

CAPITOL CORRIDOR REGIONAL TRANSIT PROJECT



SCCP C3 GRANT APPLICATION December 2, 2022



Nominating Agencies: Caltrans,
Placer County Transportation Planning Agency,
Sacramento Area Council of Governments



Implementing Agencies:
Capitol Corridor Joint Powers Authority,
Sacramento Regional Transit



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California Department of Transportation

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December 02, 2022

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Mr. Mitch Weiss,

The California Department of Transportation (Caltrans) in partnership with the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG), is pleased to submit the Capitol Corridor Regional Transit Improvement (Project) for consideration in the California's Transportation Commission 2022 Solutions for Congested Corridor Grant Program (SCCP). Caltrans and its partner agencies are requesting a total of \$75 million in SCCP grant funding and have committed \$263.696 million in federal, state, and local funds as a match for the Project.

The Project will construct nearly 6.3-miles of mainline rail track between the American River and Roseville, replace two existing Union Pacific Railroad (UPRR) underpasses at State Route 51 (SR 51) and construct a new rail bridge, and relocate the existing light rail platform at the Sacramento Valley Station. The Project was identified through the preparation of the Placer-Sacramento Gateway Plan, a comprehensive multimodal corridor plan, which involved an inclusive community engagement and local agency partnership process. The Project will contribute to a transit mode shift, reducing the volume of single occupancy vehicles along Interstate 80 and SR 51, and reduce mobile source emissions. The Project also supports a freight mode shift by accommodating additional rail capacity. The Project supports the objectives of the SCCP by reducing vehicle miles traveled and congestion, reduce collisions along the state highway system, improve accessibility, lessen greenhouse gas emissions, and promote economic development and efficient land use.

The Project provides significant benefits to underserved communities throughout the Sacramento area. This includes increased transit and passenger rail capacity, improved transportation choices, reduced housing-transportation costs, improved public health and improved air quality, and enhanced accessibility to economic opportunities, services, shopping, and entertainment.

Mr. Mitch Weiss, Executive Director
December 02, 2022
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The signatures below confirm support from Caltrans, PCTPA, and SACOG who affirm that all the information within the grant application and the Project Programming Request forms prepared by the implementing agencies are accurate, including the project description, funding profile, the responsibility to address cost overruns, and completion dates.

Sincerely,

TONY TAVARES
Director

 11/30/2022
Signature & Date

MICHAEL W. LUKEN
PCTPA, Executive Director

 Oct 7, 2022
Michael W. Luken (Oct 7, 2022 15:24 PDT)
Signature & Date

AMARJEET S. BENIPAL
District 3, Director

 10/10/2022
Signature & Date

JAMES CORLESS
SACOG, Executive Director

 Oct 7, 2022
Signature & Date

In partnership with the following implementing agencies:

ROBERT PADGETTE
CCJPA, Managing Director

 Oct 10, 2022
Signature & Date

HENRY LI
SacRT, Chief Executive
Officer

 Oct 7, 2022
Henry Li (Oct 7, 2022 15:47 PDT)
Signature & Date

Capitol Corridor Regional Transit Project

Nominating Agencies: Caltrans, Placer County Transportation Planning Agency, Sacramento Area Council of Governments



Placer County
Transportation
Planning Agency



SCOPE

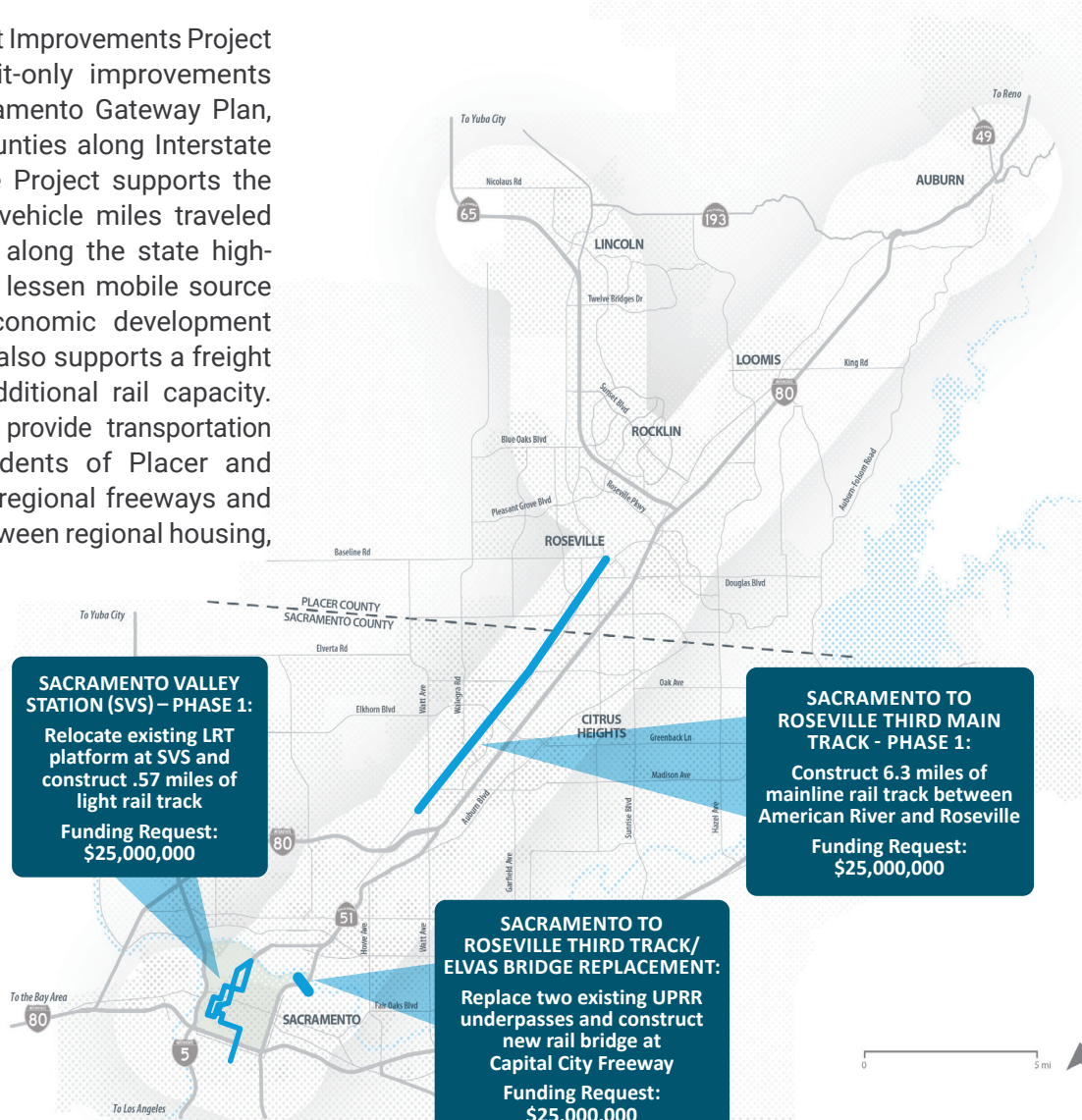
The Capitol Corridor Regional Transit Improvements Project (Project) is a package of transit-only improvements identified through the Placer-Sacramento Gateway Plan, linking Placer and Sacramento Counties along Interstate 80 and Capital City freeways. The Project supports the objectives of the SCCP by lower vehicle miles traveled and congestion, reduce collisions along the state highway system, improve accessibility, lessen mobile source and GHG emissions, promote economic development and efficient land use. The Project also supports a freight mode shift by accommodating additional rail capacity. Together, these improvements will provide transportation choices to nearly 2 million residents of Placer and Sacramento Counties that rely on regional freeways and transit services for connections between regional housing, jobs, and activity centers.

FUNDING

Funding Request	\$75,000,000
Local, State & Federal Match	\$263,696,000
Total Cost	\$338,696,000

SCHEDULE

PA&ED Complete	6/2023
PS&E Complete	4/2025
Construction Award	12/2025



OUTPUTS



6.3 Miles of Rail Improvements



3 Railroad Bridges



.57 Miles of Light Rail Transit Track



1 Light Rail Transit Platform

OUTCOMES



Increases Transit Ridership



Reduces Vehicle Miles Traveled



Reduces Emissions



Improves Safety



Benefits Underserved Communities



Supports Economic Development



C. General Information

C.1 Project Title and Description

Project Title: Capitol Corridor Regional Transit Improvements Project

Description: The Capitol Corridor Regional Transit Improvements Project (Project) is a package of transit-only improvements linking Placer and Sacramento Counties along Interstate 80 (I-80) and State Route 51 (SR 51) freeways. The Project will provide improved capacity and operational enhancements for the Capitol Corridor Joint Powers Authority (CCJPA) and Sacramento Regional Transit District (SacRT) as well as for freight rail service. The Project will construct nearly 6.3-miles of mainline rail track between the American River and Roseville, replace two existing Union Pacific Railroad (UPRR) underpasses and construct a new rail bridge on SR 51, rail siding track extension, and relocate the existing light rail platform at the Sacramento Valley Station (SVS). These improvements will provide more transportation choices to the nearly 2 million residents of Placer and Sacramento Counties that rely on the regional freeways and transit services for connections between regional housing, jobs, and activity centers.

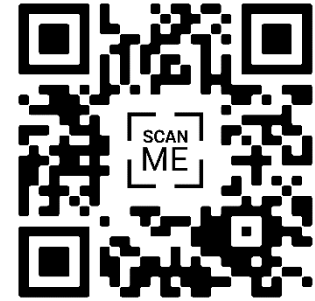


Figure 1 – QR Code to Watch the Project Video

Total Project Cost: \$338,696,000

Construction Phase Requested Amount: \$75,000,000

C.2 Project Background and Purpose and Need

The I-80/SR 65/SR 51 corridor, and adjacent Capitol Corridor passenger rail and SacRT Blue Line light rail transit (LRT), are the primary mobility backbone of the Placer and Sacramento County region (Figure 1). The corridor is severely congested, with average speeds on I-80 in Roseville and SR 51 near the American River below 30 miles per hour (mph). These slow speeds, concentration of collisions along the freeways, and limited transportation choices results in an unreliable regional transportation network which impacts commute times, greenhouse gas (GHG) emissions, safety and security, and transportation equity.

Additionally, this corridor is the primary east-west link between the Northern California mega-region, Sierra Nevada mountains and the rest of the country, fulfilling a critical role for the regional, state, and national freight and tourism industries.

Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), Caltrans, and CCJPA worked cooperatively to develop the Placer-Sacramento Gateway Plan (PSGP) in April 2020 ([Link](#)). The PSGP is a multimodal corridor plan, consistent with the California



Figure 2— I-80/SR 65/SR 51 and Parallel Transit Corridors



Transportation Commission’s Comprehensive Multimodal Corridor Plan guidelines, identifying 150 individual projects along the three highways as well as the Capitol Corridor and SacRT Blue Line. The PSGP was a large, multiagency effort involving input from 14 agencies along the corridor. The PSGP provides residents, commuters, and visitors the choice to opt out of congestion and use frequent, high quality transit options and regional bikeway routes to travel throughout the region.

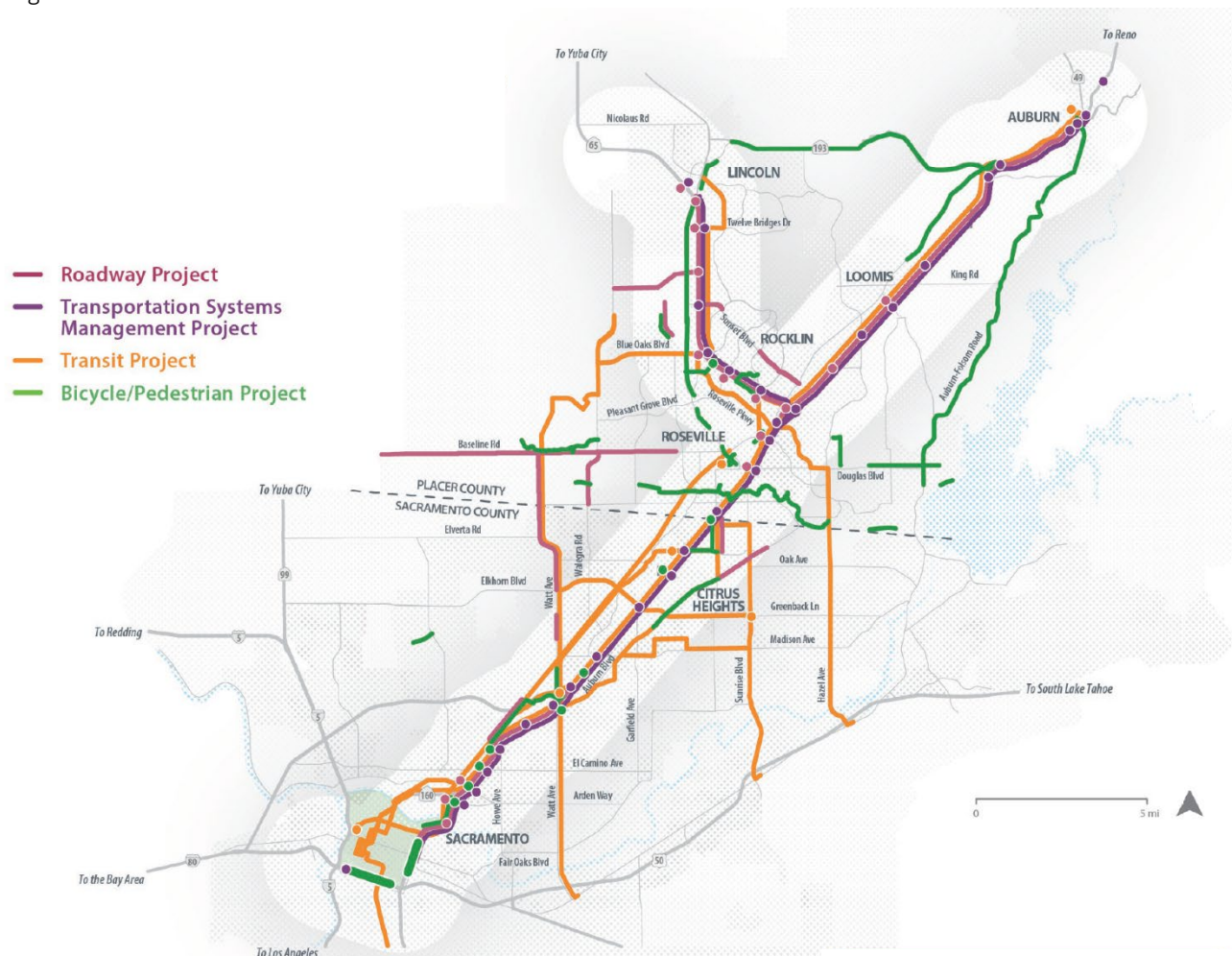


Figure 3– PSGP Identified Projects

In fall 2020, the agencies partnered together to secure the Placer-Sacramento Gateway Corridor Phase 1 Solutions for Congestion Corridors Program (SCCP) grant application to implement transit, complete street, and highway improvements. The State’s \$67,075,000 investment is projected to eliminate 18,714 miles of vehicle trips, increase peak hour person trips by transit and active modes by 23%, and reduce fatal collisions by 5%.

