan transportation plans, and sustainable communities' strategies by MPOs throughout the state. SCSs statewide also identify the need to connect transit and land use, and the SVS Transit Center will provide a model for other regions as they implement similar efforts in the future.

Freight Network Benefits

The SVS Transit Center will not negatively impact freight operations. In the long-term, the mode shift created by this project will contribute reduced trips on personal vehicles, resulting in some decreases to congestion along key highway freight corridors such as I-5, I-80, SR-99, and US 50.

Leveraged Funds

These TIRCP funds will directly enhance billions in prior and planned investments while also supporting the statewide transit to zero-emission buses and High-Speed Rail. State investments in transit-oriented

development near transit stops that serve SVS and local systems that feed into routes to SVS will also increase their effectiveness due to the SVS Transit Center.

Financial Viability of Project (for service expansions)

Future operational changes will occur at the discretion of each transit provider.

F. Disadvantaged Communities, Low Income Communities and/or Low-Income Households

The SVS Transit Center provides extensive benefits to priority populations throughout the state. For full details on the direct, meaningful, and assured benefits, see the Benefit to Priority Populations section on 42.

Table 7: Priority Populations

Community Type	Benefiting Census Tracts (bus and rail)	Benefitting Counties	Benefiting Cities
Disadvantaged (DAC)	92	15	28
Low-Income (LIC)	245	22	51
LIC within ½ Mile of DAC	80	12	23
LIC and DAC Overlap	91	15	29
TOTAL UNIQUE COMMUNITIES	**249**	**23**	**52**

Input from disadvantaged communities on the components of the SVS Transit Center has been sought through the City of Sacramento's SVS Master Plan outreach process. This has included presentations to neighboring communities and residents in Chinatown. The City of Sacramento has maintained a project website and reached out to the community through social media channels during the development of the SVS Transit Center. Additional outreach has been performed through the City's Grid 3.0, Central City Specific Plan, Railyards Specific Plan, and River District Specific Plan. The SVS Transit Center: Priority Projects will provide benefits to disadvantaged communities in the following ways (completed CARB Priority Population Benefit Criteria Table, see Attachment O):

- Reduce criteria air pollutant or toxic air contaminant emissions by increasing transit ridership and active transportation and encouraging the transition to zero-emission buses.
- Provide increased access to clean and/or shared transportation options by facilitating easier transfers between transit operators in downtown, creating an easier PUDO at SVS, and creating infrastructure that promotes the transition to zero-emission technology.
- Improve connectivity between transit modes by consolidating commuter bus routes at common stops in downtown and centralizing transit options at SVS within a short walk of one another
- Improve mobility between key destinations and communities by providing direct access to Sacramento's burgeoning opportunities from 24 counties.
- Improve safety and comfort of the transportation system by creating safer active transportation connections to and through SVS and creating more direct rider possibilities.
- Improve combined housing and transportation affordability by enabling the near-term implementation of large transit-oriented developments like the Railyards and creating better access between other Central Valley affordable housing centers and Sacramento.
- Improve public health through increased access to active transportation by closing notable gaps in Sacramento bicycle and pedestrian network.

G. Employment and Workforce Development Training Benefits

City of Sacramento

The City of Sacramento has established a Local Hire and Community Workforce Training Program ("Local Hire Program") to facilitate the employment of residents from the City of Sacramento, as well as the County of Sacramento and nine other nearby counties (the "Local Area"), on the City's capital improvement projects and to develop increased numbers of local skilled construction workers to meet the requirements of the regional construction economy. The Local Hire Program applies to the City's capital improvement projects where the cost of the integrated construction project is $1,000,000 or more. Construction contractors and subcontractors shall utilize workers, including Priority Apprentices and Student Interns, from the Local Area, as set forth below.

Total Workforce Goal: 50% of the total workforce hours shall be worked by Residents form the "Local Area," which includes Sacramento, Yolo, Placer, El Dorado, Amador, San Joaquin, Sutter, Yuba, Nevada, and Sierra counties. Priority through the Local Area is: (1) Residents of the City of Sacramento; (2) Residents of Sacramento County, outside of the City, (3) Residents of the remaining Local Area Counties. A "Priority Apprentice" means an individual who is enrolled in a State approved Joint Apprentice Training Program and who is a Resident of a Targeted Zip Code and meets one or more of the criteria maintained and enforced by the Sacramento Employment and Training Agency ("SETA"), including veterans, prior offender, public assistance recipient, foster youths, and homeless individuals.

20% of the total apprentice hours for the Covered Project, on a craft by craft basis, shall be worked by Priority Apprentices. Contractors will utilize the normal hiring hall procedures to reach this goal.

Student Internship Goals: All Contractors awarded construction contracts shall make a good faith effort to provide paid internship opportunities to eligible students. Such opportunities may include engineering, design, and/or construction management work associated with the implementation or administration of a Covered Project or another project.

SacRT

SacRT provides job opportunities each year to residents of the Sacramento region, including many members of low-income and disadvantaged communities. Once employed by SacRT, employees receive extensive specialized training that opens up skilled job opportunities for them both within and outside of SacRT. Many SacRT bus and light rail operators, mechanics, facility service workers, and transit agents join SacRT at an entry level with minimal prior work experience or higher education. Through SacRT's extensive training and apprenticeship programs, these employees become valued members of the skilled workforce.

For example, new SacRT's bus operators receive training and are provided assistance with the cost and process of receiving a Class B Driver's License. Light Rail and Bus mechanics similarly complete several extensive training modules. SacRT's Bus Maintenance Department also has a Federal and State sanctioned apprenticeship program. It is a three-year program with the first nine months at American River College learning fundamentals and the next 27 months receiving hands-on training with our experienced team of bus mechanics.

H. Proposed Project Implementation and Project Management

Bus Mobility Center

The project will be delivered by the City of Sacramento Public Works Department, Facilities and Engineering Divisions, consisting of City Project Manager, with assistance by city staff architects, engineers, inspections, and accounting administration staff.

Consultants under current contract with the City include Perkins Will (urban design and team lead); Grimshaw Architects, Arup (civil engineering, transportation planning, structural engineering, mechanical, plumbing and electrical engineering, and sustainability); Nelson+Nygaard (active transportation consulting); DKS Engineering (traffic analysis and circulation); and AIM Consulting (public outreach). This team will assist through construction. The City will contract separately for Construction Management for the bid, construction, and close-out phases, which will manage the daily construction field oversight and project administration, including, but not limited to, construction oversight and schedule, requests for information (RFI's), change orders, draw requests, special inspections, and city project manager communications.

