

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 17-18, 2023

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1b.(15), Information Item

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Division of Financial Programming

Subject: **STIP AMENDMENT 22S-28 (NOTICE)**  
**PPNO 9886 – Placer and Sacramento**  
**PPNO 9887 – Ventura**

### **SUMMARY:**

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

The Department proposes to amend the 2022 STIP to reduce \$50,000,000 in Interregional Improvement Program (IIP) funds from the Rail Reserve (PPNO 9885) and program the \$30,000,000 in IIP funds to Sacramento to Roseville 3rd Mainline Track project (PPNO 9886) in Placer and Sacramento counties and \$20,000,000 to Leesdale Passing Siding project (PPNO 9887), in Ventura County.

### **BACKGROUND:**

The Sacramento to Roseville 3rd Mainline Track project starts in Sacramento County, near Union Pacific Rail Road (UPRR) Milepost 100.99, at the westernmost limit and extends to UPRR Milepost 107.74, in Placer County. The project scope includes 6.3 miles of new rail tracks, utility relocations, trackside ditches, new utilities, railroad signals, and earthwork to accommodate the new track. The layout of the third mainline reserves flexibility for construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and

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security. The project will include one new railroad bridge over Dry Creek, with five private and public grade at-grade crossings situated along the alignment.

The project is needed to provide a car-free alternative to mobility within the Northern California mega-region. The city of Roseville and Placer County are one of the fastest growing regions in the State and there is only one Capitol Corridor passenger rail round trip per day serving this burgeoning market. This project is needed to add two more round trips to triple the amount of intercity passenger rail service to and from this growing region. In addition to providing the travelling public more choices and accessible travel opportunities, this project is needed to provide highway congestion relief, improve air quality, and reduce greenhouse gas emissions. There is also a corresponding marginal improvement in freight goods movement via rail, and a corresponding offset in goods movement by way of trucking and routes from San Francisco Bay Area through Sacramento area and points east is expected.

The Leesdale Passing Siding Extension project of the current Leesdale Siding between the Cities of Oxnard and Camarillo is located in a rural area between Milepost 405.6 and Milepost 412.6 within the Ventura Subdivision of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor. The current siding is 3,700 feet, but this project would extend it approximately three miles to the west.

The existing Leesdale Siding is currently not a Centralized Traffic Control (CTC) siding and requires manual operation to change the direction of the switches on either side. The project would replace the manual switches with remote-controlled switching equipment on both sides of the siding. The Las Posas Road and Pleasant Valley Road grade crossing signal systems would be modified as well. The current Leesdale Siding is too short for the average freight train to currently utilize, as an average freight train is usually 5,500 feet long, which results in a bottleneck on the line, since one train must back up to clear the tracks for the other trains to depart, taking 5 to 10 minutes for each passing maneuver. This project would allow for service expansion, improved reliability, and reduced travel time. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by allowing for 30-minute frequencies in this segment.

Both the, Sacramento to Roseville 3rd Mainline Track and Leesdale Passing Siding Extension projects were proposed in the 2022 Interregional Transportation Improvement Program (ITIP). The Commission adopted the 2022 ITIP that included a Rail Reserve for the following rail projects, \$30,000,000 for the Sacramento to Roseville 3rd Mainline Track project, \$20,000,000 for the Leesdale Passing Siding project, \$7,500,000 for the King City Platform and Multi-Modal Station Phase 1 project. At the time of adoption of the 2022 ITIP, these projects had uncommitted funding or other unmet eligibility requirements. The Commission's 2022 STIP adoption, under Resolution G-22-34, states that the above listed rail projects may be programmed in the 2022 STIP through a STIP amendment once all eligibility requirements are met. The Sacramento to Roseville 3rd Mainline Track, and the Leesdale Passing Siding projects have met these requirements and this amendment proposes to amend these projects into the 2022 STIP.

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Therefore, the Department proposes amend the 2022 STIP to reduce \$50,000,000 in IIP funds from the Rail Reserve (PPNO 9885) and program the \$30,000,000 in IIP funds for the CON phase in 2024-25 to Sacramento to Roseville 3rd Mainline Track project (PPNO 9886) in Placer and Sacramento counties and \$20,000,000 to Leesdale Passing Siding project (PPNO 9887) for CON phase in 2024-25, in Ventura County.