Building off the success of the PSGP, the agencies have partnered again on the Placer-Sacramento Action Plan (PSAP)([Link](#)). The PSAP prioritized the 150 projects in the PSGP into three tiers through an in-depth agency stakeholder coordination effort. The prioritization criteria included the status of environmental clearance, size of funding request, vehicle-miles traveled (VMT) benefit, benefit to underserved communities, and safety benefit. Eleven Tier 1 projects were identified as they met the required criteria and were ready to pursue grant funding in 2022.

Through the PSGP and PSAP efforts it became clear that the greatest impact to mobility would be through a focus on regional passenger rail and light rail transit. The Capitol Corridor Regional Transit Improvements Project provides increased transit capacity, reduces GHG emissions, alleviates congestion on I-80 and SR 51, and provides freight rail benefits via increased rail capacity. The Project is comprised of three components which includes: Sacramento to Roseville Third Main Track – Phase 1, Sacramento Valley Station (SVS) - Phase 1, and Sacramento to Roseville Third Main Track/Elvas Bridges Replacement. The Project is also consistent with community values as understood through



community workshop including improved travel time reliability, expanded travel options, improved bus and rail transit service levels, and reduced vehicle and truck traffic.

C.3 Concise Description

The Capitol Corridor Regional Transit Improvements Project consists of three components, which are described below.

Sacramento to Roseville Third Main Track - Phase 1:

This component is the first phase of the Sacramento to Roseville Third Main Track by CCJPA. Phase 1 constructs 6.3 miles of third mainline track along the UPRR Martinez Subdivision between Watt Avenue in Sacramento County to the Roseville Station area in Placer County. Improvements also include construction of a layover facility, installation of various UPRR track improvements, and required signaling. The Phase 1 improvements will allow up to two additional Capitol Corridor passenger rail round trips daily (for a total of three round trips) between Sacramento and Roseville.



Figure 4– CCJPA Train along new Third Main Line Track

Sacramento Valley Station (SVS) - Phase 1: The City of Sacramento, in close coordination with CCJPA and SacRT, is implementing the vision for SVS in the 2018 State Rail Plan to expand the station into a regional transit hub efficiently serving passenger rail, light rail, and bus transit. In Spring 2021 the City Council approved a comprehensive master plan for the development of the city-owned site that focuses on expanding intercity rail through a network of regional bus feeders and support the expansion of light rail to the airport. Two initial projects have been funded to begin implementation of the plan: 1) Storm Drain facilities for the station that will eliminate the drainage basins which the plan envisions for affordable housing and mixed use, and 2) a new pick-up/drop-off (PUDO) circular that will be directly adjacent to the LRT platform and provide commuters a 50% reduction in walking distance from the current 1,000 ft path originating at the historic station entrance. The SVS – Phase 1 improvements are required to be constructed to facilitate the construction of the PUDO, drainage line, and the regional bus center that CCJPA and the city are moving ahead with engineering design. The Phase 1 improvements will relocate the existing terminal LRT station and storage tracks on H Street to a new north-south axis west of 5th Street and construct a new centerboard platform. Without the station relocation, the above projects cannot proceed.

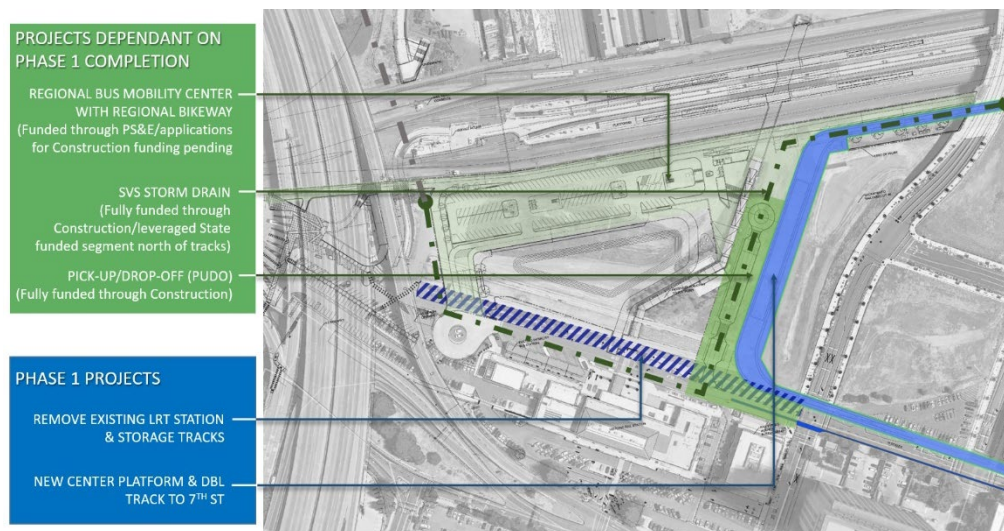


Figure 5– SVS – Phase 1 LRT Improvements and Dependent Projects

Beyond the scope of the SVS - Phase 1, work includes a new LRT station on the east side of N 7th Street near Railyards Boulevard, add a second track on H Street from 7th Street to west of 5th Street and new double-tracking from the platform east along F Street, and a second track up 7th Street to the existing double track at North B Street that



continues to Township 9 Light Rail Station. The expanded SacRT facilities will include track, special trackwork, Overhead Catenary System (OCS), traction power system, signaling system, platforms, and storage tracks.

Sacramento to Roseville Third Track/Elvas Bridges Replacement:

A critical barrier to the implementation of the Sacramento to Roseville Third Main Track improvements is the crossing at SR 51. To facilitate the removal of this barrier, the existing UPRR Elvas Underpasses carrying the Martinez and Fresno Subdivisions located 0.72 miles north of McKinley Village Way will be reconstructed and realigned. The component also includes the construction of the new Third Track underpass over SR 51 in the space provided by the Elvas Underpasses relocation. The Third Track structure will provide track to connect to an existing siding track that currently terminates 1,900 feet west of SR 51. Constructing these bridges is critical to supporting the advancement



Figure 6– Rending of Replaced Elvas Underpasses and New Third Track Bridge

of the Sacramento to Roseville Third Main Track – Phase 2, which will provide 10 round trips between Sacramento and Roseville. In addition to the passenger rail enhancement, the improvements also provide additional freight rail capacity.

C.4 Project Location Map

The Project is located along I-80 and SR 51 (Capital City Freeway) in the Gateway Corridor between Roseville and Downtown Sacramento. The map to the right shows the location of all 150 projects included in the PSGP. The Project components are:

1. Sacramento to Roseville Third Main Track - Phase 1
2. Sacramento Valley Station - Phase 1
3. Sacramento to Roseville Third Track/Elvas Bridges Replacement

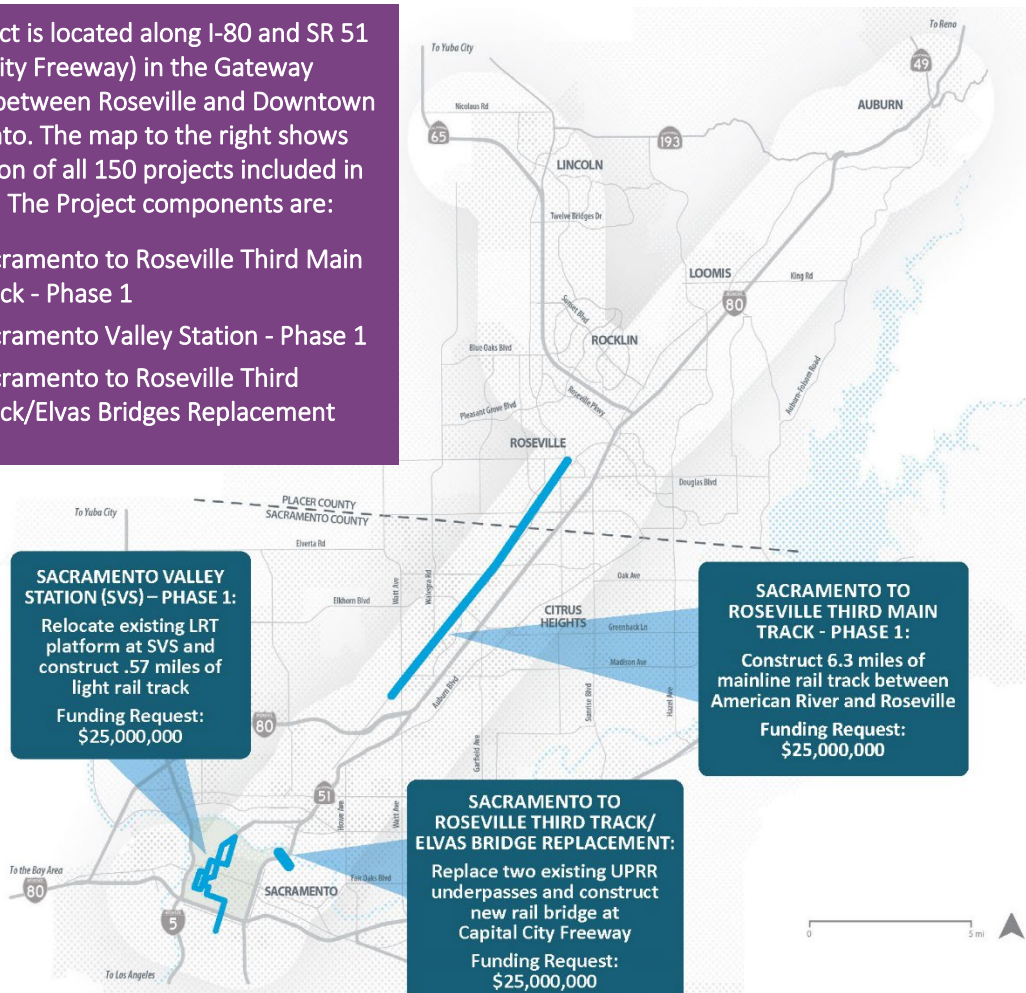


Figure 7– Capitol Corridor Regional Transit Improvements Project Location Map



C.5 Project Priority

Caltrans Priority 09 of 14

C.6 Segmentation

The Project components include segments of two significant regional transit projects.

Sacramento to Roseville Third Main Track – Phase 1 and Sacramento to Roseville Third Track/Elvas Bridges Replacement

The Sacramento to Roseville Third Main Track – Phase 1 and Sacramento to Roseville Third Track/Elvas Bridges Replacement are segments of the Sacramento to Roseville Third Main Track being delivered by CCJPA ([Link](#)) with support from Caltrans. The Sacramento to Roseville Third Main Track and Phase I improvements, cleared through the California Environmental Quality Act (CEQA) in November 2015, will provide for up to 10 passenger rail round trips per day. The Sacramento to Roseville Third Main Track – Phase 1 and Sacramento to Roseville Third Track/Elvas Bridges Replacement have independent utility. CCJPA will implement the Sacramento to Roseville Third Track – Phase 1 and has developed a funding plan for this component and the larger project that involves securing state and federal discretionary grants, including Transit and Intercity Rail Capital Program (TIRCP) and Consolidated Rail Infrastructure & Safety Improvements (CRISI). Caltrans is the implementing agency for the Sacramento to Roseville Third Track/Elvas Bridges Replacement as this component is within the State right of way. CCJPA is preparing to amend the existing EIR to include the component, which is anticipated to be complete by September 2023. Caltrans has developed a funding plan for the Elvas Bridges Replacement.

