

**TRANSIT NEEDS PUBLIC HEARING
SACOG BOARD
MINUTES**

**January 18, 2024 – 9:30 A.M.
SACOG Board Room**

The hearing was conducted by SACOG Board Chair Michael Saragosa, the SACOG Board of Directors, with Barbara VaughanBechtold of SACOG staff.

Ms. VaughanBechtold provided a brief overview of SACOG's responsibilities under the State of California Transportation Development Act and the corresponding unmet transit needs hearing process. One person testified at the hearing; and three items of correspondence were received. All Unmet Transit Needs comments are listed below.

SACOG Board Chair Saragosa opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. Michael Barnbaum, Sacramento, CA

Mr. Barnbaum summarized his previously submitted written comments that are included in the correspondence section below as well as in the minutes of the unmet transit needs meetings held in October and November of 2023. His comments focused on the need to close gaps in transit services, longer spans of service, and suggested temporary changes in services to reduce transit disruptions due to the upcoming SacRT Dos Rios light rail station construction.

CORRESPONDENCE

1. Michael Barnbaum, Sacramento, CA

Greetings:

Happy New Year and Happy MLK Day!! In wake of the 11-1 vote back on January 8th of the Sacramento Regional Transit District Board of Directors to construct the Dos Rios Light Rail Station, I have devised a temporary light rail operating plan along with a temporary bus service plan that would cover service during a timeframe of approximately Spring 2024 to end of Fall 2026. Please take a look at this draft and transit plan concept so as to better prepare for construction of the Dos Rios Station. You may most definitely also include this as part of the comments for the 2023-2024 round of accepting unmet transit needs comments, and, of course, ultimately share them with the Social Services Transportation Advisory Council as well. This is in addition to the analysis/dissertation that I have already submitted back in the Fall of 2023. Everything provided in this electronic communication is as a direct result of the January 8, 2024 decision by an 11-1 vote of the SacRT Board of Directors to move forward with construction of the Dos Rios Light Rail Station located along the existing Blue Line south of Globe Avenue and north of Alkali Flat/La Valentina Stations.

Alternative Blue Line: On Monday, January 8, 2024, the board of directors of the Sacramento Regional Transit District voted 11-1 in favor of the construction of a new Dos Rios Light Rail Station that would be located along the existing Blue Line between the Globe Avenue and the Alkali Flat/La Valentina Light Rail Stations. During construction, which is forecast to occur from Spring 2024 through the end of Fall 2026, the “alternative blue line” is proposed to operate between the Watt/I-80 Station and the Globe Avenue Station in North Sacramento only. Trains terminating at Globe Avenue would turn on a section of single track over the American River Bridge just north of Richards Boulevard and return to Watt/I-80 Station. In order to make this a successful operation within North Sacramento, trains would operate every fifteen minutes and only as 1-car trains throughout the span of service hours on a daily basis throughout the duration of the construction of the Dos Rios Station.

Alternative Green Line: On Monday, January 8, 2024, the board of directors of the Sacramento Regional Transit District voted 11-1 in favor of the construction of a new Dos Rios Light Rail Station that would be located along the existing Blue Line between the Globe Avenue and the Alkali Flat/La Valentina Light Rail Stations. During construction, which is forecast to occur from Spring 2024 through the end of Fall 2026, the “alternative green line” is proposed to operate between the Richards Boulevard/Township Nine Station and the Cosumnes River College Station. Trains would operate every fifteen minutes with a minimum of 2-car consists on all days throughout the span of service hours. The “alternative green line” would add service at existing Green Line Station stops, including but not limited to Richards Boulevard/Township Nine Station, on weekends and holidays that service currently does not operate on, along with nights on all days to match operating hours of other light rail lines.

Route 15: (Richards Boulevard) Existing route from Watt/I-80 Station to Arden/Del Paso Station would extend back into downtown Sacramento via Del Paso Boulevard, Highway 160, Richards Boulevard, Jibboom Street, I Street Bridge/J Street, 7th Street, T Street, to 8th Street. Layover and bus operator break area would be near and on 8th Street near T Street. Due to safety concerns and lack of safe sidewalk infrastructure along northbound Jibboom Street, route would access Richards Boulevard from downtown Sacramento via 8th Street, I Street, and Interstate Five, then use Richards Boulevard to Sunbeam Avenue, Sproule Avenue, North 16th Street, and then Del Paso Boulevard from Highway 160 to return to North Sacramento and Watt/I-80 Light Rail Station. The need for the extension back into Downtown Sacramento is mainly due to the newly opened “Sacramento Municipal Utility District Museum of Science and Curiosity” (SMUD-MOSAC) and the need to provide service coverage there, as a location attractive to families and young children. From the April 2024 service changes through the September 2026 Service Changes, this route would operate along the entire route alignment once every fifteen minutes so as to provide frequent bus service between Arden/Del Paso Station, Globe Avenue Station, and Downtown Sacramento when two light rail stations along K Street and two light rail stations along 12th Street would be completely closed during construction of the Dos Rios Light Rail Stations.

