



Protecting the Green Line Corridor

IOD retention and BRT implementation strategy

September 2026

BACKGROUND

Thirty-Five Years of Planning, One Closing Window

1991

Systems Planning Study preserves the corridor — origin of the dedications

2003

Alternatives Analysis selects the light rail LPA on 7th St / Truxel

2010

Transitional Analysis reaffirms the alignment and the mode

2027

Board accepts expiring dedications; adopts BRT LPA and reaffirms Light Rail.

2001

Multi-Corridor Study; Board directs staff into Alternatives Analysis

2008

Program EIR certified — entire corridor environmentally cleared

2012

Phase 1 opens to Richards Blvd. No phase funded in the 14 years since

2029

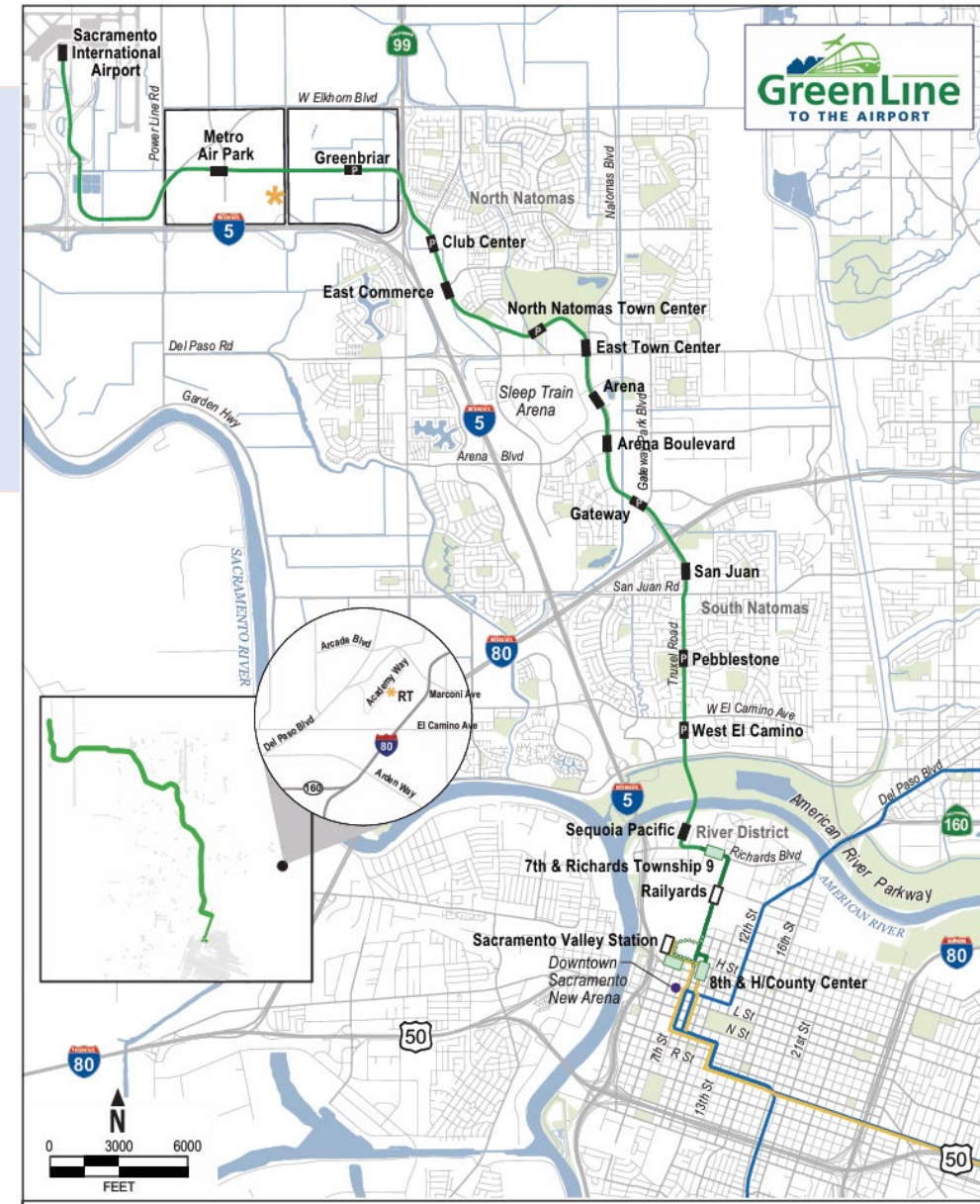
First dedications lapse February 19



Green Line Alignment and Track Length

**Current Locally
Preferred
Alternative (LPA)**

Light Rail extension from
Township 9 to the Airport, with 14
Stations, 11.2 miles of track