SVS – Phase 1

SacRT prepared a specific Initial Study/Mitigated Negative Declaration (IS/MND) in March 2016 ([Link](#)). This study provided environmental clearance for the LRT platform relocation and loop tracks. This document demonstrates the independent utility of the SacRT LRT work involved in the SVS – Phase 1.

In addition to SacRT’s work, the City of Sacramento prepared the SVS Area Plan ([Link](#)). This area plan developed a plan to transform the SVS into an efficient transportation hub and network of mobility options to encourage transit use, reduce GHG emissions, and support infill development at the Railyards in Downtown Sacramento. The area plan was cleared through CEQA as an addendum to the Railyards Specific Plan Update in March 2021([Link](#)). The Phase 1 has independent utility and is described in the area plan as Phase 3.1. The City of Sacramento and SacRT are working together to develop funding and financing plan to implement the SVS Area Plan. The relocation of the LRT platform and installation of new light rail track is a critical component of Phase 3.1 of implementation. This is described in Chapter 9 – Implementation ([Link](#)).

C.7 Capacity Increasing and Reversible Lanes

The Project does not include any highway or local roadway capacity increasing elements or reversible lanes.

C.8 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) Confirmation

Each of the Project components are included in the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) ([Link](#)). The Sacramento to Roseville Third Main Track is also included in PCTPA’s 2040 Regional Transportation Plan ([Link](#)). The Project components are also included in 2021- 2024 Metropolitan Transportation Improvement Program (MTIP) ([Link](#)) that was adopted on April 16, 2021. An air quality conformity analysis ([Link](#)) was performed for the MTP/SCS and MTIP and was approved on April 16, 2021. The MTP numbers for the Project components are:

- Sacramento to Roseville Third Main Track - Phase 1: CAL18320
- Sacramento Valley Station - Phase 1: REG18043
- Sacramento to Roseville Third Track/Elvas Bridges Replacement: VAR56199



D. Screening Criteria

D.1 Congested Corridors Program Objective Consistency

The Project fulfills the primary objective of the Congested Corridors Program as follows:

Reducing Congestion

Reduces vehicle delay by 154 hours per day.

The Project will reduce the worsening of congestion and improve travel time reliability by creating a transit mode shift by increasing transit capacity and reliability of Capitol Corridor passenger transit through the addition of a third main line track and replacing the existing Elvas Bridges at SR 51 to provide space for a new third track rail bridge. These will convert some existing trips along I-80 and SR 51 to transit trips by creating two new passenger rail round trips per day. The Project will also improve transfers between SacRT LRT and bus services with Capitol Corridor by relocating the LRT platform and providing a new pick up and drop off location that is closer to passenger rail platforms.

Providing More Transportation Choices for Residents, Commuters, and Visitors

Increases daily transit ridership to 1,053 trips per day.

The Project includes substantial improvements to intercity passenger rail and LRT, providing new travel options for corridor travelers. For example, the Sacramento to Roseville Third Main Track – Phase 1 will increase daily round trips between Roseville and Downtown Sacramento from one trip to three trips, encouraging commuters to take transit to access jobs in Downtown Sacramento

and the Bay Area. This reduces travel times and improves productivity for workers who will spend less time sitting in traffic or take the Capitol Corridor passenger rail. The SVS – Phase 1 is part of an ambitious improvement to create a regional transportation hub to provide reliable and easy transfers between SacRT LRT, Capitol Corridor, and various bus transit providers. This increases transit ridership.

Advancing the State's Air Quality and Climate Goals

VMT is reduced by 10,926 trips daily which eliminates 106 tons of CO, 38,111.40 tons of CO₂, 3.66 tons of VOC and 0.1 ton of PM₁₀.

The Project transit improvements will reduce VMT and eliminate associated air pollutant and GHG emissions. The Project components contribute to a mode shift from single occupancy vehicles to high quality transit through increased capacity and improves transit transfers. The Project will encourage greater use of transit for local and regional trips, replacing existing trips that must be completed by driving. Additionally, the Project will support a freight mode shift from trucks to rail, which has extensive air quality benefits.

Creating Opportunities for Neighborhood Enhancement Projects

The Project will provide transit improvements and associated economic and public health benefits to several disadvantaged communities. The Project will enhance LRT and passenger rail service, improving access to jobs for residents living within the service areas. This will encourage infill redevelopment within downtown Roseville, Downtown Sacramento, and the Railyards.

Advancing Program Co-Benefits of Safety, Economy, and Efficient Land Use

Accommodates freight rail capacity by 12 trains per month.

The Project will support both a transit and freight mode shift, which supports the economy, enhances safety, and encourages infill development. The 2018 California State Rail Plan demonstrates an increase in rail volumes and is discussed in section E.6 Economic Development and Job Creation and Retention. The Project improves the economy by providing the ability to

accommodate increased freight train trips, which move goods more efficiently and at a lower cost. This will benefit both UPRR and private companies that use I-80 and the Martinez Subdivision to ship goods from the Port of Oakland. Additionally, the reduction in VMT along I-80 and SR 51 support truck freight through reduced congestion and increased overall speeds to improve the efficiency of trucks traversing these corridors.



D.2 Support for Regional Transportation Plan/Sustainable Communities Strategy

The Project components directly support all the policies (the plan’s goals) and supporting policies identified in SACOG 2020 MTP/SCS as described in the table below.

Table 1 – Supported 2020 MTP/SCS Goals

MTP/SCS Goal	Project Contribution
Build Vibrant Places for Today’s and Tomorrow’s Residents	The Project will contribute to Supporting Policy 1 by revitalizing urban centers, supporting higher density housing options, providing a diversity of housing options, and transit-oriented development in high frequency transit areas. The Project components will directly support the region’s largest infill development, the Railyards. The Railyards revitalizes Downtown Sacramento, provides higher density housing and housing options such as affordable housing, and include high-frequency LRT and bus service. The Project will also support downtown Roseville redevelopment which is focused on creating higher density development.
Foster the Next Generation of Mobility Solutions	The Project will provide for seamless travel through increased service reliability, consistent with Supporting Policy 8 . The Sacramento to Roseville Third Track components will improve transit reliability through increasing trip frequency from one round trip daily to three round trips. The SVS – Phase 1 relocates the LRT platform to a more convenient location to promote seamless transfer between Capitol Corridor trains and multiple bus transit providers.
Modernize the way we pay for transportation infrastructure	The Project components have pursued stable, predictable, and flexible funding sources to maintain and expand the transportation system, consistent with Supporting Policy 10 . This includes the pursuit of this SCCP Cycle 3 grant, Transit and Intercity Rail Capital Program (TIRCP) for the SVS – Phase 1 and The Sacramento to Roseville Third Main Track – Phase 1, Federal Railroad Administration (FRA) discretionary Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Sacramento to Roseville Third Main Track – Phase 1, and new Measure A funds for the Sacramento to Roseville Third Track/Elvas Bridges Replacement.
Build and Maintain a Safe, Reliable, and Multimodal Transportation System	<p>The Project will contribute to Supporting Policy 19 and provide LRT and passenger rail expansion in conjunction with City of Sacramento and City of Roseville supportive land use policies that will contribute to increased transit ridership. The Sacramento to Roseville Third Track components provide service expansion to increase daily round trips and the SVS – Phase 1 platform relocation also contributes to increase transit ridership by providing improved transfers between transit modes. The Project also reduces truck VMT and supports a freight mode shift.</p> <p>The Project prioritizes transit investments that benefit environmental justice/underserved communities. The Project is bookended by two infill development areas, Railyards in Sacramento, and Downtown Roseville, which provide for increased density and affordable housing. Downtown Sacramento and the Railyards are identified as disadvantaged and low-income communities and Downtown Roseville is also identified as a low-income community.</p> <p>The Project supports Supporting Policy 24 by investing in transportation improvements to enhance access to major economic assets and job centers. Both the Sacramento to Roseville Third Track and SVS – Phase 1 improve transit accessibility to Downtown Sacramento, a major job center and home to the Golden One Arena, the largest economic asset in the Sacramento region.</p> <p>The Project also contributes to Supporting Policy 25 by prioritizing investment in transportation that reduces GHG and VMT. As discussed in further sections, the Project components directly support the reduction in GHG emissions due to the increase in transit ridership and decrease in VMT. The Project also supports a freight mode shift which will reduce truck VMT.</p>



D.3 Comprehensive Multimodal Corridor Plan

The Project components are included in the 2020 PSGP ([Link](#)) and subsequent 2022 PSAP ([Link](#)). The PSAP was developed to build off the PSGP prioritize the 150 projects identified in the PSGP and develop a top tier list of improvements for which to pursue competitive funding. The PSGP is consistent with the Comprehensive Multimodal Corridor Plan (CMCP) guidelines adopted by the CTC in December 2018. The CMCP Self-Certification Form is provided in the Appendix. The Project's components are included in Appendix A: Gateway Plan Projects ([Link](#)). The Project is consistent with the goals of the PSGP by:

Congestion/Delay

- Reduce total delay compared to no project conditions. The Project reduces vehicle delays by 154 hours along the I-80 and SR-51 corridors.
- Increase use of transit modes. Daily transit ridership is increased by 1,053 trips.
- Reduce truck related congestion through an increase in freight rail efficiency.
- Increase transit travel choices for commute and long-distance trips. The Project provides passenger rail for commute and long-distance travel as well as commute trips by LRT.

Accessibility

- Increase accessibility to employment, educational, medical, and shopping destinations. The Project provides transit access to Downtown Sacramento, the Railyards, and downtown Roseville that are home to job centers and shopping.
- Increase accessibility to reliable transit services. The Project contributes to increased transit capacity on the Capitol Corridor and improved reliability by improving transit operations.

Efficient Land Use

- Increase transit options to major destinations. The Project is solely focused on transit enhancements to increase travel choices to Downtown Sacramento and Downtown Roseville.

Economic Development

- Provide for the efficient movement of goods. The addition of the third UPRR mainline and replacement of the Elvas Bridges provides the ability to accommodate 12 more freight train trips per month. The increase in freight train trips reduces truck VMT, freight crew labor, and operating costs.

Air Quality

- Reduce travel-related energy demands and emissions. The Project reduces daily VMT by 10,926 trips which directly reduces GHG emissions from vehicles.

Safety

- Reduce the number and severity of collisions involving users of all modes. The Project reduces collisions by reducing traffic congestion on I-80 and SR-51. This results in 4 fewer injury crashes and 6 fewer property damage only (PDO) crashes over a 30-year period.

The PSGP is consistent with the Streets and Highways Code 2391-2394 as described in Section 9.1 of the CMCP guidelines. One of the PSGP's goals is to reduce congestion on the highly traveled I-80 and SR-51 corridors by providing more transportation choices through improvements to the Capitol Corridor, SacRT LRT and bus transit. These transportation improvements support preservation of the local character and create opportunities for infill development in Downtown Sacramento and Downtown Roseville. The PSGP implements a comprehensive approach to reducing congestion and improving quality of life through multimodal investments that reduce GHG impacts. The PSGP and the follow up PSAP were developed with significant input from Caltrans, CCJPA, SacRT, SACOG, PCTPA, and local jurisdictions. As shown above, the PSGP's goals evaluated safety, congestion, accessibility, economic development and job creation and retention, air quality and GHG emission reduction, and efficient land use.

D.4 Environmental Documentation and Community Impacts

Environmental and community impacts associated with the Project would be less than significant with the implementation of mitigation measures identified in the respective environmental documents prepared for each Project component. The environmental review status for the Project components is summarized below:



Sacramento to Roseville Third Main Track - Phase 1

This Project component was environmentally cleared through CEQA with an Environmental Impact Report (EIR) approved in November 2015 ([Link](#)). The EIR thoroughly reviewed impacts along the UPRR Martinez Subdivision from Downtown Sacramento to Roseville. Community impacts and associated mitigations were identified in the EIR, which include:

- Traffic impacts from construction. A traffic management plan will be developed in consultation with Caltrans, location agencies, emergency providers, transit, and UPRR to minimize delays and impacts to transit service.
- Parking impacts in downtown Roseville. Sufficient parking will be provided within a 5-minute walk of the Roseville train station.
- Air quality impacts from construction. Sacramento Metropolitan Air Quality Management District (SMAQMD) and Placer County Air Pollution Control District (PCAPCD) recommended and enhanced best management practices will be used to reduce emissions. Best practices include minimizing idling time by shutting equipment off when not in use, maintaining all equipment in working condition, submitting comprehensive inventory and plan of all offroad construction equipment of 50 or more horsepower used 40 or more hours during construction, and ensuring emissions from all offroad diesel powered equipment does not exceed 40 percent opacity for more than three minutes in any one hour.
- Noise pollution impacts. When work is occurring from 7 am to 10 pm, noise will be limited to 77 dBA and nightwork will be limited to 69 dBA. A Noise Control Plan demonstrates how the contractor will comply with these noise limits. Special trackwork will also be relocated away from sensitive receptors or other noise dampening techniques used, and drilled piles will also be used for bridge construction.
- Hazardous materials on site. A Phase II Environmental Site Assessment will be performed. If hazardous materials are identified, safe handling and storage of materials will be used following state and federal regulations.

