

## MEMORANDUM

# TAB 41

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 **PINK REPLACEMENT ITEM**

Prepared By: James R. Anderson, Chief  
Division of Financial Programming

Subject: **STIP AMENDMENT 22S-28 (NOTICE)**  
**PPNO 9879 – Placer and Sacramento**  
**PPNO 9887 – Ventura**

**ACTION UPDATE:** *Update to the book item memorandum revising the PPNO and amendment table for the Sacramento to Roseville 3rd Mainline Track Phase 1 project (PPNO 9879).*

### **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 \$30,000,000 in IIP funds to the Sacramento to Roseville 3rd Mainline Track Phase 1 project (PPNO 9879), 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 phase 1 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

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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, 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 Phase 1 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

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are met. The Sacramento to Roseville 3rd Mainline Track Phase 1, and the Leesdale Passing Siding projects have met these requirements and this amendment proposes to amend these projects into the 2022 STIP.

Therefore, the Department proposes amend the 2022 STIP to reduce \$50,000,000 in Interregional Improvement Program (IIP) funds from the Rail Reserve (PPNO 9885) and program \$30,000,000 in IIP funds for the Construction (CON) phase in Fiscal Year 2024-25 to Sacramento to Roseville 3rd Mainline Track Phase 1 project (PPNO 9879) 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								
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Caltrans				<b>PS&amp;E</b>	Caltrans						
	<b>R/W</b>	Caltrans				<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>													
<b>Project Title:</b>		Rail Reserve											
<b>Location:</b>		Rail Reserve											
<b>Description:</b>		Rail Reserve											
<b>(DOLLARS IN THOUSANDS)</b>													
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
<b>IIP</b>													
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
<b>Total</b>													
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 Phase 1 project (PPNO 9879)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Placer County	75	9879	R779SA	RAIL	2024-25			Rail					
<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	Capitol Corridor Joint Powers Authority			<b>PS&amp;E</b>	Capitol Corridor Joint Powers Authority						
		<b>R/W</b>	Capitol Corridor Joint Powers Authority			<b>CON</b>	Capitol Corridor Joint Powers Authority						
<b>RTPA/CTC:</b>	Placer County Transportation Planning Agency												
<b>Project Title:</b>	Sacramento to Roseville 3rd Mainline Track Phase 1												
<b>Location:</b>	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.												
<b>Description:</b>	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.												
<b>(DOLLARS IN THOUSANDS)</b>													
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
<b>IIP</b>													
Existing	3,530	3,530	0	0	0	0	0	0	0	3,530	0	0	0
Change	30,000	0	0	0	30,000	0	0	0	30,000	0	0	0	0
Proposed	<b>33,530</b>	<b>3,530</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>3,530</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>State Bond - Intercity Rail Prop 1B Funds</b>													
Existing	18,251	2,026	5,035	0	11,190	0	0	3,909	11,190	0	3,152	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>18,251</b>	<b>2,026</b>	<b>5,035</b>	<b>0</b>	<b>11,190</b>	<b>0</b>	<b>0</b>	<b>3,909</b>	<b>11,190</b>	<b>0</b>	<b>3,152</b>	<b>0</b>	<b>0</b>
<b>State Bond - High Speed Rail Prop 1A Funds</b>													
Existing	51,970	5,740	14,367	0	31,863	0	0	11,130	31,863	0	8,977	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>51,970</b>	<b>5,740</b>	<b>14,367</b>	<b>0</b>	<b>31,863</b>	<b>0</b>	<b>0</b>	<b>11,130</b>	<b>31,863</b>	<b>0</b>	<b>8,977</b>	<b>0</b>	<b>0</b>
<b>State SB1 SCCP (Cycle 3 Uncommitted Funds)</b>													
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	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other State - TIRCP (New funds from Cycle 6 Uncommitted)</b>													
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	<b>30,000</b>	<b>0</b>	<b>0</b>	<b>22,549</b>	<b>7,451</b>	<b>0</b>	<b>0</b>	<b>22,549</b>	<b>7,451</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other State - TIRCP Cycle 2 Committed</b>													
Existing	8,479	2,926	5,553	0	0	0	0	2,380	0	0	6,099	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>8,479</b>	<b>2,926</b>	<b>5,553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,380</b>	<b>0</b>	<b>0</b>	<b>6,099</b>	<b>0</b>	<b>0</b>
<b>CMAQ (SACOG as an alternative fund)</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	2,000	0	0	0	2,000	0	0	0	2,000	0	0	0	0
Proposed	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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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
<b>Amtrak/State Railroad Assistance (Committed)</b>													
Existing	2,253	253	0	0	0	2,000	0	0	2,000	0	253	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>2,253</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>0</b>
<b>Future Need (Pending CRISI Grant application)</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	42,506	0	0	0	42,506	0	0	0	42,506	0	0	0	0
Proposed	<b>42,506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>													
Existing	84,483	14,475	24,955	0	43,053	2,000	0	17,419	45,053	3,530	18,481	0	0
Change	129,506	0	0	22,549	106,957	0	0	22,549	106,957	0	0	0	0
Proposed	<b>213,989</b>	<b>14,475</b>	<b>24,955</b>	<b>22,549</b>	<b>150,010</b>	<b>2,000</b>	<b>0</b>	<b>39,968</b>	<b>152,010</b>	<b>3,530</b>	<b>18,481</b>	<b>0</b>	<b>0</b>

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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					
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Lossan				<b>PS&amp;E</b>	Lossan						
	<b>R/W</b>	Lossan				<b>CON</b>	Lossan						
<b>RTPA/CTC:</b>	n/a												
<b>Project Title:</b>	Leesdale Passing Siding												
<b>Location:</b>	Extension of the current Leesdale Siding between Oxnard and Camarillo, California.												
<b>Description:</b>	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.												
<b>(DOLLARS IN THOUSANDS)</b>													
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
<b>HIP</b>													
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	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other State-Intercity Rail</b>													
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	<b>6,000</b>	<b>0</b>	<b>1,000</b>	<b>2,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>1,000</b>	<b>2,500</b>	<b>0</b>	<b>0</b>
<b>Total</b>													
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	<b>26,000</b>	<b>0</b>	<b>1,000</b>	<b>2,500</b>	<b>22,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,500</b>	<b>1,000</b>	<b>2,500</b>	<b>0</b>	<b>0</b>

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