



ECOS Transportation, Air Quality & Climate Change Committee
Thursday, June 3, 2021, 5:45 p.m.
Videoconference, hosted by Zoom

Link to join the TAQCC Zoom Meeting: <<https://us02web.zoom.us/j/85805612058>>

To phone in: 669 900 6833, Meeting ID: 858 0561 2058

Meeting Notes

5:45 p.m. – Social time -- meet and greet

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

Attendance: Dan Allison, Benjamin Etgen, Sue Teranishi, Muriel Strand, May Lin Chang, Karen Jacques, Angela Elizabeth Herring, Lynne Goldsmith, Lita Brydie, Steven Bourasa, Chris Brown, Susan Herre (ECOS), Alex Reagan (ECOS staff), Ralph Propper (ECOS Pres.), John Deeter (TAQCC chair).

Guest: James Drake (SacRT).

6:05 p.m. – SacRT Network Integration Plan

- James Drake (Principal Planner, SacRT)
SacRT's Network Integration Plan includes conversion of the Gold Line to low floor vehicles, double tracking in Folsom, integration of the Green Line with the Gold Line, and integration of SacRT services with intercity rail

Drake (slide show): The 2018 TIRCP award to SacRT to purchase 20 low floor light rail vehicles required SacRT to develop a Network Integration Plan for using the new vehicles, including integration with intercity rail (Capitol Corridor and San Joaquins). SacRT decided to initially use the low floor vehicles only on the Gold Line (currently Sac. Valley Station to Folsom), and continue to use high floor vehicles on the Blue Line (Watt/I-80 to Cosumnes River College). The plan therefore bundled together in a single study all the improvement to the Gold Line needed to implement service with low floor vehicles, together with improvement to bus routes serving SVS and the new intercity rail station in Midtown. The Plan will be released in a few days for a 30-45 day public review, and presented to the SacRT Board in June or July. It should be finalized and submitted to Caltrans by September.

The new low floor vehicles are not interoperable with the existing high floor vehicles, and therefore must run as separate trains. Until the Gold Line is fully converted to low floor operations, the mini-high platforms have to be retained, and this presents a number of challenges to maintain capacity on the line. Low floor vehicles are planned to enter service in April 2023, initially restricted to two cars per train. Two years later, in early 2025, the trains will be expanded to three vehicles. In the meantime, SacRT expects to implement two other improvements to the Gold Line: a passing track at the Glenn station which will allow 15-minute headways east of Sunrise, and adding three "tripper" round trips between Sunrise and Downtown, inbound in the morning peak period and outbound in the evening. (The "trippers" would be interleaved between trains providing the base 15-minute service.)

SacRT planning staff considered other alternatives such as 12-minute service on the Gold Line, but concluded that “trippers” was clearly the easiest to implement, and least confusing to passengers.

Another planned improvement to the Gold Line is construction of the SVS “loop” with the light rail stop oriented N-S instead of E-W, then turning east on F Street to reconnect with the existing tracks on 7th Street. Existing Green Line service will be replaced by Gold Line trains operating through to the Richards station. For operational reasons, the SVS loop has to be fully double tracked. This project is expected to be completed by 2026. Ridership north of SVS will initially be light, but this will increase considerably when Kaiser Hospital in the Railyards opens in the next five to ten years.

The Plan recommends rerouting bus routes 30,38, 51, and 62 into the SVS bus terminal when it opens, but ultimately -- once Kaiser Hospital opens -- to route these buses to the Railyards via the 5th and 6th Street overpasses with bus stops at G St. to serve SVS. Kaiser will provide a natural terminus for these routes. Route 62 will provide service to the new Midtown rail station, but the 16th Street light rail station is about four blocks away. SacRT would like to add a light rail station closer to the rail station, but it would be difficult to do this -- in particular, an elevated Gold line station appears not to be feasible.

Other recommendations of the plan deal with integration with intercity rail, such as timed transfers with the Capitol Corridor and San Joaquins, and to continue to coordinate with Cal ITP on fare integration.

Q: *Will Greyhound use the new SVS bus hub? A:* *This is not up to SacRT, but it appears that Greyhound will remain at its current location for the foreseeable future.*

Q: *Will the Capitol Corridor add a station between Sacramento and Roseville, and would colocation with light rail at Marconi-Arcade be feasible? Etgen:* *There should be a station near Watt Ave. Allison:* *Capitol Corridor wants to eventually add a station east of Sacramento, and many years ago considered adding one at Swanston but decided that wasn’t a good location. One factor in locating a new station is whether light rail will be extended beyond Watt/I-80, and to where.*

7:05 p.m. – Other current issues

- **Climate Action Plans (Susan Herre)**

Herre: *The Sac. County CAP contains no promise of carbon neutrality, but relies on SMUD’s program. Several environmentalists recently met with the new interim County Executive Ann Edwards and Planning Director Leighann Moffit, and had a productive discussion. The new Exec. is much more sympathetic to environmental concerns than the previous one.*

- **Implementation of the Mayors' Climate Commission Recommendations**
- **City of Sacramento Building Electrification Ordinance**
- **CapCity freeway bridge over American River**
- **Climate Emergency Declarations (Chris Brown)**

Brown: *The Sacramento Climate Coalition is working on ensuring that the City of Sacramento holds to the goal of carbon zero by 2030 rather than delaying implementation to 2045.*

7:35 p.m. – Other business and announcements / Topics for future meetings

Deeter: *The next meeting of ECOS Land Use committee will be Monday, June 14, and they are scheduled to discuss the Jackson Township EIR, and invited TAQCC to participate. This will be a Zoom meeting; for more information including how to join the meeting, visit the [LU committee Web page](#).*

7:45 p.m. (approx.) – Adjourn

Next TAQCC meeting: Thurs., July 1, 5:45 p.m., videoconference

Other upcoming events of interest:

June 12, 1 pm -- [Sac Transit Riders Union](#) (videoconference)

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