Sacramento to Roseville Third Track/Elvas Bridges Replacement

CCJPA is currently completing a supplemental environmental document to the Sacramento to Roseville Third Main Track EIR to clear the Elvas Bridges Replacement and is anticipated to be completed by September 2023. The analysis is studying the potential environmental and community impacts, which are anticipated to be minimal as work is within UPRR and Caltrans right of way. Anticipated impacts and mitigations include:

- Air quality impacts from construction. Grading and improvements will follow SMAQMD Basic Construction Emission Control Practices and Enhanced Exhaust Control Practices ([Link](#)) to reduce impacts to neighboring communities from dust and vehicle emissions.
- Traffic impacts from construction. A traffic management plan will be developed in conjunction with local agencies, emergency providers, transit, and UPRR to minimize delays and impacts to transit and freight service as well as vehicles and trucks along SR 51.

SVS – Phase 1

The project-specific IS/MND prepared by SacRT identified environmental impacts from the implementation of the LRT improvements. These include:

- Noise pollution impacts from operations will be mitigated through installation of low-impact frogs and rail curve grease.
- Perform preconstruction surveys for nesting birds between February 1 and August 31 and avoiding construction within 50 feet of songbirds and 300 feet of raptors until the nests are no longer active.
- Perform preconstruction surveys for Swainson’s hawk, burrowing owls, and bats. If species are identified, a buffer zone will be implemented to avoid impacts.
- Provide AB 52 tribal construction monitoring for cultural impacts.
- Provide architectural surveys and protection and mitigation measures for historical and cultural resources and human remains.



E. Evaluation Criteria

E.1 Placer-Sacramento Gateway Corridor Congestion

The I-80 and SR 51 (Capital City Freeway) corridors are some of the most congested freeways in Sacramento and Placer County. The PSGP identified that those corridor currently carries over 270,000 vehicles during a typical weekday. The average distance traveled along the corridor exceeds 20 miles during AM and PM peak hours between Sacramento and South Placer County. A screenline analysis ([Link](#)) was prepared for travel patterns along westbound I-80 at Madison Avenue. The majority of trip originated in South Placer County (42%) and (57%) had a destination in Sacramento. A smaller number of trips, 7%, were traveling to the Bay Area.

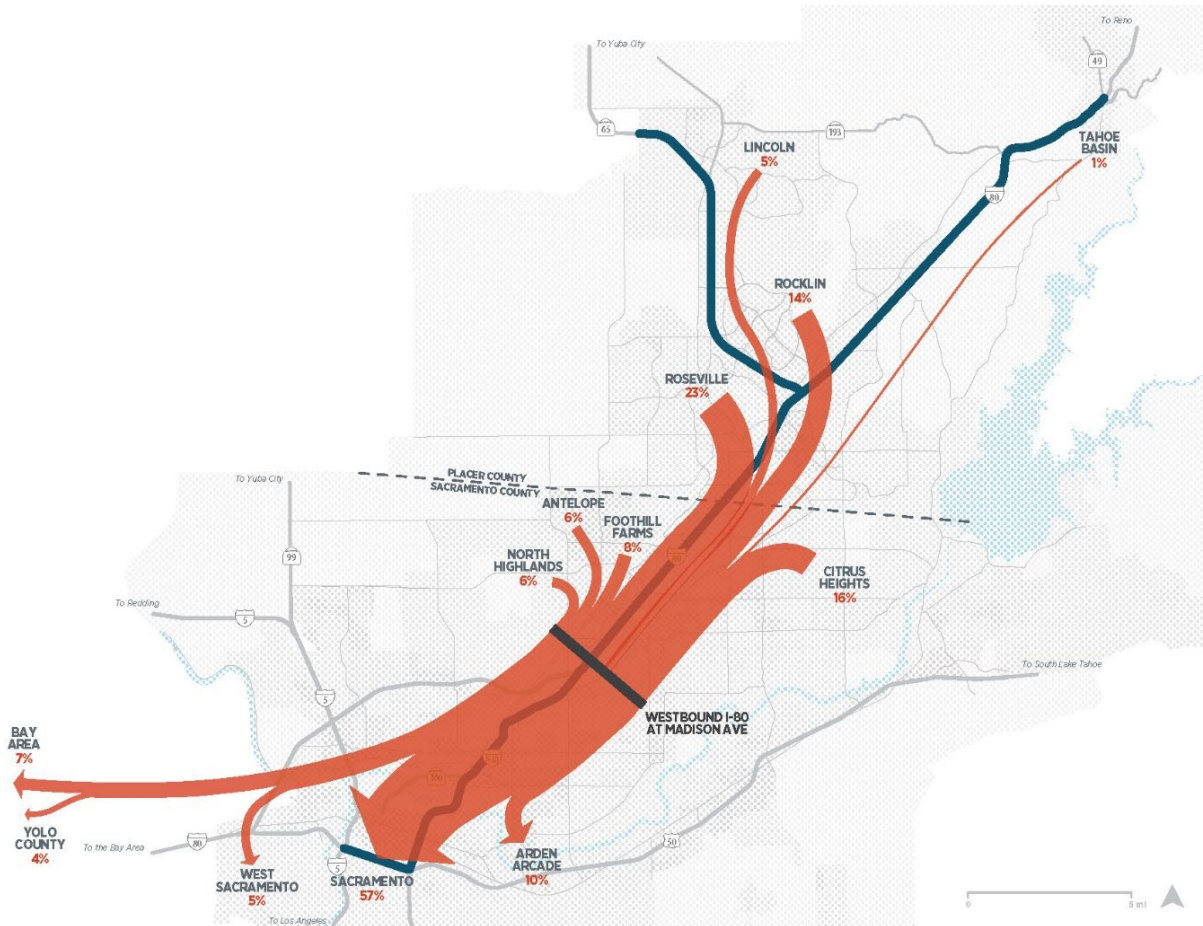


Figure 8– Corridor Travel Patterns

The vast majority of these trips are by vehicle due to limited transit frequency for traveling long distances. This is highly inefficient, with more than 40,430 seats in these vehicles unoccupied. Highway travel along I-80 and SR 51 have become highly congested with average speeds less than 30 mph as shown in the PSGP screenline analysis. Vehicle travel time has become unreliable and causing significant amounts of mobile source emissions which negatively impact public health.

The lack of convenient transit results in these services being underutilized and having the ability to accommodate additional ridership. Capitol Corridor provided data for a typical trip between between 7 AM and 8 AM. This passenger rail service had a less than 50% occupancy rate – 107 seats occupied vs. 253 seats unoccupied. This is due to providing one round trip per day between Sacramento and Roseville. Additionally, transfer between transit options are difficult due to service frequency and length of travel between transit stops.



During PSGP community engagement activities, the public expressed their dissatisfaction with travel options and travel times. 55% indicated they were dissatisfied with travel options and 70% were dissatisfied with travel times. There is a strong desire by the community to provide transportation choices which will reduce congestion and improve the quality of their lives. The Project provides a solution focused on transit options and accessibility to address corridor congestion.

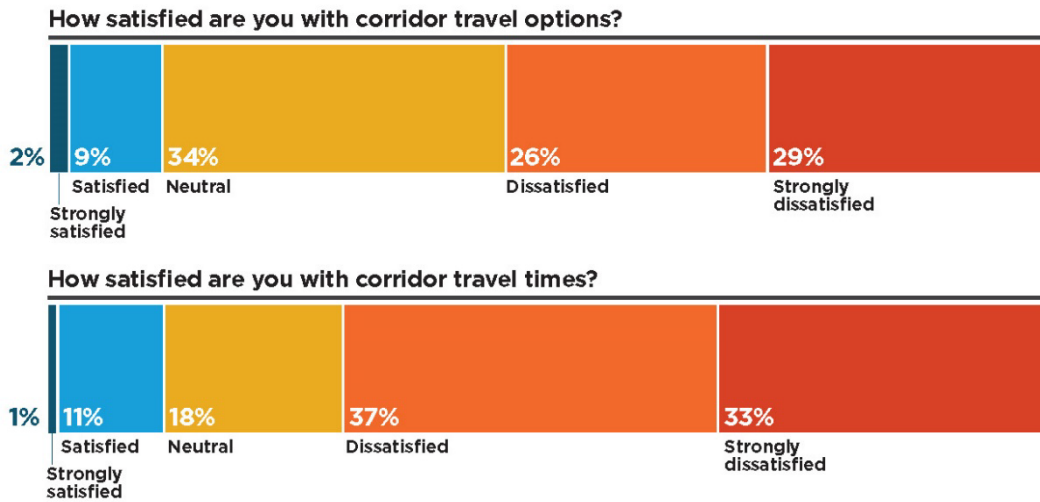


Figure 9— Community Input Regarding Travel Options and Times

E.2 Proposed Solution

The Project brings innovative and impactful solutions to the Sacramento Region. Through the PSGP and PSAP, the community expressed a need for infrastructure solutions that increase transit choices and provide the opportunity to opt out of congestion on the I-80 and SR 51 freeways. The Project will implement three complementary transit project components that will promote a transit mode shift and reduce regional VMT.

Transit Mode Shift

The Project will promote a mode shift in the Sacramento-Placer Gateway Corridor by improving passenger rail and LRT services. This will be accomplished by:

- The Sacramento to Roseville Third Track – Phase 1 will increase Capitol Corridor passenger rail service from Roseville to downtown Sacramento, from 1 to 3 round trips per day. The increase in frequency will encourage corridor residents to use this intercity service. This will reduce single occupancy vehicles on I-80 and SR 51 traveling into Sacramento from Placer County.
- The replacement of the Elvas Bridges at SR 51 creates space needed for the construction of the third main track rail bridge over the highway. The construction of the rail bridge provides the capacity needed to meet future service expansion planned with the Third Track Phase 2 of 10 round trips.
- The SVS – Phase 1 improvements are an important first step in transforming the station into a modern multimodal station servicing Capitol Corridor, SacRT Green and Gold light rail lines, multiple SacRT bus routes, and Amtrak efficiently. The relocation of the LRT station to 5th Street allows for improvements to the rail station. This will provide the ability for LRT riders to connect to Capitol Corridor or Amtrak to points east of Sacramento and the Bay Area.



Figure 10 – Rendering of SVS – Phase 1 LRT Station



The ease of the transfer between transit modes will encourage more ridership. This will increase the mode shift by reducing the need to drive and park at the SVS to access Capitol Corridor and Amtrak trains.

Vehicle Miles Traveled Reduction and Transit Benefits

The Project components will have a direct impact on single occupancy VMT. The Sacramento to Roseville Third Main Track – Phase 1 and Elvas Bridges Replacement will increase Capitol Corridor service from one round trip daily to three round trips daily. The addition of two daily round trips significantly increases ridership between Roseville and Sacramento. The increased ridership will reduce single occupancy VMT in the greater Sacramento region, with the largest impact in the Placer-Sacramento Gateway Corridor. In addition to reducing VMT, the reduction of traffic on I-80 and SR 51 will reduce congestion and improve corridor travel time reliability.

The SVS - Phase 1 will also have a positive influence on reducing single occupancy VMT. By relocating the LRT station, both the SacRT Green and Gold lines can be served by the station. The Project also provides enhanced regional and local bus access to the realigned LRT station. The Project will provide improved connectivity between regional and local bus, LRT, and passenger rail services and allow individuals to make longer intercity trips using multiple modes of transit.

A detailed traffic and transit measures of performance analysis was prepared for the Project components (Table X). The analysis used the SACOG 2016 MTP/SCS model and ridership projections and SVS VMT data from CCJPA. The analysis found in 2028 (analysis Year 1) and 2048 (analysis Year 20) that the Project components not only reduce VMT, but also reduce vehicle hours traveled (VHT) and vehicle hours of delay (VHD). The reduction in these three traffic measures is directly attributed to the increase in transit ridership on the Capitol Corridor passenger rail and SacRT LRT.

Table 2 – Traffic and Transit Measures of Performance No Build/Build Comparison

	2028			2048		
	No Build	Build	Change	No Build	Build	Change
Vehicle Miles Traveled	20,753,264	20,749,103	(4,161)	23,615,079	23,604,153	(10,926)
Vehicle Hours Traveled	661,508	661,273	(235)	764,091	763,625	(466)
Vehicle Hours of Delay	106,325	106,227	(98)	126,103	125,949	(154)
Transit Person Trips	290	604	314	307	1,053	746
Transit Passenger Hours Traveled	124	247	123	131	445	314
Transit Passenger Miles Traveled	5,093	10,462	5,369	5,385	18,861	13,476
Transit Vehicle Miles Traveled	167	184	17	167	186	19

The traffic and transit measures of performance analysis found that existing Capitol Corridor train and thruway bus riders will shift to using the new passenger rail round trips. New transit riders will also begin to use the service due to the increased frequency. Additionally, by realigning the SacRT LRT platform at the SVS with the Phase 1 improvements, ridership will increase due to shortened travel distance and convenience of transfers between LRT and Capitol Corridor as well as future bus transit improvements.

Additionally, the City of Sacramento is also pursuing completing the 5th Street extension to Bannon Street for the SVS. This extension will provide access to the SVS from Richards Boulevard and the I-5 interchange. This will allow buses to reduce VMT/GHG by taking a more direct route to the station. The improved transit route is projected to result in a further VMT reduction for multiple bus transit services including SacRT, YoloBus, El Dorado Transit, Fairfield Transit, Placer Transit, and Roseville Transit.

