



County of Yolo

DEPARTMENT OF COMMUNITY SERVICES
PUBLIC WORKS DIVISION

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MEMBERS:

DISTRICT 1 Samuel Bivins
DISTRICT 2 Bruce Eldridge
DISTRICT 3 Kevin Spesert
DISTRICT 4 Steve Zehner
DISTRICT 5 Hans Strandgaard
AT LARGE Olin Woods

County Staff: Panos Kokkas

Members Present: Bivins, Eldridge, Zehner, Woods and Strandgaard

Meeting Minutes

Yolo County Transportation Advisory Committee

Cache Creek Conference Room; Thursday, December 15, 2016, **4:00 – 5:30 PM**

DISCUSSION ITEMS

1. Public Comments
 - a. No members of the public.
2. Mike Luken from YCTD discussed the West SAC Streetcar news and Yolobus plans for Kings Stadium.
 - a. Golden 1 Center: The issue of how to handle bus routes during events has been a big part of YCTD's work over the past 6-8 months. They've decided to truncate routes to downtown Sacramento during events and have been stopping buses at the West Sacramento Transit Center and doing short runs to the arena with a shuttle. YCTD is having a tough time getting in and out of downtown Sacramento even without arena because of increased traffic. YCTD started working with the Kings, the City of Sacramento and RT about 2 years ago. Kings games and major events can draw up to 17, 500 people to the arena. YCTD took the 42A and B routes (which hit all major cities in the County) and the West Sacramento routes and stop them at West Sacramento Transit Center for "major events" (defined as more than 10,000 people when police put up barriers downtown). Pre-event, the buses go down Capitol Mall to Third, East on 3rd, up N to 10th, down L street, and then back to Capitol Mall to West Sac. YCTD also utilizes an inter-city route that starts in Woodland from two separate park and ride lots, and then takes I-5 and I-80 to West Sacramento. Two buses also run from Davis (Covell & Anderson, Second & Mace) and then go to the West Sac Transit Center. The system has worked

well (61 days since implementation, 14-15 major events). Ridership from West Sac has been very good. Ridership from Davis is good. Ridership from Woodland is getting better, but still needs work. YCTD assumed people would want to arrive 1 hour before events, but it appears that people want to get to events closer to their start. Because Woodland and Davis riders aren't really filling up buses, they are going to change it so that bus goes from Woodland→Davis→West Sac→Downtown Sac. Then they will take the two buses that aren't really needed for events and will use them to get downtown for people not going to events. That change will occur in January. The routes will become horseshoe shaped rather than circular and fewer buses will be needed. YCTD does not serve non-major events, for example, Circ-de-Sole only draw 5000 people. He also noted that the regular riders of the buses don't like to have their routes adjusted during events. All information is available online (at yolobus.com) including all major event dates. If all else fails, riders can call the District and the District will help them find the right bus.

- b. Streetcar: The shuttle bus route for arena events was designed to mimic the proposed streetcar route per the request of City of West Sacramento. The final route design involves a route from the Transit Center to the Tower Bridge and then hopefully another route that goes up Riverfront Street. Another idea is to design the rail that comes into West Sac so that it can handle both light rail and streetcars both. Constructing rails that can handle both light rail and streetcars will depend on funding. The environmental document is certified. There were a few difficult historic preservation issues during the environmental review process related to possible underground caverns at the location of the catenary foundations: SHPO wanted all the underground caverns surveyed and avoided instead of mitigated. The concern was that the catenary foundations (the catenaries are the poles that carry the electricity for the streetcar) might puncture some of the underground areas. They compromised and agreed to make repairs if there are any caverns punctured. Streetcars are designed to move in traffic. That makes it cheaper than light rail, but the streetcar can get caught in traffic and is subject to delays. The rails have to be in the middle of the Tower Bridge since that is how the bridge was designed originally before the rails were removed. They are trying to design the project using the best practices from other projects including applying lessons learned from the Streetcar projects in Portland and Seattle. The maintenance yard for streetcars will be located either underneath the Pioneer Bridge or the W-X freeway at 19th-20th streets in Sac. The District is currently engaged in the vehicle procurement process. Elected leaders want to ensure they're not just buying light rail sized cars, they want something at a little more human scale for the streetcars. The streetcar project recently received \$30 million construction grant from the State's Cap & Trade program. The City of Sacramento is now looking at creating an assessment district for their share, but the project could be built without those funds. Some funding challenges remain (City and County sales tax measures failed), but the District is optimistic that the project will not be imperiled by the new administration (Trump's). At one City Councilman's request, battery and hydrogen powered streetcars were investigated, but that technology is still unproven and the decision was made to proceed with overhead electrical power for the

