



ECOS

ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

ECOS Transportation, Air Quality & Climate Change Committee
Thursday, September 7th, 2017, 6:00 p.m.
Mogavero Architects, 2012 K Street, Sacramento

Meeting Notes

6:00 p.m. – Welcome, Introductions, Check-Ins, and Changes to Agenda

Attendance: Rick Bettis (ECOS, etc), Traci Canfield (RT), James Cathcart (STAR), Delphine Cathcart (STAR), James Drake (RT), Robert Coplin (ECOS, Sac TRU), Jefferey Tardaguila (CARA, Dogfite), Cymande Jackson, Steven Bourasa (EOS), Dan Allison (STAR), Lynne Goldsmith (ECOS, 350Sac, STAR), Nancy Kitz (ECOS, Brandon Rose (ECOS), John Deeter (co-chair).

Guests: Dan Leavitt (SJJPA/SJRRC), Alison MacLeod (SJJPA).

6:05 p.m. – Plans for San Joaquin train service on Sacramento Midtown line

Dan Leavitt, Manager of Regional Initiatives, San Joaquin RRC

Leavitt: San Joaquin train service currently operates two round trips between Sacramento and Bakersfield as well as 5 RTs between Oakland and Bakersfield. It would like to implement earlier arrivals (around 8 am) in both Sac. and Bay Area to tap into potential day trip market and expand its service. Currently San Joaquins operate on the Fresno subdivision between Stockton and Sacramento. UP operates about 20 daily freight train RTs on this sub and won't allow any more passenger service, but has offered use of the Sacramento sub through Midtown as an alternative which has less freight traffic (about six RTs). Drawbacks to the Sac sub are that it doesn't directly serve the downtown Sacramento station or central Lodi, but a positive is that it could continue north to Marysville and potentially Oroville. Service in Sacramento would be provided by platforms at four locations: City College, Midtown (R St.), North Sac (near Del Paso), and Natomas (near Elkhorn). Three platforms are close to RT light rail stations, and bus shuttle would be offered to Sac. Airport from Natomas stop. Initially two RTs in addition to existing two RTs. Plan to apply for Cap-and-Trade funding in Jan. 2018.

San Joaquin JPA also looking at extending ACE service from Stockton to Sac on the Sac sub. ACE is also planning service south to Modesto and eventually Merced.

MacLeod: SJJPA has discussed this plan with Councilmember Steve Hansen, who had concerns about parking near the Midtown stop. Plan is to provide no specific station parking, but encourage non-auto access instead -- bikes, walking and transit. No station facilities in Midtown, just a kiosk.

Discussion: Are bikes allowed on trains? **Levitt:** Yes, Capitol Corridor and ACE carry substantial bike traffic; San Joaquin less but commuter oriented service should encourage more bike usage. **Q:** Are train delays a significant problem? **A:** San Joaquin on time over 90 percent. ACE has had no fatalities in 18 years of service. **Q:** R St. location in Midtown does not provide good connect to light rail, Broadway might be better. **A:** Two other connections to light rail, with a direct connection at City College. **Q:** There are already complaints about freight trains on Midtown line, won't passenger service add to the problem? **A:**

More passenger service on Midtown line will push UP to make improvements to main line to accommodate more freight service and thereby reduce traffic on Midtown line. **Q:** Can you estimate induced demand for the new service? **A:** Currently working on ridership estimates for San Joaquins and ACE as well. ACE already has high train loadings, up to 900 passengers per train on four RTs per day, for ridership of 1.6 million per year. **Q:** What is expected phasing? **A:** Initial application of \$100 to \$200 million, mainly for stations, but tracks are there and usable with only minor improvements. **Q:** Will there be integration with Amtrak thruway bus service? **A:** Some reorganization of bus feeder service particularly for trains to Marysville and Oroville.

7:00 p.m. -- Reports & Updates

- Meeting with Jeff Harris re Measure A-plus -- Various

Goldsmith & Deeter: Five ECOS Board members met with Jeff Harris on Aug. 30th. He has been talking with environmental groups about what they want in a county wide transportation measure which he calls "Measure A-plus" rather than "Measure B." We stressed that we could not support a rerun of Measure B, and a revised measure should be restricted to transit and fixing the existing road system. We want a true public input process. Harris requested that ECOS submit written recommendations to him.

Action: Goldsmith will draft a letter to Harris, recommending 1/3 cent for transit, with remainder for fixing roads, and a strong public outreach.

- Transit & Sac. Transportation Choices -- Various

Allison: STAR is focusing on plans for improving Sacramento Valley Station to better serve passengers, and Assemblymember Kevin McCarty's bill to permit Regional Transit reorganization.

Discussion: How does Regional Transit intend to use the \$10 million annually from SB 1? **Drake:** Backlogged projects, such as low-floor light rail vehicles, but not for service expansions.

- US 50 HOV lanes (I-5 to Watt Ave) -- **John Deeter**

Not discussed.

- Other

Measure U: City will definitely put extension of Measure U on the ballot next year, possibly at more than half-cent. Discussions about housing measure perhaps separate from Measure U but this depends on legislature's actions on housing.

7:25 p.m. – Other Business and Announcements / Possible topics for future meetings

- MTP/SCS -- **Kacey Lizon** (SACOG)

7:30 p.m. – Adjourn

Next TAQCC meeting: Thurs, Oct. 12th, 6:00 p.m., at Mogavero Architects, 2012 K St.

Guest speaker: **Alberto Ayala** (new Exec. Director of SMAQMD)

(Note special date to avoid conflict with SABA's Velo Ball on Oct. 5th.)

Other upcoming events of interest:

Sept. 6, 6:30 pm -- Sac. Transit Riders & Advocates, 1418 19th St, Sacramento

Sept 18, 6 pm -- ECOS Board, SEIU 1000, 1325 S. St. (reception at 5:30)

Printable TAQCC agendas and minutes are available on the ECOS [Web site](#).