E.3 Safety

Existing collisions patterns in the Gateway Corridor on I-80 and SR 51 are congestion related. Rear-end and sideswipe crashes are often caused by the speed differential when vehicles are changing lanes or merging, which raises the risk of collision. The Sacramento to Roseville Third Track – Phase 1 and Elvas Bridges Replacement with the addition of two passenger rail round trips will reduce traffic congestion on the freeways. Lower volumes on the freeways will lower the speed differential, making it easier for vehicles to merge and change lanes, which will reduce collisions by approximately 20% in accordance with the Safe Systems approach. Fatal, injury, and property damage only (PDO) crashes will be reduced along the two freeways due to the decrease in the number of vehicles. This results in approximately four injury, and six PDO crashes over 30 years.



The Project also enhance safety on the local roadway system for corridor users. Grade crossings between the LRT and passenger rail modes and roadway users will be improved to include upgraded crossing equipment, signals, lighting, and/or medians. These improvements will reduce the likelihood of crashes between travel modes. The improvements will also improve the safety needs for those walking and biking at the rail crossings by providing dedicated facilities and safety equipment to address the needs of the most vulnerable users.

E.4 Accessibility

Multimodal accessibility and connectivity are currently impacted along I-80 and SR 51 corridors. The Capitol Corridor currently operates one round trip between Sacramento and Roseville. The train stops in Roseville at 7:07 am and arrives at 7:32 am at the SVS. The return trip leaves Sacramento at 6:07 pm and arrives in Roseville at 6:32 pm. This single trip discourages potential users who may want to ride the train, and the current service times do not align with their work commute schedules. This limits transit connectivity to job centers in downtown Sacramento and the Bay Area.

The Project improves the lack of connectivity from Roseville to Sacramento and the Bay Area with the addition of third main line track. This improvement will allow the addition of two trains, which will increase passenger rail capacity to three round trip trains per day. The increase in Capitol Corridor passenger rail frequency has been negotiated with UPRR as the railroad owns the tracks and right of way. An increase in ridership and accessibility to job centers in downtown Sacramento and the Bay Area will result.

An increase in accessibility to jobs in downtown Sacramento and the Bay Area directly benefits the Assembly Bill 1550 low-income community in downtown Roseville. Just east of the Roseville Station is Census Tract 6061020901. This census tract has a relatively low score in CalEnviroScreen 4.0 (CES4.0) of 33.44 and a 94.86 CES4.0 Percentile, however, residents in the census tract have a median household income of \$43,958. This is 73% of state median household income of \$60,188. Providing additional low-cost transportation choices improves accessibility to high paying jobs and reduces the housing-transportation cost burden.

Accessibility between transit modes at the SVS is also dramatically improved. Currently, transfers between the SacRT Gold Line station and the Capitol Corridor/Amtrak platforms are inconvenient. Transferring passengers need to exit the LRT vehicles and travel through a tunnel to reach the passenger rail platforms.

The SVS – Phase 1 is the first phase of improvements to improve the SVS to create the right conditions for an efficient and well performing regional multimodal transit hub. The station building and station site will facilitate convenient and easy access to all modes of transportation available on site. The Project relocates the interim Gold Line LRT station to parallel 5th Street, closer to the passenger rail platforms. The Project also includes the addition of a passenger pick up and drop off area, which will provide interim bus access until the Bus Mobility Center is constructed. This improves access between regional and local buses and the LRT platform and passenger rail platforms.

Additional accessibility improvements include:

- Sacramento to Roseville Third Main Track - Phase 1 scope will allow up to two additional Capitol Corridor round trips daily (for a total of three round trips) between Sacramento and Roseville.
- Sacramento Valley Station (SVS) - Phase 1 will construct a new platform and LRT station on the east side of N 7th Street near Railyards Boulevard, new bus access on 5th Street, and various storm drain facilities.
- Sacramento to Roseville Third Track/Elvas Bridges Replacement includes passenger rail enhancement and additional freight rail capacity.

The improvements to the SVS will benefit disadvantaged communities in Downtown Sacramento and the future Railyards. Census Tract 6067005301 is where the Sacramento Valley Station is located. This census tract has a CES4.0 score of 68.71, which scores in the 98.80 CES4.0 Percentile. Directly south of the Sacramento Valley Station is Census

CCJPA completed an on-board customer survey in July 2022 ([Link](#)). The SVS is the most popular origin (33% of trips) and destination (27% of trips) for Capitol Corridor. 23% use transit to access the passenger rail service. 11% of riders are transit-dependent.

The Project focuses on the most popular train station, will increase transit trips to access Capitol Corridor, and will provide access to higher paying jobs for underserved residents.



Tract 6067000700. This census tract has a CES4.0 score of 59.74, which scores in the 95.55 CES4.0 Percentile. The Project will enhance transit ridership and accessibility for residents within these census tracts.

An analysis of key destinations and jobs accessible by mode was prepared using the US Census Bureau OnTheMap tool. The accessibility to new locations is a slight improvement between the No Build and Build condition (Table X). The slight improvement is attributed an increase in vehicle speeds which provide access to slightly more jobs and schools.

Table 3 – OnTheMap Key Destinations and Jobs Access No Build/Build Comparison

Destination	No Build	Build
Schools	375	376
Medical Centers	261	261
Retail Centers	145	145
Jobs	590,427	590,562

The primary accessibility benefit of the Project components is not only access to new destinations and jobs, but also the increased frequency of the access. Passengers on Capitol Corridor will have two new round trips to take in order to access jobs, schools, medical centers, and retail centers. This effectively triples the number of destinations that are accessible to transit riders.

E.5 Community Engagement

PSGP Engagement

The Project has had extensive community engagement activities since 2019 through the PSGP ([Link](#)), including extensive engagement with local jurisdictions through a Project Development Team. The PSGP also incorporated multiple community engagement events, including direct engagement with the Black Indigenous and Other People of Color (BIPOC) community. These outreach efforts included:

- April 23, 2019.** PCTPA, Caltrans, SACOG, and CCJPA hosted a stakeholder meeting for the corridor plan ([Link](#)). The purpose of the meeting was to introduce the plan and provide an opportunity for stakeholders to identify their values for the corridor – specifically, what they want to protect, avoid, and create as part of the corridor improvements.
- June, July, and August 2019.** A series of seven pop up events were held throughout the Sacramento and Roseville area ([Link](#)). More than 200 people participated in these events, which allowed PCTPA, Caltrans, SACOG, and CCJPA to reach a wide audience to gather input on the plan and proposed projects.
- August 8, 2019.** More than 50 people attended a community workshop in Roseville ([Link](#)). The workshop engaged stakeholder groups including adjacent property owners, business interests, and community-based organizations in addition to community members and residents. The workshop was an open house format, which allowed community members to learn about the plan through five stations and provide input.
- October 28, 2019.** PCTPA, Caltrans, SACOG, and CCJPA hosted a second stakeholder meeting for the corridor plan ([Link](#)). The purpose of the meeting was to provide an overview of the plan and the plan goals, which included reducing congestion, expanding travel choices, and enhancing quality of life. Stakeholders were able to provide input on the candidate projects developed through the planning process.
- October 28, 2019.** More than 20 people attended a community workshop in Sacramento ([Link](#)). The workshop engaged stakeholder groups including adjacent property owners, business interests, and community-based organizations in addition to community members and residents. The workshop was an open house format,



Figure 11 – Pop Up Event Participation



which allowed community members to learn about the plan through five stations and provide input. The following themes emerged from the workshops:

- Reduce congestion by increasing intercity rail service between Placer and Sacramento Counties, extending light rail to the I-80/Highway 65 bottleneck, adding bike lanes that parallel the corridor, creating bus/carpool lanes, and creating lanes for through traffic to regional destinations.
- Plan for transportation options near higher populations and consider traffic impacts of future developments.
- Expand travel options by enhancing safety – and the perception of safety – on light rail, adding wayfinding signage for bike routes, building more park-and-ride lots, and improving access to I-80.
- **December 2019.** Two people events were held at the North Highlands Recreation & Park District’s Breakfast with Santa and the River City food Bank Arden-Arcade Distribution Center to directly engage with underserved communities. The pop ups attracted a total of 50 participants. In addition to sharing information about the plan, participants were asked key questions from the online survey regarding existing travel perceptions and preferred corridor improvements. To engage non-English speaking individuals, the plan user survey was made available online in multiple languages including Spanish, Russian, Hmong, and Chinese.

The PSGP conducted a corridor survey with 4,203 responses. The community was able to provide input at both the in-person events as well as from the comfort of their homes. Additionally, presentations were given to various community-based organizations focused on the environment, transit ridership, public health, economic development, and goods movement.

PSAP Engagement

The PSAP engagement is building off the success of the PSGP. The website, <https://www.more80choices.com/>, has been updated to focus on the Project components. This includes videos for the combined projects as well to demonstrate how the improvements will benefit the lives of the community. The website also includes a questionnaire in English, Spanish, Hmong, and Russian to reach linguistically isolated community members.

The following organizations participated by completing the survey, sharing the information with colleagues, posting information on their social media pages, or including information in their newsletter in September 2022:

- Area 4 Agency on Aging
- CCJPA
- Loomis Basin Chamber of Commerce
- McClellan Park
- North Natomas Jibe
- North Sacramento Chamber of Commerce
- Oak Park Neighborhood Association
- Placer County Air Pollution Control District
- Sacramento Hispanic Chamber of Commerce
- Sacramento Region Community Foundation
- Sacramento Regional Rail Working Group
- Volunteers of America Veteran Services
- West Sacramento Chamber of Commerce
- Yolo-Solano Air Quality Management District

Key findings from the September 2022 survey includes:

- 57% of respondents think more bus/train/carpool options would have the most positive impact
- 86% of respondents would consider using the new transportation options
- 100% of respondents agreed that these projects could help reduce roadway congestion
- 100% of respondents agreed that alternative rail or transit options would help their families (shopping and medical appointments)

Project Component Specific Engagement

SVS – Phase 1

The SVS – Phase 1, including the SacRT LRT platform realignment and rail work, was included in the SVS Master Plan engagement process. The Master Plan had significant outreach to the regional community, including BIPOC and underrepresented groups. There have been seven community meetings and City commission/Council presentations.

- **July 2019.** The City of Sacramento hosted a focus group meeting with representatives from placemaking and mobility groups to gather input on the station’s bus facility, bicycle network, and rail and station programming ([Link](#))



- **September 5, 2019.** The City of Sacramento hosted a community workshop focused on the updated approach to rail and buses at the station, bicycle connections, open space, and parks ([Link](#)).
- **September 27, 2019.** Another focus group meeting took place with mobility representatives to discuss updates to the station’s new bus facility, planning for the station design, program components, and transfer networks ([Link](#)).
- **December 2019.** The City of Sacramento held a second community workshop focused on plans for the new bus/mobility center, the new station building, and placemaking opportunities in the plan area's public spaces ([Link](#)). General takeaways from the second community workshop reinforced feedback from the first community workshop, particularly a desire to expand transit options into South Placer and to reduce vehicle delay and provide more reliable corridor travel times.
- **January 2020.** A presentation was provided to the City of Sacramento’s Preservation Committee.
- **January/February 2020.** The City of Sacramento held an online virtual community workshop focused on key design elements for the new station concourse, outdoor plazas and parks ([Link](#)). Community members reviewed precedent images for architectural design, indoor and outdoor public areas, and programming for the future station.
- **August 26, 2020.** The City of Sacramento held a virtual open house to present the draft area plan and discuss key elements with the community ([Link](#)). Approximately 300 community members joined the discussion, which included opening remarks from Congresswoman Doris Matsui, Mayor Darrell Steinberg, and Vice Mayor Jeff Harris.



Figure 12 – SVS Area Plan Engagement

Sacramento to Roseville Third Main Track – Phase 1 and Sacramento to Roseville Third Track/Elvas Bridges Replacement

The Sacramento to Roseville Third Track – Phase 1 and the Elvas Bridges Replacement has undergone extensive engagement as part of the EIR ([Link](#)). Two public scoping meetings were held to share information about the Project and to solicit input on the scope of the environmental review: one in Sacramento on July 16, 2014, and the other in Roseville on July 17, 2014. The in-person public scoping meetings were complemented by an online public open house that was available for review from July 16 through August 1, 2014.

Two Stakeholder Advisory Committees were also held, comprising representatives of diverse agencies and organizations with an interest in the Project. The committees were responsible for assisting CCJPA in promoting and educating their constituents about the Project as well as bringing input from the broader community back to the Project development team. Each committee included, but was not limited to, business leaders, local/regional partner agencies, chambers of commerce, alternative mode advocates, environmental advocates or organizations, residential organizations, tribal representatives, and more. The committees will continue to meet at key milestones during the project development phase to ensure ample opportunity for input on behalf of these important stakeholders.

E.6 Economic Development and Job Creation and Retention

The Project generates significant economic benefits for the Sacramento region and beyond through employment center access, goods movement, and construction job creation.

Employment Access

As described above in section E.4 Accessibility, the Project improves accessibility and connectivity to job centers in Downtown Sacramento and the Bay Area. Downtown Sacramento is home to government, financial, and professional services business as well as restaurants and retail. Using SACOG’s Project Performance Assessment (PPA) tool, 36,536 jobs will be accessible within a 45-minute transit trip of the Project within the Sacramento area. The Project provides efficient passenger rail and LRT access to these jobs. The low-cost transit options to access these jobs benefits residents in underserved census tracts.



By 2040, jobs within ½ mile of the Project will increase by 24,061 jobs. It will be critical to provide multimodal access to employment centers to support the job growth within the region.