The project delivery method is undetermined at this time and may affect the role of the design team and management contractor. The City of Sacramento typically employs traditional Design-Bid-Build delivery methods, however, recent signature City of Sacramento projects, such as the Sacramento Valley Station Phase 2, employed a Contractor qualification-based selection for Design-Assist and a Guaranteed Maximum Price contract with successful results. The City of Sacramento is open to delivery methods that provide the best cost value and quality and is exploring a Public-Private partnership to deliver the system.

Light Rail Station Realignment

City of Sacramento and SacRT have a long-standing agreement to reorient existing light rail infrastructure at SVS in way that will provide more efficient transfers between light rail and connecting services at SVS. The reorientation will also permit future light rail operations from SVS to the Railyards, River District, and eventually Natomas and Sacramento International Airport. Realigning SacRT's tracks also creates the space necessary to build the BMC.

The project delivery method is undetermined at this time and may affect the role of the design team and management contractor. The City of Sacramento typically employs traditional Design-Bid-Build delivery methods, however, recent signature City of Sacramento projects, such as the Sacramento Valley Station Phase 2, employed a Contractor qualification-based selection for Design-Assist and a Guaranteed Maximum Price contract with successful results. The City of Sacramento is open to delivery methods that provide the best cost value and quality

PUDO

The City of Sacramento is coordinating with SacRT to properly time the implementation of the new PUDO with the realignment of light rail tracks at SVS. The PUDO provides direct access to the passenger station tunnel and light rail platforms and serves as an entry point for light rail. Without the implementation of the PUDO, a temporary asphalt paving would be required for fire access and walking service to the passenger tunnel, a throw-away temporary investment.

Storm Drain Line

The City of Sacramento and the Railyards developer, Downtown Railyards Venture, LLC (DRV) are working together to time the installation of the new storm drain line and will coordinate with the light

rail work and new PUDO. The drainage system must be in place to build the PUDO (Pick-up / Drop-off) improvements that serve the station and light rail and carry existing drainage from the passenger tracks and platforms with the placement of the BMC. Preliminary engineering is complete, and the project is ready to move to construction.

H Street Cycle Track

The cycle track portion of the project will be delivered by the City of Sacramento Public Works Engineering Division, consisting of City Project Manager, with assistance by city staff engineers, inspections, and accounting administration staff. Design and engineering would be provided by City of Sacramento Public Works staff, with consultant traffic analysis services under contract. This project type and size would follow traditional public bid advertising for lowest-bid contractor.

Regional Bus Layover Facility

With TIRCP funds awarded during the 2020 funding cycle, SACOG has completed a planning study that identified an ideal site for a commuter bus layover facility in downtown Sacramento. The City of Sacramento will deliver the capital improvements for this component and SACOG will determine long-term maintenance and operations plans in coordination with bus operators.

Electrification of Regional Bus Layover Facility

In a later phase, the Regional Bus Layover Facility will be outfitted with electric charging facilities in preparation for the state's transmission to a zero-emission fleet. The City of Sacramento will deliver the capital improvements for this component and SACOG will determine long-term maintenance and operations plans in coordination with bus operators.

Downtown Regional Bus Route Consolidation

The City of Sacramento will deliver the capital improvements for this component and SACOG is facilitating an operations and maintenance structure that would not include the City of Sacramento. The City is also in conversation with the San Francisco Redevelopment Authority about repurposing 17 bus shelters from the Temporary Transbay Terminal site when it is cleared for construction in 2023. This timeframe coincides with the anticipated construction schedule for new bus stops for the regional commuter buses. City Staff is currently pursuing a cost estimate for the dismantling, transport, and reassembly of the structures for their use in downtown Sacramento. For the segment of the project on 5th St between Railyards Boulevard and North B St, the City of Sacramento will collaborate with DRV and other private actors. DRV will be responsible for the delivery of the project and the City of Sacramento will administer the grant funds and handle the project reporting to CCJPA. This delivery model is very similar to the structure taken for the SVS North Entrance project.

Contactless EMV Readers

SACOG will work directly with Yolo Transit, Yuba-Sutter Transit, Roseville Transit, SacRT, El Dorado Transit and Placer Transit to purchase and install contactless readers on their transit vehicles.

I. Project Readiness

All the capital portions of the SVS Transit Center: Priority Projects are environmentally cleared and ready to advance to construction with the exception of the BMC, which is the only non-capital funding request in this application. The TIRCP ask in this application will advance the BMC through the PS&E and NEPA environmental clearance phases. The SVS Transit Center: Priority Projects will not impact freight operations, so it does not require renegotiating existing agreements with Union Pacific.

III. Statement of Work

I. Project Scope

Project Tasks and Deliverables

SVS Phase 3.1 Improvements

Bus Mobility Center (BMC)

This BMC is the only non-capital component of this TIRCP application. The funds requested in this TIRCP application will advance the BMC through the PS&E and NEPA environmental clearance phases. We understand the key aspects of the project to be as follows:

- BMC built on 177,000 sq ft of new build construction on approximately 4 acres
- Proposed bike lane adjacent to the UPRR right-of-way from F Street, coordinated and integrated with the planned I Street bridge pedestrian crossing (currently in planning stage)
- Connection of roadway access to existing H and F Streets
- Reapportionment of the existing temporary drainage basin and associated storm drains
- Considerations for integral connectivity to the future transit station building

The project will be registered with the International Living Futures Institute (ILFI) and pursue certification under the Living Building Challenge (LBC) with the goal of obtaining certification based upon the goals set forth in the Living Community Challenge (LCC) Vision Plan approved on April 5th, 2021. (Note the City of Sacramento is the first municipality to obtain a Certified LCC Vision Plan)

Deliverables will include:

PS&E:

- Civil Engineering
- Structural Engineering
- Mechanical, Electrical, Plumbing, and Fire Protection (MEP/FP) Systems Engineering including Fire and Life Safety Code Consulting
- Lighting Consulting
- Security
- Audio Visual (AV)
- Acoustic Consulting
- Information Technology and Communications (ITC)
- Logistics Consulting – baggage handling
- Sustainability
- Landscape
- Vertical transportation
- Geotechnical engineering services
- Surveying services
- Cost estimating services
- Renderings

The design duration is estimated to be 13.5 months as follows:

- Advanced schematic design 6 weeks
- Design development 4 months
- Construction documents 8 months

Environmental - NEPA:

- Noise and Vibration Impact Assessment Report
- Air Quality Assessment Report
- Hazardous Materials Assessment Summary Report
- Archaeological Sensitivity Assessment Report
- Extended Phase I Survey Report, if required
- Finding of Effects Memo, if required
- Notice of Availability of the Environmental Assessment
- Environmental Assessment
- Finding of No Significant Impact

24-month duration for NEPA is assumed.