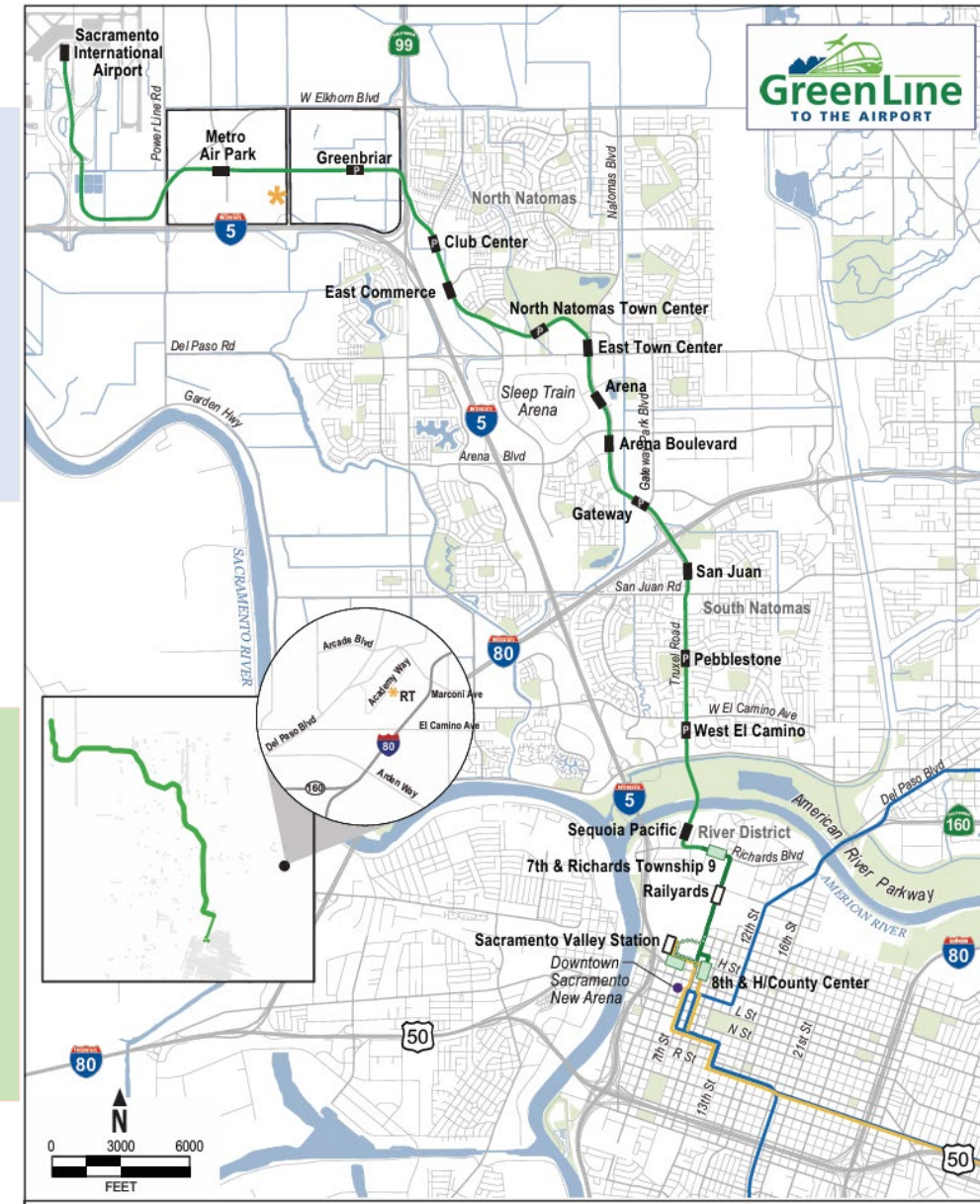
Green Line Alignment and Track Length

Current LPA

Light Rail extension from Township 9 to the Airport, with 14 Stations, 11.2 miles of track

**Dedicated ROW-
Private Property**

7.5 miles or 67% of Green Line extension
7 parcels expire by 2029/30 if not either extended or procured by SacRT
\$14M in Transit Impact Fees available to purchase



Irrevocable Offers of Dedication

Expires 2029–2030 — 7 dedications

Light rail only — 9, no expiration



LOCATION of IOD	EXPIRATION DATE	RESTRICTIONS ON USAGE
Northeast corner I-80/Truxel Rd	6/16/2030	For Transportation Purposes
Natomas Marketplace; intersection of Truxel and Gateway	None	Light Rails Tracks
Southeast corner of Truxel Road and Gateway Park	Not Specified	Light Rail Transit
Northeast corner of Truxel/Gateway Park Blvd	10/15/2029	For Transportation Purposes
Natomas Crossing	Pursuant to Subdivision Map Act Gov. Code Section 66410	Public Transportation Purposes
Southwest corner of Truxel Rd/Del Paso Rd.	Not Specified	Right of Way for Light Rail Tracks
Creekside Subdivision	Pursuant to Subdivision Map Act Gov. Code Section 66410	A public easement for Transportation Purposes
NNIODs Map: IOD to RT per 20000201 O.R. 0565	Not Specified	Light Rail Tracks and Other Transportation Purposes
Metro Air Park: Metro Gateway Centre, LLC.	2/19/2029	Transportation Purposes*
Metro Air Park: Sioukas	2/19/2029	Transportation Purposes*
Metro Air Park: Metro-Airport Joint Venture	2/19/2029	Transportation Purposes*