Goods Movement

The Sacramento to Roseville Third Main Track – Phase 1 and Elvas Bridges Replacement rail improvements will benefit passenger rail and enhance goods movement. The project improvements include eight miles of new main line track on the UPRR Martinez Subdivision and replaces existing underpasses at SR 51 on the Martinez Subdivision and the Fresno Subdivision and a new third track bridge on Martinez Subdivision. The Martinez Subdivision is a critical piece of freight infrastructure connecting the Port of Oakland to the JR Davis Yard, UPRR’s largest intermodal railyard on the West Coast. It serves 98% of all rail traffic in northern California. From the railyard in Roseville, goods are shipped by UPRR east to Nevada along the Roseville Subdivision and north along the Valley Subdivision.



Figure 13 – UPRR JR Davis Yard

This rail improvements will provide benefits freight operations through additional capacity. Rail volumes fluctuate depending on the customer demands. Freight rail volumes are projected to increase by 3.8% compound annual growth rate along the UPRR Martinez Subdivision from Sacramento to Roseville, according to the 2018 California State Rail Plan Appendix A.4 Freight Flow Methodology ([Link](#)). By 2048, freight train volumes are anticipated to be 118 per day. This is shown below in Table 4.

Table 4 – 2018 California State Rail Plan 2040 and 2048 Train Volumes

Subdivision	Segment	2040	2048	Growth Rate
Martinez Subdivision	Martinez to Sacramento	36	44	2.6%
Fresno Subdivision	El Pinal to Sacramento	10	19	0.8%
Martinez Subdivision	Sacramento to Roseville	88	118	3.8%

The improvement in rail capacity with the addition of the third main line and siding track extension will also accommodate improved freight operations and reduce freight costs. The Project will promote a freight mode shift from trucks along I-80 to trains along the UPRR corridor. This will reduce truck VMT along the State Highway System as well as reduce freight operations costs through lower fuel costs and staffing resources. The freight mode shift also reduces highway maintenance and operations costs as well.

Construction Job Creation

The Project’s construction spending is \$246,605,000. The Project creates significant private sector employment opportunities due to this construction spending. This will support the creation of good-paying construction industry jobs in the region and the incorporation of workforce development resources. Using the FHWA Employment Impacts of Highway Infrastructure Investment ([Link](#)) guidance that \$1 billion in spending creates 13,000 jobs, the Project will generate 3,205.9 direct, indirect, and induced jobs.

E.7 Air Quality and Greenhouse Gases

Emissions Reductions

The Project provides significant regional and corridor air quality and emission reduction benefits. The Project components contribute to a transit mode shift reducing VMT in the Gateway Corridor, along I-80 and SR 51. The Project reduces VMT in 2028 by 4,161 vehicle miles per day when construction is complete and 10,926 vehicle miles per day in 2048. Air quality and GHG was analyzed in the development of the Cal B/C Corridor model. Separate emission rates developed for automobiles and trucks were prepared for the California Air Resources Board, EMFAC emissions



model. The emissions rates are based upon travel volumes for vehicles and trucks and travel speeds. Over the 30-year analysis, the Project reduces 57,167.1 tons of CO₂, 158.93 tons for CO, 12.07 tons of NO_x, 5.50 tons for VOC, and under one ton of PM₁₀, PM_{2.5}, SO_x, and VOC.

Table 5 – No Build/Build Emissions Tonnage Comparison over 30 Years

Emission	No Build	Build	Reduction
Carbon Monoxide (CO)	190,443.21	190,284.28	158.93
Carbon Dioxide (CO ₂)	81,421,199.42	81,364,032.32	57,167.1
Nitrogen Oxides (NO _x)	24,956.50	24,944.43	12.07
Particulate Matter (PM) ₁₀	379.19	379.04	0.15
Sulfur Oxides (SO _x)	794.12	793.81	0.31
Volatile Organic Compounds (VOC)	3,622.47	3,616.97	5.50
PM _{2.5}	340.43	340.30	0.13

Zero Emission Vehicle Infrastructure

The existing SVS includes zero emission vehicle (ZEV) plug-in charging stations. Additionally, future work will involve new ZEV charging facilities and other VMT/GHG reduction strategies. The City of Sacramento is pursuing funds to construct a bus layover facility and ZEV bus charging infrastructure. This will allow regional and local bus services to park at the layover facility and eliminate deadhead trips to parking areas. Buses can also use the ZEV charging to fuel their vehicles while at the layover facility.

E.8 Efficient Land Use and Housing

Prohousing Designation

The Sacramento region is on the leading edge of agencies pursuing and obtaining Housing and Community Development’s (HCD’s) Prohousing Designation. The City of Sacramento obtained their Prohousing Designation in February 2022, the first agency in the state to achieve the designation. The City of Sacramento took the following actions to obtain the designation:

- Eliminated parking requirements citywide for Accessory Dwelling Unit (ADU) developments.
- Expanded residential and mixed uses allowed by-right
- Eliminated maximum density for mixed-use projects.
- Reduced parking requirements for affordable and senior housing, small lots, and vertical mixed-use developments and went above and beyond by offering incentives for higher density developments near transit by eliminating or reducing parking requirements
- Possesses a Master EIR to streamline development as well as multiple specific area plan EIRs in a multi-faceted strategy to streamline development.
- Single-unit, duplex, and multi-unit dwellings permitted by right.
- Eliminated requirement that projects of 150+ dwelling units require a planning and design commission public hearing.
- Created objective, citywide infill housing design standards for all housing and mixed-use developments of two or more dwellings.
- Reduced development impact fees for new affordable dwelling units - \$0 rate for regulated affordable units up to 120% area median income.
- Eliminated housing impact fees for mobile home parks, owner occupied single-family, affordable units, high-density housing and ADUs.
- Adopted policy for Enhanced Infrastructure Financing Districts (EIFDs), most recently the Aggie Square EIFD with a 20% set aside for affordable housing.
- Adopted transit-oriented development land use zoning overlay.

The City of Roseville submitted their Prohousing Designation application in February 2022 and are awaiting state approval.



Infill Development Support

The Project supports infill and compact development in the Sacramento region. The Railyards is a 244-acre redevelopment that includes the SVS and is one of the largest infill developments in the nation. Improvements to the SVS are a key transportation component of the Railyards redevelopment by providing high-quality transit and non - motorized infrastructure that benefits compact development. The SVS set of projects are intertwined and dependent,



Figure 14 – Planned Infill Development in The Railyards

making the LRT platform relocation a key element of the overall improvements. Residents of the Railyards can take two SacRT LRT lines to employment opportunities, shopping, and civic buildings in Downtown Sacramento without the needing a car. Residents outside of the Railyards in other infill developments in Downtown and Midtown Sacramento can take LRT to the SVS to connect to Capitol Corridor passenger rail service. This extends the employment reach for residents to high paying Bay Area job centers.

The Project also supports infill development in Downtown Roseville with the improvements to Capitol Corridor service. The City of Roseville has been actively revitalizing their Downtown for the past 15 years. This has included civic

improvements, recreational facilities, streetscapes, and mixed-use developments. Parking is limited with infill development making transit and active transportation critical to meeting residents’ mobility needs. An increase of Capitol Corridor service will further support infill development in Downtown Roseville by providing high-quality transit to job centers in downtown Sacramento and the Bay Area.

Avoided Residential Displacement

The Project does not displace residents and businesses. The Project will not require right of way acquisitions from the built environment. Right of way is only required from undeveloped property. Additionally, the Railyards development has worked with the City of Sacramento to reuse as much of the existing building infrastructure onsite as possible. This includes recent effort to rehabilitate the train station and nearby office buildings. The SVS, and The Railyards, are actively reversing residential displacement through the addition of 6,000 to 10,000 dwelling units within Downtown Sacramento. This includes a significant number of affordable housing options.

E.9 Matching Funds

As discussed in Section F. Funding and Deliverability, the Project has significant matching fund contribution to leverage SCCP grant funds. The total construction phase cost for all three Project components is \$259,870,000. Construction matching funds total \$184,870,000, or 71.1% of the total construction cost. Documentation of matching funds is provided in the Electronic Project Programming Requests (ePPRs) and funding commitment letters included in the Appendix D.

E.10 Deliverability

The Project components are progressing through final pre-construction phases. Two of the three components have already been cleared through CEQA and are in the final PS&E and right of way phase and the Sacramento to Roseville Third Track/Elvas Bridges Replacement component is in the process of completing an amendment to the Sacramento to Roseville Third Main Track EIR. Currently, the Sacramento to Roseville Third Track/Elvas Bridges Replacement is in the 30% design phase, SVS – Phase 1 is in the 35% design phase, and the Sacramento to Roseville Third Track – Phase 1 is in the 65% design phase. The Sacramento to Roseville Third Track – Phase 1 is pursuing CRISI funds which will require National Environmental Policy Act (NEPA) compliance. The NEPA document will be completed within the timeframe required by the SCCP Program. All three Project components will be ready for construction by May 2025, meeting the SCCP Cycle 3 program allocation deadline. Additionally, all the Project components will meet SCCP project deliverability



requirements for construction contract award and completion. The schedule graphic below shows the schedule for the Project.

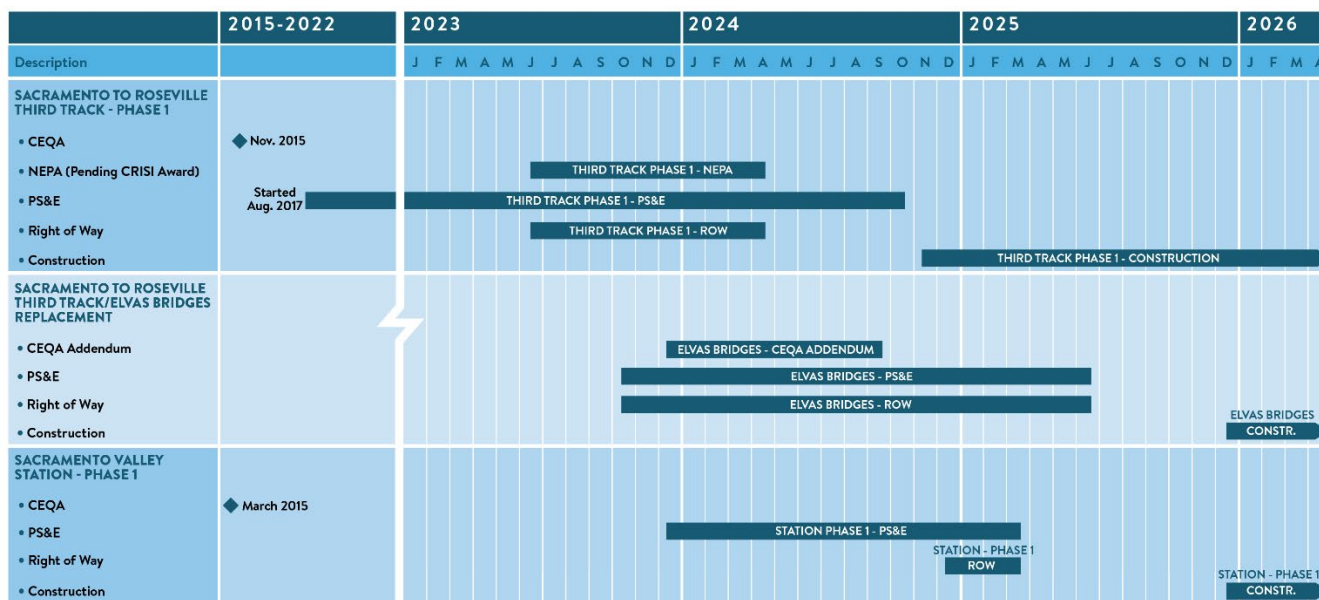


Figure 15 – Project Schedule

E.11 Collaboration

The Project is the result of years of collaboration among the stakeholders of the PSGP and PSAP. PCTPA, SACOG, Caltrans, and CCJPA have served as the Strategy Team for both plans, which included local jurisdictions and SacRT as members of the Project Development Team. Together, these agencies not only developed the s PSGP they also identified the projects included in the successful SCCP Cycle 2 grant nomination.

The Strategy Team, with concurrence from the Project Development Team, prioritized the 150 projects in the PSGP. The three projects bundled in this Project for the SCCP Cycle 3 Project nomination were selected due to their project readiness, VMT reduction, and GHG benefits.

E.12 Cost Effectiveness

The Cal B/C model for the Project was conducted using the corridor version of the California Lifecycle Benefit/Cost Analysis Model (Cal-B/C v8.1 Corridor). Four primary categories of user benefits were estimated using the Cal-B/C model: travel time savings, vehicle operating cost savings, emission reductions, and collision reductions. Cal-B/C Corridor estimates these benefits from changes in VHT, VMT, truck volumes, and avoided collisions. Additional inputs were included for residual costs and the value of real estate made available by the Project. Below is a brief description of the key inputs in the Cal-B/C model.

- Base year and horizon year traffic volumes came from the SACSIM regional traffic model.
- VMT and VHT also came from the SACSIM regional traffic model.
- Collision data from January 2014 to December 2019 was pulled from Transportation Injury Mapping System (TIMS).



Figure 16 – PSGP and PSAP Involved Agencies



In addition to the traditional Cal B/C Model inputs, the Project has other economic benefits that were analyzed for a previous FRA CRISI grant Benefit Cost Analysis.