Additional details are found in Attachment K: Cost Estimate Certification (BMC section).

Light Rail Station Realignment

This portion of work will reorient the SVS single track light rail station from the existing east/west orientation to a double track north/south oriented station serving the existing Gold Line. The project includes the construction of a double tracked 'loop' through SVS starting at H and 7th before heading north from H to F in between 5th and 4th and then terminating at F and 5th. Also included in this work is the removal of the existing Gold Line station at SVS and storage tracks. As a part of the larger Green Line to the Airport project, this work has been partially environmentally cleared at the State level (CEQA) for the SVS.

Deliverables will include:

- Demolition Plans
- Civil Engineering
- Structural Engineering
- Drainage and Bio-Retention Engineering
- Fire and Life Safety Code Consulting
- Lighting Consulting
- Security
- Wayfinding & Signage
- Striping Plans
- Landscape
- Geotechnical engineering services
- Surveying services
- Cost estimating services

PUDO

The City of Sacramento is coordinating with SacRT to properly time the implementation of the new PUDO with the realignment of light rail tracks at SVS. The PUDO provides direct access to the passenger station tunnel and light rail platforms and serves as an entry point for light rail. Without the implementation of the PUDO, a temporary asphalt paving would be required for fire access and walking service to the passenger tunnel, a throw-away temporary investment.

Deliverables will include:

- Demolition Plans
- Civil Engineering
- Structural Engineering
- Drainage and Bio-Retention Engineering
- Fire and Life Safety Code Consulting
- Lighting Consulting
- Security
- Wayfinding & Signage
- Striping Plans
- Landscape
- Geotechnical engineering services
- Surveying services
- Cost estimating services

Storm Drain Line

The city and the Railyards developer, Downtown Railyards Venture, LLC (DRV) are working together to time the installation of the new storm drain line and will coordinate with the light rail work and new PUDO. The drainage system must be in place to build the PUDO (Pick-up / Drop-off) improvements that serve the station and light rail and carry existing drainage from the passenger tracks and platforms with the placement of the BMC. Preliminary engineering is complete, and the project is ready to move to construct.

Deliverables will include:

- Demolition Plans
- Civil Engineering
- Structural Engineering
- Geotechnical engineering services
- Surveying services
- Traffic Control Plan for Buses
- Cost estimating services

H St Cycle Track

To improve active transportation access between downtown and SVS, the City of Sacramento will install a two-way cycle track on H Street between 5th Street and 10th Street, end point connections at SVS with lane modifications and sidewalk work, and a segment of 10th Street between I Street and H Street. H

Street is the only route available to effectively connect SVS into the downtown bike grid network. The cycle track will later connect to other bicycle facilities on the site: at the west edge of the BMC and the river bikeways and I Street Bridge to West Sacramento and the cycle track on F Street that will extend along the north edge of the BMC. City of Sacramento and SacRT have coordinated on the cycle track design to ensure that H Street remains usable for light rail, vehicles, and bicycles.

- Deliverables will include:
- Demolition Plans
- Traffic Study
- Civil Engineering
- Traffic Control Plan
- Signal Design & Modifications
- Striping Plan
- Signing
- Surveying services
- Cost estimating services

Regional Bus Layover Facility

Most regional buses serving Sacramento do not have anywhere to layover in downtown, forcing them to deadhead to their origin and back before serving afternoon riders. Downtown's streets are too busy to accommodate long-term curb parking for buses, so a dedicated layover facility is necessary to prevent the VMT and GHG emissions associated with deadhead trips. With TIRCP funds, SACOG and the City will build on the planning work that was funded in the 2020 cycle to identify a layover facility for commuter buses in downtown Sacramento.

Over the past two years, SACOG has completed a study- funded through the 2020 TIRCP cycle- that identified an ideal site for a commuter bus layover facility. This two-block stretch fronts X Street, between 6th and 8th and sits alongside a Caltrans parking area underneath the elevated Capital City Freeway.

This facility will be able to accommodate up to 45 buses at once. El Dorado Transit, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, and Yuba-Sutter Transit will use the facility regularly. The forthcoming Butte Regional Transit service to Sacramento may also use the facility for short-term staging. In addition to the environmental benefits, allowing buses to layover in downtown before their afternoon runs will improve on-time performance and ultimately travel time competitiveness with driving.

Deliverables will include:

- Civil Engineering
- Street Lighting
- Landscaping & Irrigation
- Excavation and Grading
- Traffic Signs & Striping
- Traffic Signals
- Street Lighting

- Fire Hydrants
- Street Furniture

Electrification of Regional Bus Layover Facility

CCJPA and its partners will construct charging facilities at the layover facility, in preparation for the transition to zero-emission fleets statewide. The charging infrastructure is projected to support up to 22 buses at once. Power will be generated through solar PV installations, allowing the facility to be a model of zero-emission transport. The solar installation could produce up to 543,463 kilowatt-hours of renewable electricity per year.

Deliverables will include:

- Purchase and installation of charging equipment

Downtown Regional Bus Route Consolidation

In the past two TIRCP cycles, SacRT and SACOG received separate planning grants to support improved scheduling between intercity rail and SacRT service at SVS and the future Midtown station and bus stop consolidation in downtown. This work was intended to promote competitive travel times, especially with the future added stop at the BMC in mind, better integrate the State's rail and transit system, and improve regional bus operators in Sacramento.

With that work complete, SACOG is ready to partner with the City of Sacramento to implement improvements to regional bus operations in downtown. The City will deliver capital improvements while SACOG will facilitate an operations and maintenance structure. Through work associated with the forthcoming San Joaquins Midtown station, a stop is being created at 19th and Q. Funds from this TIRCP round will support the creation of 17 additional stops between the SVS and Midtown stations that will be used by Amador Transit, Butte Regional Transit, El Dorado Transit, Soltrans, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, Yolobus, and Yuba-Sutter Transit. These stops will increase ridership by providing more direct service to downtown's most popular employment and leisure destinations and facilitate easier transfers between operations. The City is pursuing reusing bus shelters from the Temporary Transbay Terminal in San Francisco.