The proposed funding plan for each project is shown in the following tables:

**REVISE: Rail Reserve (PPNO 9885)**

County		District	PPNO		EA	Element		Const. Year	PM Back		PM Ahead	Route/Corridor	
Various Counties		75	9885			RAIL		2025-26					
Implementing Agency: (by component)		PA&ED	Caltrans					PS&E		Caltrans			
		R/W	Caltrans					CON		Caltrans			
RTPA/CTC:													
Project Title:		Rail Reserve											
Location:		Rail Reserve											
Description:		Rail Reserve											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	22/23	23/24	24/25	25/26	26/27+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	58,226	0	0	0	0	10,000	48,226	0	58,226	0	0	0	0
Change	(50,726)	0	0	0	0	(10,000)	(40,726)	0	(50,726)	0	0	0	0
Proposed	7,500	0	0	0	0	0	7,500	0	7,500	0	0	0	0
Total													
Existing	58,226	0	0	0	0	10,000	48,226	0	58,226	0	0	0	0
Change	(50,726)	0	0	0	0	(10,000)	(40,726)	0	(50,726)	0	0	0	0
Proposed	7,500	0	0	0	0	0	7,500	0	7,500	0	0	0	0

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**NEW: Sacramento to Roseville 3rd Mainline Track project (PPNO 9886)**

County		District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor				
Placer County		75	9886		RAIL	2024-25				CC			
Implementing Agency: (by component)		PA&ED	Capitol Corridor Joint Powers Authority				PS&E		Capitol Corridor Joint Powers Authority				
		R/W	Capitol Corridor Joint Powers Authority				CON		Capitol Corridor Joint Powers Authority				
RTPA/CTC:		n/a											
Project Title:		Sacramento to Roseville 3rd Mainline Track											
Location:		The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County.											
Description:		Utility relocations, trackside ditches, new utilities, railroad signals, and earthwork are included to accommodate the new track. The layout of the third mainline reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. Five private and public grade at-grade crossings are situated along the alignment.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	22/23	23/24	24/25	25/26	26/27+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	33,530	3,530	0	0	30,000	0	0	0	30,000	3,530	0	0	0
Proposed	33,530	3,530	0	0	30,000	0	0	0	30,000	3,530	0	0	0
State Bond - Highway-Railroad Crossing Safety Account													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	18,251	2,026	5,035	0	11,190	0	0	3,909	11,190	0	3,152	0	0
Proposed	18,251	2,026	5,035	0	11,190	0	0	3,909	11,190	0	3,152	0	0
State Bond - Prop 1A funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	51,970	5,740	14,367	0	31,863	0	0	11,130	31,863	0	8,977	0	0
Proposed	51,970	5,740	14,367	0	31,863	0	0	11,130	31,863	0	8,977	0	0
State SB1 SSCP (Uncommitted)													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	25,000	0	0	0	25,000	0	0	0	25,000	0	0	0	0
Proposed	25,000	0	0	0	25,000	0	0	0	25,000	0	0	0	0
Other State - Environmental Enhancement & Mitigation (EEM)													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	8,479	2,926	5,553	0	0	0	0	2,380	0	0	6,099	0	0
Proposed	8,479	2,926	5,553	0	0	0	0	2,380	0	0	6,099	0	0
Other State - Intercity Rail													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	2,000	0	0	0	0	0	2,000	0	2,000	0	0	0	0
Proposed	2,000	0	0	0	0	0	2,000	0	2,000	0	0	0	0
Other State - TIRCP (Uncommitted)													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	30,000	0	0	22,549	7,451	0	0	22,549	7,451	0	0	0	0
Proposed	30,000	0	0	22,549	7,451	0	0	22,549	7,451	0	0	0	0
Local Funds													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	253	253	0	0	0	0	0	0	0	0	253	0	0
Proposed	253	253	0	0	0	0	0	0	0	0	253	0	0
Future Need (Pending CRISI Grant application)													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	44,506	0	0	0	42,506	0	2,000	0	44,506	0	0	0	0
Proposed	44,506	0	0	0	42,506	0	2,000	0	44,506	0	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	213,989	14,475	24,955	22,549	148,010	0	4,000	39,968	152,010	3,530	18,481	0	0
Proposed	213,989	14,475	24,955	22,549	148,010	0	4,000	39,968	152,010	3,530	18,481	0	0

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**NEW: Leesdale passing siding project (PPNO 9887)**

County		District	PPNO	EA	Element	Const. Year		PM Back	PM Ahead	Route/Corridor			
Ventura County		75	9887		RAIL	2024-25		405.600	412.500	LOSSAN			
Implementing Agency: (by component)		PA&ED	Lossan					PS&E	Lossan				
		R/W	Lossan					CON	Lossan				
RTPA/CTC:		n/a											
Project Title:		Leesdale Passing Siding											
Location:		Extension of the current Leesdale Siding between Oxnard and Camarillo, California.											
Description:		This project is based in a rural area between MP 405.6-412.6 within the Ventura Subdivision of the LOSSAN Rail Corridor. The current siding is about 3,700 feet but would be extended nearly 3 miles west.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	22/23	23/24	24/25	25/26	26/27+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	20,000	0	0	0	20,000	0	0	0	20,000	0	0	0	0
Proposed	20,000	0	0	0	20,000	0	0	0	20,000	0	0	0	0
Other State-Intercity Rail													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	6,000	0	1,000	2,500	2,500	0	0	0	2,500	1,000	2,500	0	0
Proposed	6,000	0	1,000	2,500	2,500	0	0	0	2,500	1,000	2,500	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	26,000	0	1,000	2,500	22,500	0	0	0	22,500	1,000	2,500	0	0
Proposed	26,000	0	1,000	2,500	22,500	0	0	0	22,500	1,000	2,500	0	0

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