

Comment Card
DNA MOS-1

13-1

I thought, from my understanding in the very beginning of this project that the Gold Line was eventually going to be extended in three phases: 1) Richards Boulevard, 2) Natomas Town Centre, and 3) Sacramento International Airport. In doing this, I also thought that the existing Sacramento Valley Station was going to be re-positioned, and/or re-located. Is it now safe to say that these ideas or plans won't happen? Where did the concept of the "Green Line" come from? Couldn't the new "Green Line" travel to the existing 16th Street Station to allow seamless connections to existing RT Bus Route 63, and the Elk Grove forty-nighter as well as the Capital Area Shuttles?

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Transcribed from original comment card

Response to Comment Card
Submitted by: Mike Barnbaum
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It was your understanding that the Gold Line was going to be extended in three phases: 1) Richards Boulevard, 2) Natomas Town Center, and 3) Sacramento International Airport.

This phasing was presented at past meetings, and is still the target. However, the high cost of these light rail extensions require us to break them up so that we can qualify for funding and afford to build them. Although this is still our plan, it could change as the funding opportunities change. For example, if capital and operating funds became available to build it all the way to the airport in one segment, we might do that. On-the-other-hand, if we obtained funds to build a bridge over the American River and run it to El Camino or to Natomas Community Park, we might do that too.

The reason we are moving to develop the segment to Richards Boulevard at this time, is that we have identified non-federal money that will allow us to build that segment of the extension. The MOS-1 will not only have independent utility but will also serve as a starter line for future LRT expansion and will demonstrate that RT is serious about building rail service to the airport.

It was thought that the Sacramento Valley Station would be repositioned and/or relocated with the DNA project.

This is still the plan. The MOS-1 project can be considered an interim project. Once the UPRR main line is relocated north of where it is now, the platform will be repositioned from its current east-west configuration to a north-south configuration. The DNA tracks will then connect with the new platform, turn north along the platform, then back east to 7th Street to meet up with the track built with MOS-1.

Is safe to say that these plans won't happen.

We have not changed our plans and we are working to make them happen.

Where did the concept of the "Green Line" come from? Could the new "Green Line" travel to the existing 16th Street Station to meet up with the Route 63 bus, Elk Grove 49er, and Capital Area Shuttles?

The current plan is to take advantage of existing switches that are just east of the 13th Street Station. Trains can more easily make their return run from that location than at the 16th Street Station.