Metro Air Park: Natomas Investment Associates	2/19/2029	Transportation Purposes*
Metro Air Park: Gautheir	2/19/2029	Transportation Purposes*
Southwest corner Truxel Rd/Arco Area	Not Specified	Light Rail Alignment and Station Sites
APN 225-2250-175-0000	Title Granted	Park and Ride Purposes Only
N. Natomas/Creekside	Pursuant to Subdivision Map Act Gov. Code Section 66410	A public easement for Transportation Purposes
Southwest corner Truxel Rd/Arco Area	Upon termination of Agreement	Park and Ride Facility
Northeast corner of Truxel/Gateway Park Blvd	Not Specified	Right of Way for Light Rail Tracks
Northeast corner of Truxel/Gateway Park Blvd	Not Specified	Right of Way for Light Rail Tracks
Northeast corner of Truxel/Gateway Park Blvd	Not Specified	Transportation Right of Way Suitable for Light Rail
Northeast corner of Truxel/Gateway Park Blvd	Not Specified	For the Downtown/Natomas/Airport Light Rail Alignment

Secure the Expiring Dedications Ahead of the LPA

Corridor preservation • 49 U.S.C. § 5323(q)

Right-of-way can be secured before the project's environmental review, provided nothing is built on it until that review is complete. FTA treats this as a separate action, not segmentation.

\$14M

in transit impact fees identified for IOD procurement. Local funds mean no FTA environmental review of the acquisition itself.

Conditions that keep the corridor eligible for federal funds

● Uniform Act

Written notice to each owner of the right to just compensation.