This component will also include completing the unfinished portion of 5th Street between Railyards Boulevard and North B Street. This is a necessary improvement to give more buses an effective route between the Richard Boulevard interchange and downtown Sacramento.

Deliverables will include:

- Demolition Plans
- Civil Engineering
- Traffic Control Plan
- Striping Plan
- Signing & Wayfinding
- Cost estimating services
- Specifications for Relocation San Francisco Canopies
    - Removal and Transport from Existing Site
    - Install at each Bus stop (two locations will require temporary storage due to construction of State building at anticipated project schedule

  - Painting
  - New Fabric Covers
  - New Electrical
  - New Bolting

5th Street Improvements by Developer

- Civil Engineering
- Excavation and Grading
- Landscaping & Irrigation
- Traffic Signs & Striping
- Traffic Signals
- Street Lighting
- Fire Hydrants
- Street Furniture
- Erosion Control (SWWP)

Contactless EMV Readers

A key component of Cal-ITP is enabling contactless payments across rail and bus transit. The proposed project will purchase and install contactless EMV readers on rail and bus vehicles to allow fares to be collected through contactless bank card payments

Deliverables will include:

- Purchase of EMV readers
- Installation of EMV readers

Project Milestones

Table 1: Project Schedule

Milestone Description	Start Work Date	End Work Date
SVS Phase 3.1 Improvements		
Bus Mobility Center		
Design Phase	08/2022	02/2024
Light Rail Station Realignment		
Environmental Phase	01/2015	01/2019
Design Phase	07/2022	03/2024
Right of Way Phase	10/2024	12/2024
Construction Phase	07/2024	07/2025
PUDO		
Environmental Phase	01/2020	04/2021
Design Phase	08/2022	02/2024
Right of Way Phase	03/2025	03/2025
Construction Phase	03/2025	10/2025
Storm Drain Line		
Environmental Phase	11/2022	02/2023
Design Phase	05/2023	10/2023
Construction Phase	04/2024	09/2024
H Street Cycle Track		
Environmental Phase	11/2022	11/2023
Design Phase	12/2023	11/2024
Right of Way Phase	12/2024	12/2024
Construction Phase	03/2025	08/2025
Regional Bus Layover Facility		
Environmental Phase	11/2022	08/30/2023
Design Phase	09/2023	02/2024
Right of Way Phase	03/2024	09/2024
Construction Phase	02/2025	11/2025
Electrification of the Regional Bus Layover Facility		
Environmental Phase	11/2022	08/2023
Design Phase	09/2023	02/2024
Right of Way Phase	03/2024	09/2024
Construction Phase	02/2025	11/2025
Downtown Regional Bus Route Consolidation		
Environmental Phase	11/2023	08/2023
Design Phase	10/2023	05/2024
Right of Way Phase	05/2024	08/2024
Construction Phase	08/2024	04/2024
Contactless EMV Readers		
Environmental Phase	03/2022	03/2022
Design Phase	03/2022	03/2022
Construction Phase	01/2023	12/2023

II. Project Location

As shown in Figures 1 and 2, the projects in this application are in downtown Sacramento. A kml file with the location for each component is included as Attachment F. Note that the Contactless EMV Readers component is not mapped, as the readers will be used by six operators on a number of routes.

Figure 3 shows SVS in relation to downtown's three specific plan areas, which are all undertaking aggressive jobs and housing mixed-use and transit-oriented development. Figure 4 shows the existing major downtown destinations near SVS, including the Capitol, Old Sacramento Waterfront, and Downtown Commons.

Downtown Sacramento is growing rapidly, with the area around SVS receiving a notable amount of development. Recent specific plans have enabled special land use designations in large developments such as the Railyards and River District that allow for lower parking minimums, encouraging residents, workers, and visitors to arrive by modes other than car. There is also significant development occurring just across the Sacramento River in the City of West Sacramento. In total, by 2030, projects like the ones included in Figure 5 (see Attachment G for a key) are expected to bring more than 30,000 housing units and 60,000 jobs to the area surrounding SVS.

The SVS Transit Center: Priority Projects will provide direct benefits to at least 249 disadvantaged community census tracts that are within a half-mile of

Figure 1: Project Location

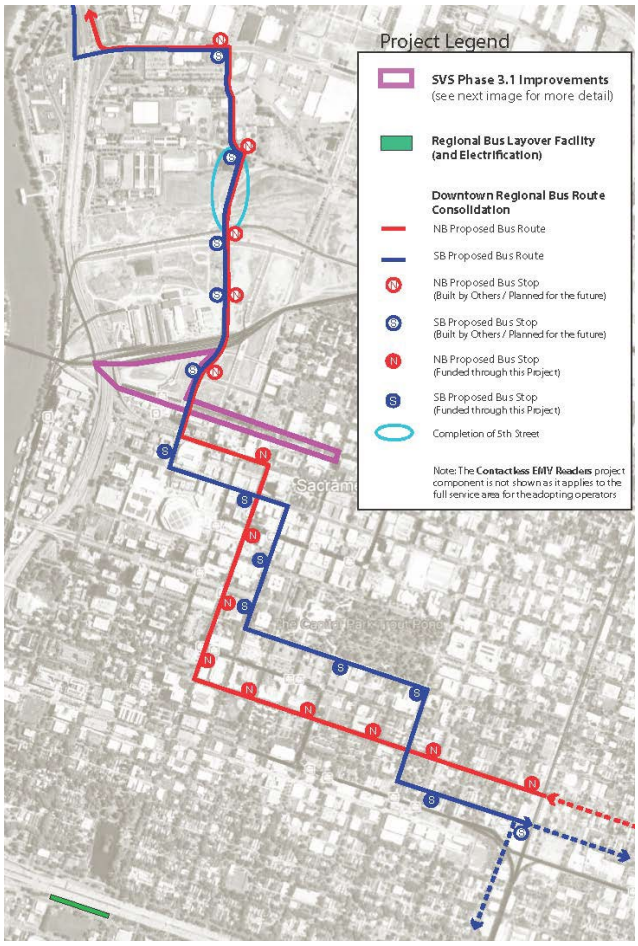
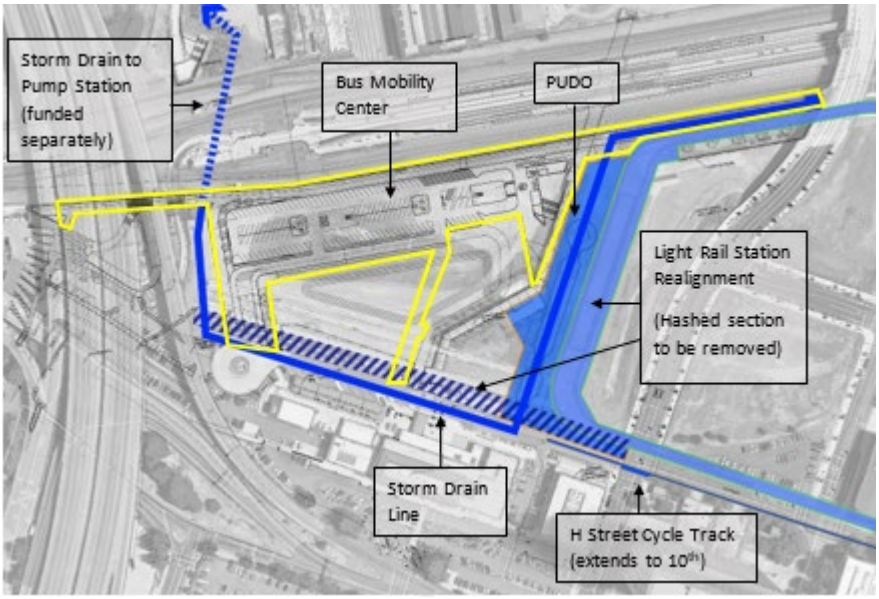


