SACRAMENTO VALLEY STATION: CREATING THE NORTH STATE TRANSPORTATION CENTER
Building on Local Network Success
PRESENTATION OUTLINE

- SVS Bus & Mobility Center Overview / TIRCP Grant - Greg Taylor, City of Sacramento
- Statewide Funding Policies for Integrated Transportation - Jim Allison, CCJPA
- Potential for Regional Bus Operation Benefits - Tony Bruzzone, Arup
- TIRCP Application - Greg Taylor
PLANNING AND DEVELOPMENT CONTEXT
Mobility Facilitating Urban Transformations
BUS CONCOURSE DESIGN

PLANTING TO EXTEND THROUGH/BETWEEN CANOPY

EDGE TREATMENT TO INTEGRATE PLANTING

PLANTING TO EXTEND DOWN INTO LOWER PARKING LEVEL

CENTRAL RAIL AND TRANSPORTATION HUB
Mobility Facilitating Urban Transformations
CENTRAL RAIL AND TRANSPORTATION HUB
Mobility Facilitating Urban Transformations
PHASE 01 - BUS CONCOURSE LEVEL PROGRAMMING

CONCOURSE
- TICKETING KIOSK FOR GREYHOUND, AMTRAK, RAIL, LRT?
- (4) VENDING MACHINES
- DRINKING FOUNTAIN
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

WAITING ROOM (670 SF)
- SEATINGS (36-40 PAX)
- VENDING KIOSKS (2)
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

BOH ROOM (350 SF)
- MEP
- JANITOR

BUS FACILITY ACCESS – PHASED IMPROVEMENTS
Mobility Facilitating Urban Transformations
STATE RAIL PLAN & TIRCP GOALS

- TIRCP funding targets ridership gains for all transit systems
- Developing service patterns that support transfers at intermodal hubs
- Seamless travel planning and payment options (California Integrated Travel Project or Cal-ITP)
- Sacramento Valley Station Phase 3 physically brings modes/access closer together
  - With Railyards development, building land use and physical connections to support GHG reduction & integration
  - Challenge for 2020 TIRCP Application: Quantifying GHG reduction from service integration/ridership gains across multiple transit partners using SVS hub
- Key: Service commitments to support outcomes in the TIRCP application

Sacramento Valley Station 2017 Stats

- 7th Busiest Amtrak Station
- Capitol Corridor 3rd in ridership Amtrak Network
- 15 weekday roundtrips
- San Joaquins 6th in ridership Amtrak Network
- 2 weekday roundtrips
- *Commute service in Spring
- Coast Starlight – 1 daily RT
- California Zephyr – 1 daily RT
STATE RAIL PLAN – Hub Transfer System

Integrated Statewide Rail Network

- Complementary Long Distance Route
- Hub (Time Point)
- Integrated Rail Routes
- Stop
- Urban Mass Transit District
- Integrated Intercity Bus Route

SACRAMENTO IN THE NORTHERN CALIFORNIA MEGAREGION
Improving Access to and from the Bay Area & the Central Valley
OPERATIONAL BENEFITS
## OPERATIONAL BENEFITS – Layover & EV Charge?

<table>
<thead>
<tr>
<th>Operator</th>
<th>Peak Buses</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operators Assumed to have Benefit</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Dorado</td>
<td>11</td>
<td>7</td>
</tr>
<tr>
<td>Amador</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Solano</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Galt</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td><strong>Operators assumed to have some benefit</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elk Grove</td>
<td>20</td>
<td>17</td>
</tr>
<tr>
<td><strong>Operators Could benefit Via 5th future connection</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Placer</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Yuba</td>
<td>10</td>
<td>8</td>
</tr>
<tr>
<td><strong>Potential Operator benefits</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roseville</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>65*</td>
<td>48</td>
</tr>
</tbody>
</table>

*If Elk Grove comes in, then about 30 departures in the peak **hour** from the bus facility. Up to about 36 with Roseville.

Note: The total does **NOT** include YoloBus or ~20 Elk Grove buses that access downtown west to east via I-5.

### Bus Lines Accessing Downtown

<table>
<thead>
<tr>
<th>Bus Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Caltrans Thruway Buses</td>
</tr>
<tr>
<td>2 Elk Grove Transit (RT)</td>
</tr>
<tr>
<td>3 Yolo County Transit</td>
</tr>
<tr>
<td>4 Roseville Transit</td>
</tr>
<tr>
<td>5 El Dorado Transit</td>
</tr>
<tr>
<td>6 Yuba-Sutter Transit</td>
</tr>
<tr>
<td>7 Folsom Stage Lines</td>
</tr>
<tr>
<td>8 San Joaquin RTD</td>
</tr>
<tr>
<td>9 Amador Regional Transit</td>
</tr>
<tr>
<td>10 Fairfield Transit (FAST)</td>
</tr>
<tr>
<td>11 Shasta Regional Transit Agency (Salmon Runner)</td>
</tr>
<tr>
<td>12 Placer County Transit</td>
</tr>
<tr>
<td>13 Galt-Sacramento Commuter Express</td>
</tr>
<tr>
<td>14 Butte County Transit (proposed)</td>
</tr>
</tbody>
</table>
OPERATIONAL BENEFITS – Layover & EV Charge?

- Central City Specific Plan identified Caltrans property which City leases as potential bus layover area
- 5th Street is converting to 2-way traffic
TIRCP APPLICATION

DATES

- Grant support materials due December 13, 2019
- Grant Application Due January 16, 2020
- Award announcement April 1, 2020
- Estimated earliest open for operation July 2023
REQUESTS (Ascending order of importance)

1. Letter of Support for grant application from agencies – December 13th

2. Statement of Interest in studying routes and schedules to integrate into Bus Center

3. Letter of Agency Commitment of Intent to Use facility
Contact for questions/updates:

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