



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, May 3rd, 2018, 6:30 p.m.
Mogavero Architects, 2012 K Street, Sacramento

Meeting Notes

6:00 p.m. – Informal discussion about goals and workplan for the ad-hoc Committee on the 2020 MTP/SCS

Deferred due to sparse attendance

6:30 p.m. – Welcome, Introductions, Check-Ins, and Changes to Agenda

Attendance: Jeffery Tardaguila (Dogfite) Dan Allison, Delphine Cathcart, Alex Reagan (ECOS staff), Matt Baker (ECOS staff), Ralph Propper (ECOS Pres), John Deeter (chair).

Guests (Caltrans staff): Bojana Gutierrez, Suzanne Melim, Clark Peri, Larry Brohman.

Announcements:

Karen Jacques and Kenneth Wilcox were injured in an automobile collision last weekend, Karen quite seriously. She is still in ICU at UCD Hospital.

"Telling the story: everyone wins with sustainable community planning," with Todd Litman, May 10th, at 5 pm, Curtis Hall, Sierra 2 Center, 2791 24th St, Sacramento, CA.

CalSTA announced grants from the TIRCP program on April 27th that included two of interest to the Sacramento region:

- *SacRT got \$40.5 million for expanded light rail service to Folsom, including double-tracking, and initial purchase of low floor vehicles*
- *San Joaquins and ACE were awarded \$427 million for expanded train services, including new service on the Sacramento subdivision through Midtown*

California Transportation Commission also announced awards for the Congested Corridors Program, which included \$110 million for the US 50 corridor in Sacramento. This will pay for HOV lanes on US 50, improvements to Broadway, and \$20.3 million of additional support for light rail to Folsom. ECOS had previously challenged the Environmental Assessment for the US 50 Project, and had proposed that expanded service to Folsom as a condition for dropping its lawsuit. In view of the state funding for RT, ECOS has withdrawn the suit.

Train service on the Sac sub: ECOS opposes an Elk Grove "multimodal" station located in the southwest part of the city, because of impacts on habitat and inducement to sprawl. We need to continue to monitor planning for this station.

6:35 p.m. – Scoping for CapCity Freeway (SR 51) expansion / improvements

- **Larry Brohman and colleagues (Caltrans)**

Peri (showing [Powerpoint](#)): He is project manager for the CapCity (SR 51) Improvement Project, which is still in the scoping phase for the environmental study. The project runs from J St. to just north of Arden Way, extending HOV/carpool lanes over this section. Partners include Sacramento City and County, Regional Transit, SABA, Walk Sacramento, Sac. Metro Air Quality Management District, SACOG, Sac. Transportation Authority, and Capitol Corridor JPA. In designing improvements, Caltrans wants to consider all uses, and give them other options

CapCity freeway is very congested at peak periods, and is responsible for 55% of traffic incidents ("accidents") in the Sac. region. Hour of delay on CapCity more than doubled from 2012 to 2016, leading to bottlenecks at a number of locations. Caltrans wants to add "managed lanes," using options such as: congestion pricing, HOV lanes, high occupancy/toll (HOT) lanes, dynamic shoulder lanes, express lanes, truck lanes, interchange bypass lanes, dual roadways with one managed, separate express tollway within an existing facility. Management of existing lanes would reduce delays by 20%, and adding managed lanes would reduce delays by 40%.

Caltrans has established a framework that assesses how well plans, programs, and projects meet its definition of "Smart Mobility": location efficiency, reliable mobility, health and safety, environmental stewardship, social equity, and robust economy. For the CapCity corridor, Smart Mobility projects have included: managed lanes, bus on shoulder lanes, bike/ped river crossing, safer ramps for bikes and peds, complete streets studies, bike/ped/transit crossing of American River at Truxel, pedestrian master plans, ADA studies for transit, Watt Ave. transit center master plan.

Caltrans has awarded a number of off-facility planning grants totaling \$1.65 million, including: North 12th complete streets, American River crossings alternatives study, plan to improve ADA access to transit stops, Folsom Blvd complete streets master plan, etc. Wish list of all agencies for improvements in the CapCity corridor is available at its [Website](#), including many bike and ped improvements. Technical Working Group considered a number of projects, including better access across SR 51 to Swanston light rail station.

Caltrans has now dropped Alternative 2 (new bridge across American River) due to high cost (over \$100 million) and danger of polluting ground water with deep pilings in the city dump. Some alternatives include bus on shoulder, but this is not currently allowed and must be approved by the legislature. Alternative 4 widens bridge by almost 50 feet, but doesn't add vehicular lanes just wide shoulders (auxiliary lanes?); Caltrans doesn't think it will do much to relieve congestion. An auxiliary lane is not a through lanes, it's just for one segment usually connecting an on-ramp to the next off-ramp such such as E St. to Expo. Blvd.

Current capacity of SR 51 is 1,500 cars/lane/hour, three lanes each direction, so total is less than ten thousand vehicles per hour. Each additional lane increases capacity by 25%. Caltrans is trying to get people out of their cars, doesn't want Sac. freeways to be like I-405 in L.A. It recognizes that building more freeways is not enough. Make it possible for RT to operate more buses on SR 51 -- currently used only by Routes 67 and 68.

Project schedule: EIR per CEQA will probably be started by the end of 2019, but will only do an Environmental Assessment for NEPA.

Discussion: How would a bike lane on the bridge be accessed? **Brohman:** Bike lanes will end at north levee and tie into a bike trail that uses the Tribute Road tunnel under SR 51 to access Cal Expo and beyond. **Q:** What about a separate bike/ped facility? **A:** It's possible, but would need a partner to build it outside Caltrans right of way.

Q: Is Caltrans going to take into account induced demand in the EIR? Expanded freeway will encourage people to live further out, and make more trips. **A:** Discussion of induced demand will be included. Caltrans would like RT to run buses more frequently.

Allison: Light rail (Blue line) is best alternative to using freeway, RT would like to extend line to Citrus Heights but doesn't have the funds to do it. Commuter bus capacity is very small, and light rail can make a significant contribution. High frequency light rail can replace two lanes of traffic

Gutierrez: If a bus carries 50 people that's 50 cars less. Need to make bus service to Roseville a reliable and viable option. Found out by experience that currently it's unreliable. Need to work with partners like SACOG to fund projects that will best benefit the corridor.

(Notes courtesy of Delphine Cathcart.)

7:30 p.m. -- Updates and reports

- Transit advocacy, transportation coalition & Measure B
- Regional Transit issues (route optimization, etc)
- Sacramento County Climate Action Plan
- Sacramento Valley Station Master Plan & station design
- Repeal of SB1

7:40 p.m. – Other business and announcements / Possible topics for future meetings

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs, June 7th, 6:00 p.m., Mogavero Architects, 2012 K St.

Other upcoming events of interest:

May 12, 10 am -- Sac. Transit Advocates & Riders (STAR), 1714 Broadway

May 12, 1 pm -- Sacramento Transit Riders Union, 1714 Broadway

May 22, 6:00 pm -- ECOS Board meeting, 909 12th St. (Reception at 5:30)

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