Figure 2: Project Location- SVS Phase 3.1 Improvements



services that could directly reach SVS[16]:

- Disadvantaged communities (SB 535): 92 census tracts
- Low-income communities (AB 1550): 245 census tracts
- Low-income communities within a half-mile of disadvantaged communities: 80 census tracts
- Low-income communities that overlap with disadvantaged communities: 91 census tracts

Figure 3: Specific Plan Areas

Figure 4: Existing Downtown Destinations

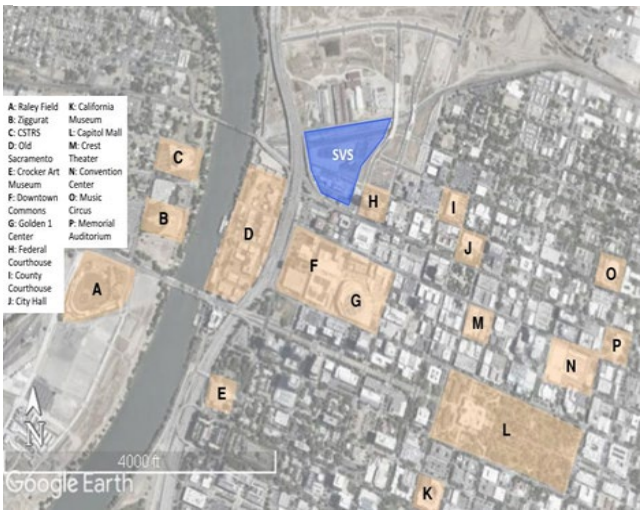


Figure 5: Planned Downtown Developments

Note: The SacRT light rail alignment through SVS in this figure reflects the future plan for the Green Line to serve the reoriented station at SVS

[16] Due to the network-wide impacts of contactless EMV riders, all routes for those operators were included in priority population analysis.

These benefits will be mostly concentrated in downtown, which almost entirely qualifies as disadvantaged and low-income. Consistent with the City of Sacramento's pointed equity work, the SVS Transit Center: Priority Projects will provide mobility options in communities that are mobility-constrained today. Disadvantaged communities throughout the Central Valley and Bay Area that are served by the rail and transit lines that will stop at SVS or other convenient locations in downtown upon completion of the SVS Transit Center: Priority Projects will also benefit from this investment of TIRCP funds. Maps of the census tracts that are within a half-mile of SVS or stops along routes that could directly serve the SVS Transit Center: Priority Projects are included as Attachment H.

In addition to the census tracts that benefit due to the presence of a transit stop that serves SVS, the nature of rail and regional transit extends positive impacts deeper into California. Rail and regional transit, especially regional express service, tend to cluster in corridors that allow for faster travel time between destinations. In order to keep service competitive with driving times, deviating from the most direct path is often avoided, in particular when this deviation does not yield significant ridership increases due to relatively low-density communities. The SVS Transit Center: Priority Projects will make rail and regional buses time competitive and desired alternatives to driving, even for people who live further than a half-mile from an existing regional bus or rail station. Walking, biking, or taking local transit from further than a half-mile to reach regional stops will become feasible due to these travel time savings.

III. Project Costs

The total cost of the SVS Transit Center: Priority Projects is $95 million. Cost estimates are based on the engineering and design work accomplished thus far. Costs are escalated to the year of delivery. Table 3 shows the estimated cost and year of completion for each component.

Table 4: Estimated Cost (in $1,000s) and Year of Completion

Project Component	Estimated Cost	Estimated Year of Completion
SVS Phase 3.1 Improvements	$59,565	2026
Regional Bus Layover Facility	$9,000	2025
Electrification of the Regional Bus Layover Facility	$16,000	2038*
Downtown Regional Bus Route Consolidation	$8,305	2024
Contactless EMV Readers	$2,180	2023
TOTAL	**$95,050**	

*Year of completion set to anticipated year of full conversion to zero-emission buses statewide.

Funds from multiple sources will match the TIRCP award to fully fund these projects. All of these funds are considered committed. The applicants will also seek $25 million in Solutions for Congested Corridors funds for the SVS Phase 3.1 Improvements component and $13.4 million from state or federal sources for the Electrification of the Regional Bus Route Layover Facility. Timely use of funds requirements with each matching source do not conflict with the project schedule. The following components have matching funds:

- SVS Phase 3.1 Improvements: CMAQ ($3.9 million), local funds ($0.5 million), State Park funds ($2.3 million)

- Downtown Regional Bus Route Consolidation: Private funds from DRV ($0.055 million)

Table 4: Requested TIRCP Funds (estimated in $1,000s)

Project Component and Phase	Amount of TIRCP Request
SVS Phase 3.1 Improvements	
PA&ED	$867
PS&E	$8,599
Construction	$18,369
Subtotal	*$27,835*
Regional Bus Layover Facility	
PA&ED	$473
PS&E	$877
Construction	$7,650
Subtotal	*$9,000*
Electrification of the Regional Bus Layover Facility	
PA&ED	$100
PS&E	$290
Construction	$2,210
Subtotal	*$2,600*
Downtown Regional Bus Route Consolidation	
PA&ED	$150
PS&E	$774
Construction	$7,326
Subtotal	*$8,250*
Contactless EMV Readers	
Construction	$2,180
Subtotal	*$2,180*
TOTAL	**$49,865**