Route 86: (San Juan/Silver Eagle) Route alignment changes along with days of service changes are not being recommended through this report. Span of service hours are recommended to be such that start of service and end of service match those of the Blue Line on all days so as riders would have greater opportunities of connecting between bus and light rail modes of travel at the Marconi/Arcade Light Rail Station. Normal service frequency would be once every thirty minutes, but during a temporary timeframe of Spring 2024 to end of Fall 2026, service would

operate once every fifteen minutes while construction work takes place on the Dos Rios Light Rail Station that the Sacramento Regional Transit District Board of Directors adopted by an 11-1 vote back on Monday, January 8, 2024.

Route 88: (*West El Camino Avenue*) To provide service to the unserved “River Oaks Neighborhood” of South Natomas, and continue to serve downtown Sacramento, route would extend along West El Camino Avenue from Gateway Oaks Drive to Eastbound Interstate 80 then Southbound Interstate 5 to the J Street Exit, continuing to the current route endpoint of J Street at 11th Street, before returning to the Arden/Del Paso Station by way of both Interstates 5 and 80 and the current unserved portion of West El Camino Avenue in the “River Oaks Neighborhood” of south Natomas. Existing frequency of once every thirty minutes and days of service would remain unchanged, while span of service hours would expand on all days to operate during the same operating hours as light rail (Blue Line and Gold Line) to increase connections opportunities for riders, especially (Blue Line) at the Arden/Del Paso Light Rail Station. During a temporary timeframe of Spring 2024 to end of Fall 2026, service would operate once every fifteen minutes while construction work takes place on the Dos Rios Light Rail Station that the Sacramento Regional Transit District Board of Directors adopted by an 11-1 vote back on Monday, January 8, 2024.

Per concept, there would be major service changes on light rail (Blue Line and Green Line) in this draft plan between the operators’ April 2024 service changes through the end of the September 2026 operators’ service changes, with consideration of returning to more of a normal service operation beginning with the January 2027 operators’ service changes. The timeframe of Spring 2024 to end of Fall 2026 is based on information presented by SacRT Staff to the SacRT Board of Directors back on Monday, January 8, 2024, and nothing else.

As far as the 15-minute service frequency and route designs/modifications for Routes 15, 86, and 88 are concerned, these draft service recommendations would, if implemented, be temporary from Spring 2024 to end of Fall 2026, and would not require SacRT to be forced to implement any bus bridge, due to the draft service frequency recommendation of 15-minute service frequency on each of the three routes. A bus bridge does not have a printed nor an online schedule for a rider/customer to follow, whereas a regular bus route does. Riders would therefore be required to have valid fare at all times to show the bus operators every time they board these routes, both during the Dos Rios station construction and after completion of Dos Rios Station construction.

Let me know if you have any questions or have additional information about this that you may have that I perhaps overlooked or didn’t consider. As always, thank you for your hard work and dedication you bring with you everyday to the Sacramento Area Council of Governments and bettering our region through public transportation service improvements.

Sincerely,

Michael Andrew Barnbaum, Public Transportation Advocacy and Consulting

2. Jonathan Markoff, Folsom, CA

SACRT needs a bus from Folsom light rail (LR) across Orangevale, Citrus Heights, and North Highlands-Antelope, and a bus going north-south on Hazel Ave to the Hazel light rail station. There also needs to be a light rail station halfway between Mather and Butterfield. Meanwhile, there should be more buses connecting Sacramento and Placer counties, such as Antelope to western Roseville and Folsom to Auburn along the eponymous road. And more buses going to Folsom Lake. There is traffic in Orangevale which mass transit could greatly reduce.

Thank you, Jonathan Markoff

3. Sergio Rocha, Sacramento, CA

Dear SACOG Board Members,

I am an employee of the California Department of Tax and Fee Administration (CDTFA) and a SacRT rider. In May 2024, my department and other state agencies will relocate to a new headquarters at 651 Bannon Street in the Sacramento River District.

Currently, there are no public transit lines that connect my neighborhood, Tahoe Park, to the River District, and specifically to the future CDTFA headquarters. I am writing to request that you consider creating a direct transit line that connects Tahoe Park and the River District. One solution could be to extend SacRT Bus Route 38 to the River District, which would connect Tahoe Park and UC Davis Medical Center directly to the River District.

I and many others in my department depend on public transit to commute to and from work. A direct transit line to our new office would greatly improve our commute, as well as reduce traffic congestion on our roads and air pollution in our communities.

Thank you for your consideration.

Sincerely,

Sergio Rocha