Residual Value

The rail infrastructure that this Project will construct will partly remain in permanent residual value (e.g., civil works such as grading) while other components will require replacement, such as ties, frogs, and other rail infrastructure elements per Union Pacific Railroad’s regular maintenance practices. These regular maintenance practices will generate capital replacement costs. As replacement costs are accounted for, the infrastructure can be considered “as new” throughout the BCA period. As such, the residual value of the project at the end of the 30-year BCA horizon is 100% of the improvements, discounted at 4%. This results in a residual value of \$51.8 million.

Congestion Reduction

A reduction in VMT in the Gateway Corridor results in long-term congestion reduction benefits for remaining users as vehicles are removed from corridor highways and local roads. Along the Capitol Corridor route, diverted auto trips from Roseville commence within the Sacramento region, with most continuing into the San Francisco-Oakland metropolitan area. Congestion costs per vehicle-mile for the Sacramento and San Francisco-Oakland regions are taken from the 2009 USDOT study “Assessing the Full Costs of Congestion on Surface Transportation Systems and Reducing Them through Pricing”, escalated to 2021 dollars using the GDP deflator. This results in \$44 million in economic benefit for the traveling public.

Freight Mode Shift

UPRR’s freight operations are not static – they change with the economy as it shifts and with supply chain issues, which in 2021 has emerged as one of the critical economic issues affecting trade. The addition of the third UPRR mainline and replacement of the Elvas structures will accommodate increased freight train volumes. This will promote a freight mode shift as rail freight is more efficient and has additional social and environmental benefits. It is assumed that an additional 12 trains per month. The increase in train volumes reduces truck volumes on I-80 and associated truck freight costs. This results in an economic benefit of \$165.7 million.

The increase in freight capacity has benefits for reducing freight crew times associated with delays and fewer workers. A 3-to-4-person train crew can accomplish the same amount of work as hundreds of truck drivers to move freight along the same distance. This results in an economic benefit of \$7.7 million for private industry.

A reduction in truck VMT will also reduce congestion delays and yield benefits to highway maintenance costs. This results in \$36.8 million in economic benefit for Caltrans, regional, and local jurisdictions.

As shown below, the Project results in an economic benefit of \$45.3 million over 30 years for corridor users, Caltrans, UPRR, and private companies. This is a benefit-cost ratio of 1.14:1. Detailed information documenting the calculations and studies for the additional Project benefits is found in the Appendix B.



3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$316.8
Life-Cycle Benefits (mil. \$)	\$362.1
Net Present Value (mil. \$)	\$45.3
Benefit / Cost Ratio:	1.14
Rate of Return on Investment:	0.4%
Payback Period:	30+ years

Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="text" value="Y"/>	Default = Y
2) Travel Time Reliability? (y/n)	<input type="text" value="Y"/>	Default = Y
3) Vehicle Operating Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
3) Accident Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
4) Vehicle Emissions? (y/n)	<input type="text" value="Y"/>	Default = Y

includes value for CO₂e

ITEMIZED BENEFITS (mil. \$)	Total Over	Average
	30 Years	Annual
Travel Time Savings	\$23.2	\$0.8
Travel Time Reliability Benefits	\$4.4	\$0.1
Veh. Op. Cost Savings	\$23.9	\$0.8
Accident Cost Savings	\$0.4	\$0.0
Emission Cost Savings	\$2.1	\$0.1
Congestion Reduction Savings	\$44.0	\$1.5
Freight Op. Cost Savings	\$165.7	\$5.5
Freight Crew Time Saved Value	\$7.7	\$0.3
Highway Maintenance Savings Value	\$36.8	\$1.2
Residual Value	\$53.8	
TOTAL BENEFITS	\$362.1	\$12.1
Person-Hours of Time Saved	2,615,492	87,183
Fatalities Avoided	0	0
Injuries Avoided	4	0
PDO Avoided	6	0

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over	Average	Total Over	Average
	30 Years	Annual	30 Years	Annual
CO Emissions Saved	159	5.30	\$0.0	\$0.0
CO ₂ Emissions Saved	57,167	1,905.57	\$1.8	\$0.1
NO _x Emissions Saved	12	0.402	\$0.3	\$0.0
PM ₁₀ Emissions Saved	0.15	0.005	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0.13	0.0045		
SO _x Emissions Saved	0.31	0.010	\$0.0	\$0.0
VOC Emissions Saved	5.50	0.183	\$0.0	\$0.0

Figure 17 – Cal-B/C Model Results



F. Funding and Deliverability

F.1 Current Project Cost Estimate

The total cost for the Project components is \$338,696,000. The SCCP funding request is \$75,000,000 distributed by thirds with each component receiving \$25,000,000. The tables below demonstrate the total cost estimate for each Project component. Cost estimates are escalated to the year of proposed implementation and have been approved by the Chief Executive Officer of the implementing agency.

Table 6 – Sacramento to Roseville Third Main Track – Phase 1 Cost Estimate

Phase	FY of Allocation	Amount	Funding Source	Committed Uncommitted
PA&ED	2011/12	\$3,530,000	STIP/IIP	Committed
PS&E	2015/16	\$253,000	Local Funds	Committed
PS&E	2015/16	\$5,492,000	Proposition 1A	Committed
PS&E	2015/16	\$1,939,000	Proposition 1B	Committed
PS&E	2015/16	\$2,886,000	TIRCP	Committed
PS&E	2022/23	\$3,213,000	TIRCP	Committed
PS&E	2022/23	\$3,485,000	Proposition 1A	Committed
PS&E	2022/23	\$1,213,000	Proposition 1B	Committed
R/W	2015/16	\$248,000	Proposition 1A	Committed
R/W	2015/16	\$87,000	Proposition 1B	Committed
R/W	2021/22	\$40,000	TIRCP	Committed
R/W	2022/23	\$10,882,000	Proposition 1A	Committed
R/W	2022/23	\$3,822,000	Proposition 1B	Committed
R/W	2022/23	\$2,340,000	TIRCP	Committed
R/W	2023/24	\$22,549,000	TIRCP	Committed
CON	2024/25	\$31,863,000	Proposition 1A	Committed
CON	2024/25	\$11,190,000	Proposition 1B	Committed
CON	2024/25	\$7,451,000	TIRCP	Uncommitted*
CON	2024/25	\$30,000,000	STIP/IIP	Uncommitted*
CON	2024/25	\$42,506,000	CRISI	Uncommitted
CON	2025/26	\$2,000,000	SACOG Regional	Committed
CON	2025/26	\$2,000,000	State Rail Assistance	Committed
CON	2024/25	\$25,000,000	SCCP	Uncommitted
	Total	\$213,989,000		

* Funds shown as uncommitted per direction from the CTC. Explanation is provided in the ePPR.

Table 7 – SVS – Phase 1 Cost Estimate

Phase	FY of Allocation	Amount	Funding Source	Committed Uncommitted
PS&E	2022/23	\$808,000	Measure A	Committed
PS&E	2022/23	\$3,755,000	CMAQ	Committed
CON	2024/25	\$5,144,000	TIRCP	Committed
CON	2024/25	\$25,000,000	SCCP	Uncommitted
	Total	\$34,707,000		



Table 8 – Sacramento to Roseville Third Main Track/Elvas Bridges Cost Estimate

Phase	FY of Allocation	Amount	Funding Source	Committed Uncommitted
PS&E	Prior	\$4,000,000	STIP/RIP	Committed
PS&E	2023/24	\$5,000,000	CMAQ	Committed
R/W Support	2023/24	\$1,000,000	CMAQ	Committed
R/W Capital	2024/25	\$2,000,000	Federal	Committed
CON Support	2024/25	\$8,000,000	TIRCP	Uncommitted*
CON Capital	2024/25	\$17,000,000	TIRCP	Uncommitted*
CON Capital	2024/25	\$28,000,000	Federal	Uncommitted
CON Capital	2024/25	\$25,000,000	SCCP	Uncommitted
	Total	\$90,000,000		

* Funds shown as uncommitted per direction from the CTC. Explanation is provided in the ePPR.

F.2 Uncommitted Funds

The Sacramento to Roseville Third Main Track – Phase 1 has uncommitted funds from the CRISI Program, a federal discretionary grant program administered by the FRA. CCJPA has applied for the FY 2022 funding round and awards are anticipated by Summer 2023. The STIP/IIP funds are shown as uncommitted funds and the CTC has set aside the \$30,000,000 for the project component. The agency is also submitting a 2023 TIRCP grant in Winter 2023 which are shown as uncommitted. If the CRISI and TIRCP grants are unsuccessful, competitive grant funds will be pursued from other grant programs including TIRCP and other federal programs.

The Sacramento to Roseville Third Main Track/Elvas Bridges component includes uncommitted funds from TIRCP and future federal funds. Caltrans is submitting a 2023 TIRCP grant for the Project component. Caltrans will also be pursuing future federal discretionary funding for the project component as well. This may include federal discretionary Mega, Infrastructure For Rebuilding America, and CRISI funds.

F.3 Cost Overruns

The implementing agencies can absorb cost overruns and deliver the proposed project with no additional funding from the SCCP.

F.4 Project Risks and Mitigations

The Project components have advanced through PA&ED and well into PS&E and R/W phases. This has allowed the implementing agencies to fully understanding the project risks and develop mitigations to reduce the impacts of risks. The table below discussions the project risks and mitigation strategies.

Table 9 – Project Risks and Mitigations

Risk Type	Risk	Mitigation
Right of Way Acquisition	Right of way acquisitions could extend the project schedule if property owners are not willing to sell.	<p>The SVS – Phase 1 is located within public right of way and does not require acquisitions from private property owners. This eliminates project risks associated with right of way delays from right of way negotiations with private property owners.</p> <p>The Roseville Third Main Track – Phase 1 and Elvas Bridges will require right of way negotiations with UPRR for the construction agreements. CCJPA has a strong working relationship with UPRR that will allow the negotiations to advance smoothly.</p>



Risk Type	Risk	Mitigation
Railroad Coordination	Coordination and approvals from UPRR are needed for the Sacramento to Roseville Third Main Track – Phase 1 and Elvas Bridges. Delays in approvals could extend the project schedule.	CCJPA is a tenant of UPRR and has an excellent working relationship with the railroad. CCJPA staff can leverage their relationship to demonstrate project benefits to UPRR and accelerate their approvals.
Funding Commitment	Insufficient funding for construction phase.	The current cost estimate has appropriate contingencies included. The implementing agencies have identified multiple funding sources to fully fund the Project components. The only funding source that is uncommitted in addition to the SCCP are the CRISI funds from FRA.



G. Community Impacts

G.1 Investments in Underserved Communities

The PSGS focused on understanding equity impacts and the needs of the community members. Generally, residents living in underserved communities walk, bike, and take transit at a higher rate than the rest of the population. How well the existing and future infrastructure supports the transportation needs of these communities is a significant factor in their ability to access jobs, schools, services, as well as impacting their overall health and quality of life. Several disadvantaged communities are located along the PSGS Corridor, including low-income communities in both Placer and Sacramento Counties. Additionally, Sacramento County has a large concentration of underserved communities on the basis of race/ethnicity within the vicinity of the PSGS Corridor.