IV. Project Schedule

Table 5: Project Schedule

Milestone Description	Start Work Date	End Work Date
SVS Phase 3.1 Improvements		
Bus Mobility Center		
Design Phase	02/2022	02/2024
Light Rail Station Realignment		
Environmental Phase	01/2015	01/2019
Design Phase	07/2022	03/2024
Right of Way Phase	10/2024	12/2024
Construction Phase	07/2024	07/2025
PUDO		
Environmental Phase	01/2020	04/2021
Design Phase	08/2022	02/2024
Right of Way Phase	03/2025	03/2025
Construction Phase	03/2025	10/2025
Storm Drain Line		
Environmental Phase	11/2022	02/2023
Design Phase	05/2023	10/2023
Construction Phase	04/2024	09/2024
H Street Cycle Track		
Environmental Phase	11/2022	11/2023
Design Phase	12/2023	11/2024
Right of Way Phase	12/2024	12/2024
Construction Phase	03/2025	08/2025
Regional Bus Layover Facility		
Environmental Phase	11/2022	08/2023
Design Phase	09/2023	02/2024
Right of Way Phase	03/2024	09/2024
Construction Phase	02/2025	11/2025
Electrification of the Regional Bus Layover Facility		
Environmental Phase	11/2022	08/2023
Design Phase	09/2023	02/2024
Right of Way Phase	03/2024	09/2024
Construction Phase	02/2025	11/2025
Downtown Regional Bus Route Consolidation		
Environmental Phase	11/2022	08/2023
Design Phase	10/2023	05/2024
Right of Way Phase	05/2024	08/2024
Construction Phase	08/2024	04/2025
Contactless EMV Readers		
Environmental Phase	03/2022	03/2022
Design Phase	03/2022	03/2022
Construction Phase	01/2023	12/2023

V. Capital and Operating Financial Plan Details

Project Programming Request

Please see Attachment J for the completed Project Programming Request forms for the SVS Transit Center components. Cost certifications are in Attachment K.

Ability to Deliver the Project Without Additional TIRCP Funds

CCJPA, the City of Sacramento, SACOG, DRV, and SacRT can deliver the components of the SVS Transit Center without any additional TIRCP funds beyond those provided from this request. The only uncommitted funding, outside of this request, will be pursued in the next Solutions for Congested Corridors Program round. The cost estimate for each project component also includes contingency to account for potential cost increases. Should further funds be required, the project partners have the ability to identify non-TIRCP funds to fully fund the project.

Initial operating costs will also not require further TIRCP funds, as described below.

SVS Phase 3.1 Improvements

BMC

This application only includes pre-capital funds for the BMC.

Light Rail Station Realignment

SacRT will not increase service on the Gold Line as a direct result of this work.

PUDO

There is no operating component associated with this piece of work.

Storm Drain

There is no operating component associated with this piece of work.

H Street Cycle Track

There is no operating component associated with this piece of work.

Regional Bus Layover Facility

Operators will reduce VMT, and thus fuel use, through use of this facility.

Electrification of the Regional Bus Layover Facility

Operators will reduce eVMT, and thus fuel use, through use of this facility.

Downtown Regional Bus Route Consolidation

Most operators will see a decrease in VMT from this work.

Contactless Payment

This more efficient payment system should reduce operating costs associated with fare collection.

Cost and Funding by Fiscal Year

Table 6: Cost Estimate by Phase and Fiscal Year for Project Phases ($1,000s in year of expenditure dollars)

	Prior	21/22	22/23	23/24	24/25	25/26	26+	Total
SVS Phase 3.1 Improvements								
PA&ED	--	--	--	$867	--	--	--	$867
PS&E	--	--	$10,879	$2,163	--	--	--	$13,042
Construction	--	--	--	$7,430	$38,226	--	--	$45,656
Subtotal	--	--	*$10,879*	*$10,460*	*$38,226*	--	--	*$59,565*
Regional Bus Layover Facility								
PA&ED	--	--	$473	--	--	--	--	$473
PS&E	--	--	$877	--	--	--	--	$877
Construction	--	--	--	$7,650	--	--	--	$7,650
Subtotal	--	--	*$1350*	*$7,650*	--	--	--	*$9,000*
Electrification of the Regional Bus Layover Facility								
PA&ED	--	--	$600	--	--	--	--	$600
PS&E	--	--	$1,800	--	--	--	--	$1,800
Construction	--	--	--	$13,600	--	--	--	$13,600
Subtotal	--	--	*$2,400*	*$13,600*	--	--	--	*$16,000*
Downtown Regional Bus Route Consolidation								
PA&ED	--	--	$150	--	--	--	--	$150
PS&E	--	--	$434	$340	--	--	--	$774
Right-of-Way	$55	--	--	--	--	--	--	$55
Construction	--	--	--	--	$7,326	--	--	$7,326
Subtotal	*$55*	--	*5684*	--	--	--	--	*$8,305*
Contactless EMV Readers								
Construction	--	--	$2,180	--	--	--	--	$2,180
Subtotal	--	--	*$2,180*	--	--	--	--	*$2,180*
TOTAL								**$95,050**

Continued next page

Table 7: TIRCP Request by Phase and Fiscal Year ($1,000s)

	Prior	21/22	22/23	23/24	24/25	25/26	26+	Total
SVS Phase 3.1 Improvements								
PA&ED	--	--	--	$867	--	--	--	$867
PS&E	--		$6,436	$2,163	--	--	--	$8,599
Construction	--	--	--	--	$18,369	--	--	$18,369
Subtotal	--	--	*$6,436*	*$3,030*	*$18,369*	--	--	*$27,835*
Regional Bus Layover Facility								
PA&ED	--	--	$473	--	--	--	--	$473
PS&E	--	--	$877	--	--	--	--	$877
Construction	--	--	--	$7,650	--	--	--	$7,650
Subtotal	--	--	*$1,350*	*$7,650*	--	--	--	*$9,000*
Electrification of the Regional Bus Layover Facility								
PA&ED	--	--	$100	--	--	--	--	$100
PS&E	--	--	$290	--	--	--	--	$290
Construction	--	--	--	$2,210	--	--	--	$2,210
Subtotal	--	--	*$390*	*$2,210*	--	--	--	*$2,600*
Downtown Regional Bus Route Consolidation								
PA&ED	--	--	$150	--	--	--	--	$150
PS&E	--	--	$434	$340	--	--	--	$774
Construction	--	--	--	$3,010	$4,316	--	--	$7,326
Subtotal	--	--	*$584*	*$3,350*	*$4,316*	--	--	*$8,250*
Contactless EMV Readers								
Construction	--	--	$2,180	--	--	--	--	$2,180
Subtotal	--	--	*$2,180*	--	--	--	--	*$2,180*
TOTAL	**--**	**--**	**$10,940**	**$16,240**	**$22,685**	**--**	**--**	**$49,865**

Project Contracting

SVS Phase 3.1 Improvements

BMC

The project will be delivered by the City of Sacramento Public Works Department, Facilities and Engineering Divisions, consisting of City Project Manager, with assistance by city staff architects, engineers, inspections, and accounting administration staff.

