



**ECOS Transportation, Air Quality & Climate Change Committee  
Thursday, October 4, 2018, 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:* Betsy Weiland (SARA), Jeffery Tardaguila (Dogfite), Jim Brown (SABA), Brian Guerdat (350Sac), Alex Reagan (ECOS staff), Matt Baker (ECOS staff), Ralph Propper (ECOS Pres), John Deeter (chair).

*Guests (Caltrans staff):* Bojana Gutierrez, Murdeep Purewal, Clark Peri, Larry Brohman.

**6:05 p.m.** – Capital City Freeway (Business 80) expansion and the Caltrans' role in reducing vehicular travel and greenhouse gas emissions

- **CapCity project team** (Caltrans)

Discussion with representatives from Caltrans about its role in reducing vehicular travel and greenhouse gas emissions, particularly with regard to proposed improvements to the Capital City Freeway (Business 80).

*Deeter:* Yesterday ECOS sent a letter to Caltrans District 3, inviting a broad discussion with ECOS about regional planning issues. We hope to initiate that discussion at today's meeting, but first the CapCity project team would like to give TAQCC a progress report about the CapCity improvement project.

*Peri (CapCity project manager):* Reviews the current status of the CapCity improvement/expansion project, and goes over the three alternatives still under consideration. Alternative 2, which would reduce curvature by cutting across the landfill, has been dropped due to its high cost. [Description of the three alternatives, supplied by the editor: The width of the American River bridge is currently about 100 ft, with three general purpose (GP) lanes in each direction. All expansion options include generous inside and outside shoulders in each direction as well as a bike/ped lane on the east side. The smallest option (about 140 ft wide) would have two GP lanes and a managed lane in each direction; the middle option (about 160 ft) would have three GP lanes and a managed lane in each direction; the largest option (about 180 ft) would have three GP lanes, a managed lane, and an auxiliary lane in each direction. The last two options explicitly call for bus operations on the outside shoulders, and that might be possible in the smallest option as well.]

The primary goal of the CapCity project is to reduce congestion. and increase people throughput SR-51 (CapCity) is the major traffic bottleneck in the region, with many congestion related accidents. Caltrans is working with Capitol Corridor passenger rail service and Regional Transit to develop a corridor plan including CapCity freeway. CapCity also needs to coordinate

construction projects with Capitol Corridor which is adding a third track to Roseville that crosses CapCity in two places near McKinley Village.

**Q:** Why was the bike/ped lane moved from the west side to the east? **A:** To avoid blocking vehicle line-of-sight. The bike/ped lane is planned to run levee-to-levee, and turn eastward to drop down to the level of the levee. This is admittedly awkward, since most users will probably want to go westward rather than east. **Q:** Would it be possible to extend the bike lane north to Exposition Blvd.? **A:** Probably difficult, since there may not be enough ROW to accommodate a bike lane, and it would have to get around the ramps at Exposition. Might be useful to consider. **Q:** How will the bike lane access the bike trail on the south levee, since it is planned to be located on the toe rather than the top of the levee? **A:** Yes, this is a complication. **Comment:** SARA is challenging the preferred alternative of locating the bike trail on the levee toe.

**Q:** Will the wider bridge have any negative impacts on the American River? **A:** Very little. The existing substructure consists of solid piers parallel to the river flow, and the plan is to lengthen the piers in advance of working on the bridge deck. For financial reasons, Caltrans considers these to be separate projects, but obviously they have to be coordinated. **Comments:** Bridge design should be attractive. Lighting needs careful consideration -- bright enough for a safe and comfortable but sufficiently low to minimize environment impacts, particularly on fish.

**Q:** How is Caltrans planning to deal with upcoming changes with technology, such as autonomous vehicles? **A:** Introduction of AV is on Caltrans' radar. Caltrans is also planning wider use of modern information technology (IT) in traffic management such as electronic signs tied to current traffic conditions.

**Baker:** ECOS is particularly concerned about two issues connected to the CapCity project. First, that Caltrans undertake an in-depth analysis of the impacts of induced travel associated with this and other freeway expansion projects. Second, ECOS would like to engage Caltrans District 3 in a discussion of regional transportation planning including consideration of alternatives besides freeway expansion. Ideally this would take the form of round-table discussions that included regional planning agencies such as SACOG and possibly Regional Transit and Sacramento Transportation Authority.

**Peri:** Indicates a willingness on the part of Caltrans to engage in such a dialogue, and notes that District 3 already holds staff-level discussions with SACOG [and others?].

**Deeter:** The way Measure B was formulated by STA in 2016 reveals of a lack of transparency in making decisions about priorities in funding major regional transportation projects. There was almost no public input prior to the STA Board action to put the measure on the ballot.

**Action:** TAQCC chair and ECOS staff will develop proposal for the scope and format for round-table discussions with Caltrans District 3 and regional planning agencies.

**7:05 p.m.** – Updates, reports and discussion of current topics

- Transit advocacy, transportation coalition & Measure A-plus
- Elk Grove Climate Action Plan
- Update on expanded San Joaquin and ACE train services

- Sacramento City ordinance to restrict incompatible uses in transit oriented developments (TODs)

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

**7:45 p.m.** (approx.) – Adjourn

Next TAQCC meeting: Thurs, Nov. 1, 6:00 p.m., Mogavero Architects, 2012 K St.

Other upcoming events of interest:

Oct. 13, 10:30 am -- **Sac. Transit Advocates & Riders** (STAR), 1714 Broadway

Oct. 13, 1 pm -- **Sacramento Transit Riders Union** (Sac TRU), 1714 Broadway

Oct. 20, 6 pm -- **Wild and Scenic Film Festival**, 24th Street Theatre

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