Streetcar, additionally, since Streetcar will share some tracks with Light Rail, the electrical work for that is already in place saving some money. With the current schedule, construction will start mid-2018. Operations should begin in 2021. There's a website for streetcar (<http://www.riverfrontstreetcar.com/>). The H street alignment (moving light rail from K to H) is still on the table, but it's funding-dependent. Even though Sacramento's funding measure failed, they are looking for additional grants. Moving the light rail to H Street is an ideal solution for the streetcar project.

- c. The I-Street replacement bridge is fully funded. The City of Sac is the lead on that project. West Sac is lead on the Broadway bridge, which is still in the planning phase.
3. Approval of Minutes of October 27, 2016
 - a. Approved as corrected.
 4. Posting of Agendas and Minutes
 - a. Hans gave Bruce a printout from the County's website of all the TAC minutes and agendas. Bruce will click on all the links to ensure that they are working and bring up the correct files. He will report back at the next meeting.
 5. Public Works Update (Kokkas)
 - a. The Farm Bureau sent a letter to County saying they want the Stevenson Road bridge replaced, not retrofitted. Panos noted the BOS approved moving forward with bridge retrofit in 2004 and so the process is pretty far along. He noted that since Solano County is the lead agency for this co-owned bridge, he is monitoring the process. Building a new bridge and keeping the old one as a pedestrian/bike bridge would not be financially possible since the old bridge still requires lots of maintenance and needs to be retrofit for earthquakes and for scour and the feds won't way for that and a new bridge.
 - b. It was noted that the Stevenson road bridge is similar to the Rumsey Bridge and both bridges have historical significance in Yolo County, but Panos would rather preserve the Stevenson Bridge than Rumsey Bridge because the Rumsey bridge is in a higher seismic area and has larger stream flows, so it would require more work to save than the Stevenson Bridge.
 - c. Also, the Rumsey Bridge went to the Board of Supervisors last summer and replacement of the bridge was approved. The Board chose a box-girder type of design which was the more economical than the other alternatives studied.
 - d. CR 12 Zamorra bridge is complete.
 - e. Clarksburg Rd. rehabilitation project is complete.
 - f. Public works is currently engaged mostly in routine maintenance.
 - g. Union Pacific wants to close the railroad crossing at CR 105/32A; the county came back and suggested using it for eastbound traffic only, with westbound lane for bicycles only. A concrete K-rail would separate the cars from the bikes. There are 2000 vehicles per day and more than 200 trucks a day currently crossing the tracks at this location. The guard rail at the 90 degree turn for west bound traffic has been demolished 7 times now by cars missing the turn. The City of Davis has an interest in keeping the crossing open and has been very involved since a lot of the traffic is City related traffic. A bridge

or tunnel to go over or under the tracks would be too expensive and Panos noted that there are wetlands in the area as well that could prevent any new construction. There is a meeting with the RR planned for January.

- h. County transportation budget draft will be coming in March or April for the TAC's review.
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- 6. Next Meeting Agenda Items
 - a. Yolo Rail Relocation project? Hans will ask if Sierra Energy will send someone since they are one of the major proponents of the proposed project.
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- 7. Next Meeting Date, Time and Location- January 26, 2017 4:00pm
Cache Creek Conference Room