Consultants under current contract with the City include Perkins Will (Urban Design and team lead); Grimshaw Architects, Arup (Civil Engineering, Transportation Planning, Structural Engineering, Mechanical, Plumbing and Electrical Engineering, and Sustainability); Nelson +Nygaard (Active Transportation consulting); DKS Engineering (traffic analysis and circulation); AIM Consulting (Public Outreach). This team will assist through Construction.

Light Rail Station Realignment

The Light Rail Station Realignment component will have a number of different contacts including, but not limited to a general construction contact and rail realignment contact. These contracts will be awarded and completed in different fiscal years, thus SacRT has a specific cash flow for both TIRCP funds and other funds associated with the project.

PUDO

The City of Sacramento is coordinating with SacRT to properly time the implementation of the new PUDO with the realignment of light rail tracks at SVS. The PUDO provides direct access to the passenger station tunnel and light rail platforms and serves as an entry point for light rail. Without the implementation of the PUDO, a temporary asphalt paving would be required for fire access and walking service to the passenger tunnel, a throw-away temporary investment.

Storm Drain Line

The city and the Railyards developer, Downtown Railyards Venture, LLC (DRV) are working together to time the installation of the new storm drain line and will coordinate with the light rail work and new PUDO. The drainage system must be in place to build the PUDO (Pick-up / Drop-off) improvements that serve the station and light rail and carry existing drainage from the passenger tracks and platforms with the placement of the BMC. Preliminary engineering is complete, and the project is ready to move to construction.

H Street Cycle Track

The Cycle Track portion of the work will be delivered by the City of Sacramento Public Works Engineering Division, consisting of City Project Manager, with assistance by city staff engineers, inspections, and accounting administration staff. Design and engineering would be provided by City of Sacramento Public Works staff, with consultant traffic analysis services under contract. This project type and size would follow traditional public bid advertising for lowest-bid contractor.

Regional Bus Layover Facility

The City of Sacramento will be responsible for contracting out the capital improvements for this component. SACOG will separately determine long-term maintenance and operations plans in coordination with bus operators.

Electrification of the Regional Bus Layover Facility

The City of Sacramento will be responsible for contracting out the capital improvements for this component. SACOG will separately determine long-term maintenance and operations plans in coordination with bus operators.

Downtown Regional Bus Route Consolidation

The City of Sacramento will deliver the capital improvements for this component and SACOG is facilitating an operations and maintenance structure that would not include the City of Sacramento. In 2018, the Sacramento Department of Public Works was in discussion with the Transbay JPA in San Francisco for the relocation of seventeen bus shelters currently on the site of the Temporary Transbay Terminal for use at the planned bus station at SVS. The bus shelters were originally designed to be re-used at the end of their use at Transbay. That effort stalled and the SVS Bus Mobility Center evolved beyond the feasibility to use the structures. These structures are now under the control of the San Francisco Redevelopment Authority who will continue to use them until 2023 when the Temporary Transbay Terminal site is cleared for construction. This timeframe coincides with the anticipated construction schedule for new bus stops for the regional commuter buses. City Staff is currently pursuing a cost estimate for the dismantling, transport, and reassembly of the structures for their use in downtown Sacramento. For the segment of the project on 5th St between Railyards Boulevard and North B St, the City of Sacramento will collaborate with DRV and other private actors. DRV will be responsible for the contracting of the project and the City of Sacramento will administer the grant funds and handle the project reporting to CCJPA. This delivery model is very similar to the structure taken for the SVS North Entrance project.

Contactless EMV Payment

SACOG will work directly with Yolo Transit, Yuba-Sutter Transit, Roseville Transit, SacRT, El Dorado Transit and Placer Transit to purchase and install contactless readers on their transit vehicles.

PPR Supplement

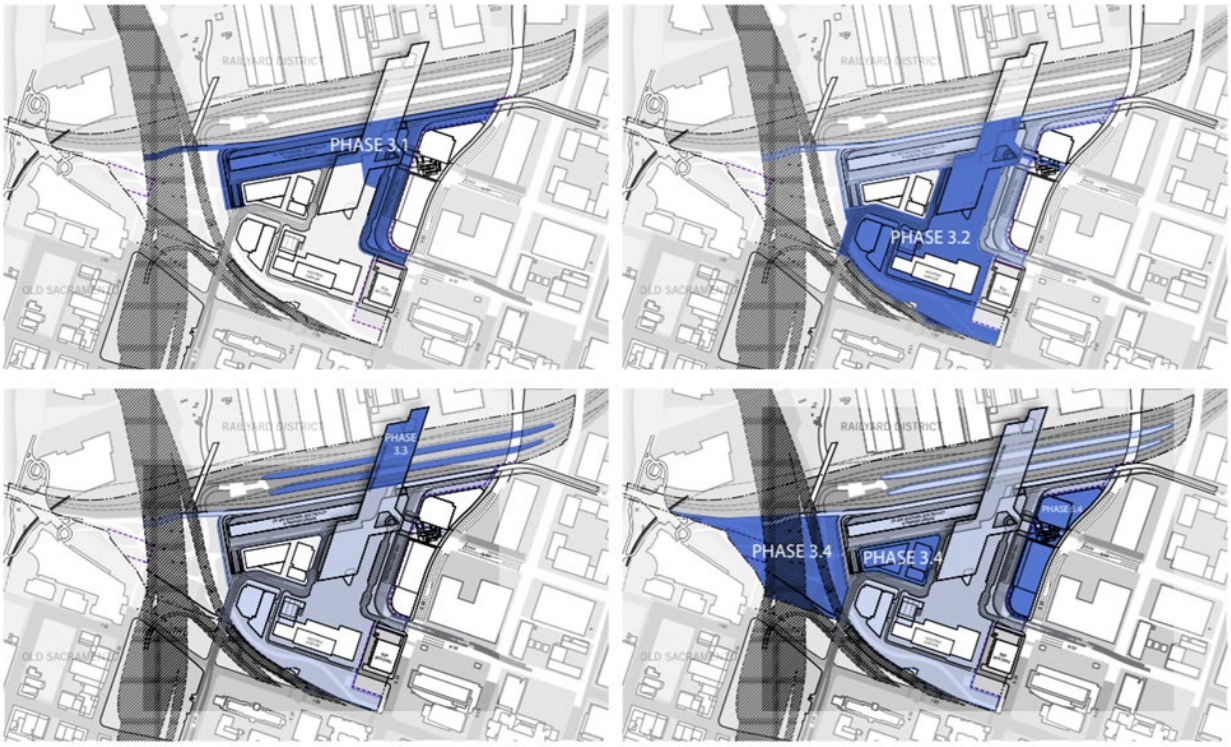
The elements of the SVS Phase 3.1 Improvements component are very carefully intertwined, particularly the Light Rail Station Realignment, PUDO, and Storm Drain Line. See the Separable Elements section for more details.