● No alteration

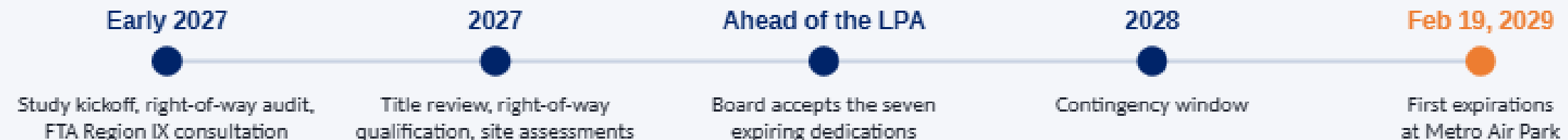
No grading, clearing, demolition, or utility relocation until the corridor's environmental review is done.

● Alternatives certification

Board finding that acceptance keeps reasonable alternatives open; unneeded parcels are disposed of.

● Avoidance alternative

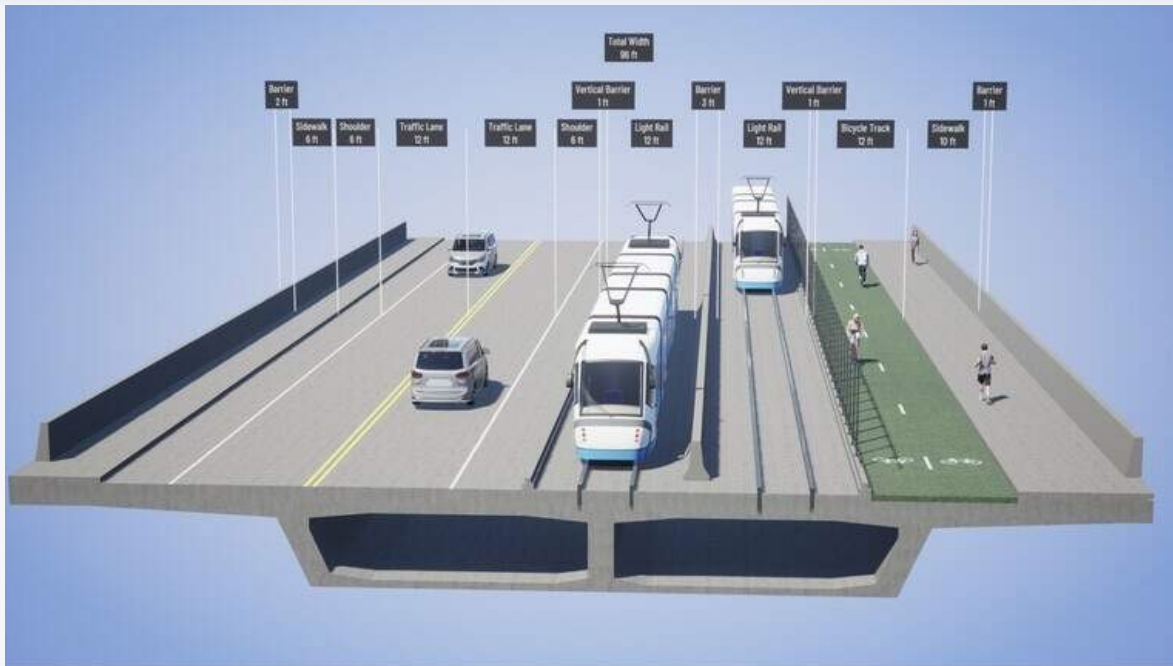
At least one alignment in the environmental document avoids the accepted parcels.



THE CONSTRAINT

The Adopted LPA Has One Critical Hurdle – A New Bridge

- The existing Green Line terminates at 7th & Richards, south of the American River.
- The City of Sacramento must construct a new American River Bridge to reach Natomas.
- There is no Green Line extension without an American River bridge — a **\$500M+ structure**.



Bus Rapid Transit Provides a Path Forward

\$700,000

**Caltrans Sustainable Communities and STA Smart Growth
Green Line BRT to SMF Study**

● Deliverability

A new LPA built as individual independent utility packages, each with its own funding basis and its own delivery year. Allowing for early delivery of benefits.