Separable Elements

Though the five components of the SVS Transit Center: Priority Projects are separable, these components are interrelated, and realization of GHG reduction, ridership, and other benefits are dependent on the full implementation of the work described in this application. A caveat to this is that the SVS Phase 3.1 Improvements must be built in a specific sequence.

As applicable, the scalable or separable elements within each component are listed below.

SVS Phase 3.1 Improvements



The scope of the Bus Mobility Center will necessitate significant federal construction funding that is forthcoming in the BIL funding. To be shovel-ready, the City of Sacramento is seeking full funding to take the 30% design to completion of PS&E. The BMC was CEQA cleared in April 2021 and a 30 percent cost estimate has been updated to reflect mid-project construction on Q3 2026 in preparation for federal grant applications and state funding for additional federal match in subsequent cycles.

Light Rail Station Realignment

The key to unlocking the SVS Phase 3.1 improvements is to move the current light rail station and storage tracks that span the width of the site, to the eastern edge of the property to a north-south alignment with a short extension of double track for vehicle storage on F Street under the 5th & 6th Street bridges. This project was CEQA cleared. While this project does not provide direct ridership benefits, without early implementation, the expansion of SVS cannot move forward. The construction of the SVS Mobility Center will bring subsequent ridership benefits to light rail via modal transfers. The realignment of the station platform will also set light rail on a path north to the airport, a long priority of the City of Sacramento.

Pick-up / Drop-off (PUDO)

The PUDO is placed in the current location of the emergency vehicle access to the passenger tunnel. The regulatory requirements for this emergency lane require a fire truck not to be in a dead-end without turnaround. Currently, the turnaround occupies the placement of the light rail station. Therefore, to maintain emergency services with the construction of the light rail station, a throughway needs to be

provided. The design of the PUDO maintains the emergency access requirements with rolled curbs on the turnaround.

The PUDO provides direct access to the passenger station tunnel and light rail platforms and serves as an entry point for light rail. Without the implementation of the PUDO, a temporary asphalt paving would be required for fire access and walking service to the passenger tunnel, a throw-away temporary investment.

Storm Drain Line

The Storm Drain line is a necessary infrastructure element of the expansion of the SVS Transit Center that will replace two storm detention basins which were constructed in the Phase 1 track relocation project as interim until the full Railyards drainage is completed. The pump station for the Railyards system is nearing completion by the end of 2022, that with the construction of the piping system, will eliminate the need for storm detention basins. The City of Sacramento has a single opportunity to leverage $2.3 million of a $30 million grant from the governor for the Railyards to complete critical infrastructure to assist development to complete the segment of the southern drainage that primarily carries drainage for the Transit Center. Additionally, the storm drain will render the two detention basins redundant and allow development on these sites that will provide high-density residential and commercial developments.

The drainage system must be in place to build the PUDO (Pick-up / Drop-off) improvements that serve the station and light rail and carry existing drainage from the passenger tracks and platforms with the placement of the BMC. Preliminary engineering is complete, and the project is ready to complete engineering design and move to construct, immediately.

H Street Cycle Track (Class IV Bikeway)

Currently, SVS has extremely poor and constrained bike access, due primarily to the network of high-volume one-way streets and conflicts with light rail tracks at intersections. Nonetheless, CCJPA surveys show 13.5% of Sacramento riders access the station by bike. With improved access to Downtown, it is anticipated that this number will increase dramatically.

H Street is the only route available to effectively tie into the downtown grid network. With the full connection into the station via the Class I trail to the Class IV F Street trail years off due to the need to build this with the BMC, H Street is a critical element at this time and will benefit from recent cycle track to be constructed, on 6th Street to H Street, as a condition of a new 309-unit mixed-housing project north of the tracks and complete a connection to the bikeways on 10th Street, serving the capitol area. The project is designed to be implemented independently from the light rail improvements in this grant, however, coordination of the two projects would benefit cost control and effectiveness.

Regional Bus Layover Facility

The Regional Bus Layover Facility project component is not dependent on any other project component.

Electrification of the Regional Bus Layover Facility

The Electrification of the Regional Bus layover Facility project component can only occur if the Regional Bus Layover Facility is built.

Downtown Regional Bus Route Consolidation

The Downtown Regional Bus Route Consolidation project component is not dependent on any other project component.

Contactless EMV Readers

The Contactless EMV Readers project component is not dependent on any other project component.

Support Documentation List

Attachment A: 2020 SACOG MTP/SCS, including Appendix A- Project List

Attachment B: Railyards Specific Plan

Attachment C: SVS Area Plan/Vision

Attachment D: Letters of Support

Attachment E: Central City Specific Plan

Attachment F: Project Location KML

Attachment G: Development Project Key

Attachment H: Priority Populations Maps

Attachment I: GHG Reduction and Ridership Analysis Documentation

Attachment J: Project Programming Requests

Attachment K: Cost Estimate Certification and Details

Attachment L: Design Documents

Attachment M: City of Sacramento Housing Element

Attachment N: Enhanced Funds

Attachment O: CARB Priority Population Benefit Criteria Table

Attachment P: Jobs Co-Benefit Modeling Tool