● Right-of-way clearance

The seven expiring dedications move ahead separately as corridor preservation. The LPA remains key to the nine light-rail-only parcels.

● Light rail retention

Roughly 2/3rds of the BRT capital investment could become light rail infrastructure. Conversion provisions are engineered in from Package 1.



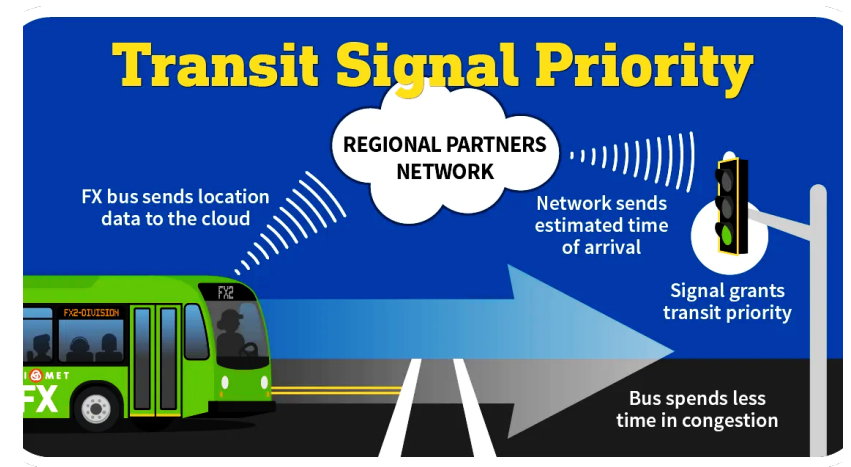
Delivery Concept – Bus Rapid Transit that Translates into Light Rail

#	Package	What it delivers	Target	YOE cost	→ LRT
1	Route-Wide BRT Conversion	15-minute all-day service, route-wide stations and signal priority, Truxel road diet and bus lanes, 25% stop consolidation, extension to SMF	2031	\$123M	36%
2	I-5 Transit Connection	Permanent river crossing solution via I-5 managed lanes, bus lanes to the I-80 approach, interim park-and-ride	2033	\$61M	21%
3	Downtown Priority & Terminal	7th Street BAT lanes, Railyards terminal, Gateway Park park-and-ride	2035	\$43M	74%
4	Fleet & Facility Transition	60-foot articulated zero-emission fleet, McClellan expansion, hydrogen fueling	2037	\$103M	6%
5	Metro Air Park & Airport Busway	Exclusive busway west of SR-99, airport terminal guideway, 15.5-acre LRV maintenance site	2039	\$182M	80%
6	Exclusive Guideway & Conversion Readiness	Moves the busway into reserved LRT right-of-way; traction power pads, duct bank and rail-standard subgrade	2041	\$440M	91%
7	Remaining Structures	I-80, SR-99 / Meister Way and Aviation Boulevard structures, all to LRV live loading	2045+	\$248M	96%
	Program total	\$974M in 2026 dollars, escalated to year of expenditure		\$1.2B	71%

\$1.2B in year-of-expenditure dollars is the adopted amount in the fiscally constrained element of SACOG's MTP/SCS.

Delivery Concept – Initial BRT to Retain IODs

#	Package	What it delivers	Target	YOE cost	→ LRT
1	Route-Wide BRT Conversion	Build on Route 11 towards 15-minute all-day service, route-wide stations and signal priority, Truxel road diet and bus lanes, 25% stop consolidation.	2031	\$123M	36%



Delivery Concept – Build on Previous Successes towards Ultimate BRT Vision

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Ultimate BRT Vision **\$300M**

Delivery Concept – Build Structures and Exclusive Guideways to Facilitate future Light Rail Reusability

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Questions

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Secure the corridor now. Deliver light rail when the region can fund it.

Sacramento Regional Transit District