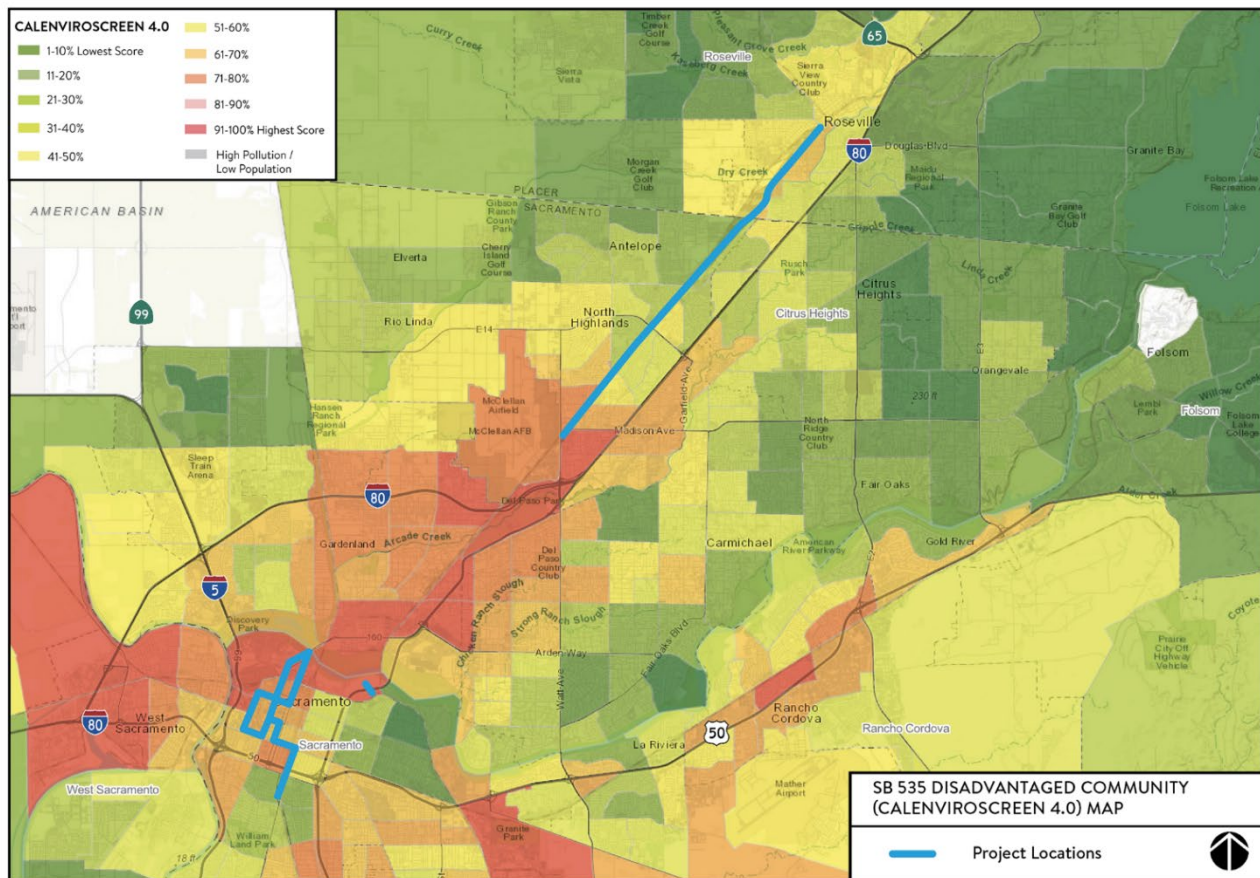


Figure 18 – Disadvantaged Communities Adjacent to the Project

The Project provides transit enhancements that will address transportation inequities for communities near the Roseville Station and the Sacramento Valley Station. Census Tract 6067005301 is where the Sacramento Valley Station is located. This census tract has a CES4.0 score of 68.71, which scores in the 98.80 CES4.0 Percentile. Directly south of the Sacramento Valley Station is Census Tract 6067000700. This census tract has a CES4.0 score of 59.74, which scores in the 95.55 CES4.0 Percentile. Just east of the Roseville Station is Census Tract 6061020901. This census tract has a relatively low score in CES4.0 of 33.44 and a 94.86 CES4.0 Percentile, however, residents in the census tract have a median household income of \$43,958. This is 73% of state median household income of \$60,188.

G.2 Equity Benefits

The Project provides equitable benefits for underserved community members in and outside of the census tracts identified above. These include:

- Low-cost transportation access to job centers in Downtown Sacramento and the Bay Area to provide economic opportunity.
- Access to high quality transit choices to provide alternatives to automobile use and ownership.
- Reliable public transit options to access retail, schools, and social services, particularly State-provided services.



- Prioritized community needs through equitable engagement (further discussed below).
- Project improvements reduce VMT and congestion which results in lowering of GHG emissions. This benefits public health for residents throughout the region, particularly those along the I-80 and SR 51 corridors.
- CCJPA is participating in California Integrated Travel Project (Cal-ITP), which has eligibility benefits to transit included in the development path for open loop payments which will directly benefit eligible recipients as Cal-ITP matures (e.g., age, income, food/housing assistance, as qualifiers for eligibly discounts in the future).

G.3 Equitable Engagement

The PSGP employed a targeted engagement strategy to solicit feedback from disadvantaged and BIPOC communities along the Gateway Corridor. Disadvantaged communities located along the PSGS Corridor were identified pursuant to CTC criteria, including the following characteristics

- Households measuring below the median household income
- Areas identified among the 25% most disadvantaged in the State according to the CalEPA and CalEnviroScreen 3.0 tool
- Transit-dependent individuals

After identifying disadvantaged communities, targeted in-person engagement strategies were implemented to maximize participation. Two pop-up events were held in December 2019 at the North Highlands Recreation & Park District’s Breakfast with Santa and the River City Food Bank Arden-Arcade Distribution Center. The pop-ups attracted a total of 50 participants. In addition to sharing information about the PSGP, participants were asked key questions from the online survey regarding existing corridor travel perceptions and preferred corridor improvements.

A comprehensive database of organizations, groups, and agencies that work with and/or provide services to disadvantaged communities was identified. Personal phone calls and emails to more than 175 groups from the database to notify them of the online survey, share the plan’s objectives, and ask them to share the survey with their constituents. The groups distributed information about the survey via e-newsletters, social media posts, internal shares, or other communication channels.

To engage non-English speaking individuals, the PSGP user survey was made available online in multiple languages including Spanish, Russian, Hmong, and Chinese. Fliers and infographics to accompany the translatable version of the survey for distribution by the community groups described above was also created.

A total of 4,203 individuals responded to the online surveys, which included responses from non-English speaking individuals and those in designated underserved communities. Top responses for why individuals do not use transit are that transit doesn’t run during the days/times I would need to use it, transit doesn’t run frequently enough, and transit is too unreliable (Figure 17). Additionally, the second top choice for ways to improve corridor travel was to reduce travel time.

Q19 What prevents you from using transit?

Answered: 2,541 Skipped: 1,667

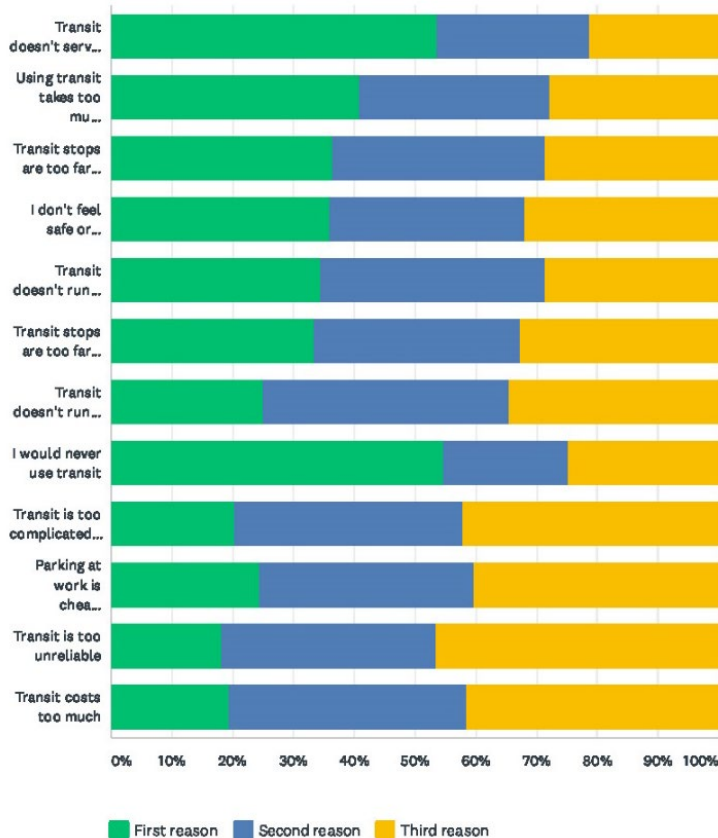


Figure 19 – Survey Responses to Transit Usage



The Project addresses the needs of those who replied to the online surveys ([Link](#)). The Project provides for increased transit frequencies on Capitol Corridor by increasing daily round trips from one to three. Not only does this increase the frequency, it also provides multiple board times to reach additional riders, which improves transit reliability. All the Project components work together to reduce travel times along I-80, SR-51 (Capital City Freeway), and Capitol Corridor passenger rail.

G.4 Avoided Displacement

The Project components do not result in displacement of residences or businesses. The Project improvements are constructed within existing public or UPRR right of way. Important to note is that the low-income identified census tract 6061020901 in Roseville is next to the Roseville Train Station. According to the Urban Displacement Project, this census tract has an elevated risk for displacement for Very Low-Income households (0% to 50% of average median income). This census tract is 43% Latinx and 63.2% of the households are rentals. It will be important for the City of Roseville, with support from transportation planning and transit agencies, to implement anti-displacement policies. This includes engagement with residents in neighborhoods at risk of gentrification to understand their needs, affordable housing preservation, and adding accessory dwelling units. Many of these strategies are consistent with the agency's pursuit of a Prohousing Designation.



H. Additional Information

H.1 Private Infrastructure

The Project does construct improvements to private infrastructure owned by UPRR. This includes eight miles of new track, supporting infrastructure, and new bridge structures. The Cal-B/C model prepared for the Project documents the public and private benefits. The benefits are commensurate with the amount public funding. These include:

Table 10 – Public/Private Infrastructure Benefits

Benefit	Public	Private	Explanation
Travel Time Savings	✓		Reduced travel time for the public due to increase transit capacity.
Vehicle Operating Cost Savings	✓		Reduce public vehicle operating costs due to reduction in VMT, lesser vehicle wear and tear, and lower energy consumption costs.
Accident Cost Savings	✓		Lower accident-related costs for the traveling public.
Emission Cost Savings	✓		Reduced mobile source emissions and associated benefits that benefit the public at large.
Congestion Reduction Savings	✓		Long-term congestion reduction provides public benefits for the remaining highway users as vehicles are removed from the roads.
Freight Operating Cost Savings		✓	Reduce freight operating costs associated to a freight mode shift to trains, which are more efficient and use less fuel.
Freight Crew Time Saved		✓	Worker cost reductions from goods being by train instead of truck benefits private businesses.
Highway Maintenance Savings	✓		Lower highway maintenance costs for Caltrans and local agencies due to reduced truck VMT.
Residual Value	✓	✓	Remaining useful life of the infrastructure beyond year 30 provides both public and private benefits by extending infrastructure useful life.

H.2 Rail Infrastructure

As described above, the Project components include the construction of rail infrastructure with the UPRR right of way that provides both public and private benefits. The benefits are described within the Benefit Cost Analysis Memo in the Appendix B. CCJPA and UPRR have been working together on the public and private investment levels for the Sacramento to Roseville Third Main Track – Phase 1 and Elvas Bridges. These agencies, as well as Caltrans, will continue to work together to agree upon investment levels and benefits. The culmination in defining these benefits is the execution of project agreements, defining roles, responsibilities, and benefits.



I. Other Optional Project Information Areas

I.1 Climate Change Resiliency and Adaptation

The Sacramento region has committed to reducing GHG emissions and multiple stakeholders in the Project have prepared Climate Action Plans, as shown in the table below. The Project provides support for each of these plans as well as the *Climate Action Plan for Transportation Investments*.

Table 11 – Sacramento Region Climate and Resiliency Planning

Agency	Plan	Key Elements
Caltrans District 3	<i>2020 Adaptation Priority Report</i> (Link)	Identified climate hazards that impact transportation assets and mitigations.
SACOG	<i>2015 Sacramento Regional Transportation Climate Adaptation</i> (Link)	Identified extreme temperature, precipitation, wildfire, and landslide climate risks, how they would impact transportation facilities, and adaptation strategies
SACOG	<i>2020 Vulnerability and Criticality Assessment</i> (Link)	Climate-related hazards impact the region’s transportation systems
Sacramento County	<i>2022 Climate Action Plan</i> (Link)	Identifies a countywide approach to reducing GHG emissions and mitigation measures for climate-related hazards
City of Sacramento	<i>Climate Action and Adaptation Plan</i> (Link) – Under development	GHG reduction targets, strategies, specific actions, and identified ways the agency could adapt to climate change
City of Roseville	<i>2010 Communitywide Sustainability Action Plan</i> (Link)	GHG reduction targets, strategies, specific actions, and identified ways the agency could adapt to climate change
Sacramento Metropolitan Air Quality Management District	<i>2020 Urban Heat Island Mitigation Plan</i> (Link)	Identify impacts from extreme heat and mitigation strategies.

The Project will directly address state and local climate adaptation and resiliency plans. The Project component’s improvements will help meet Caltrans District 3’s Adaptation Priorities Report ([Link](#)). The improvements will be designed to accommodate 100-year storm surge events and riverine flooding, keeping transit services operational during wet weather events. The most significant benefit to climate adaptation and resiliency is the reduction in GHG emissions. The projects significantly reduce regional reliance on single occupancy VMT. The mode shift to passenger rail and LRT will reduce vehicle emissions, which will contribute to rising temperatures and the associated climate events of extreme heat, drought, wildfires, and extreme wet weather.

The SVS is envisioned as a sustainable district that can embark on the foremost policies of the Railyards Specific Plan to position the Railyards as a national leader in sustainable development. The station improvements take inspiration from the City’s pioneering work to combat climate change. Sacramento’s 2035 General Plan established the goal of reducing GHG emissions 15% below 2005 levels by 2020, an attainment achieved by 2016. Between 2005 and 2016, community wide emissions decreased from approximately 4,235,000 metric tons (MT) of carbon dioxide equivalent (CO2e) to an estimated 3,424,700 metric tons CO2e (MT CO2e) - a reduction of over approximately 19% ([Link](#)). Per capita emissions have decreased approximately 26%, demonstrating that even though the City has grown substantially since 2005, emissions have decreased at a more rapid rate. Now the City is working on an updated Climate Action Plan as part of the 2040 General Plan update to help the community reach even more aggressive climate targets in line with State goals, including an initial commitment by the City Council and the Mayor’s Climate Commission to attain carbon neutrality (0 MT CO2e) by 2045. Demonstration projects like SVS are leading the way to Sacramento’s climate positive future, with an aim to achieve net zero carbon emissions from building operations in addition to substantial carbon savings in the transportation sector.



I.2 Protection of Natural and Working Lands, and Enhancement of the Built Environment

The Project components protect natural and working lands as well as enhance the built environment. The Sacramento to Roseville Third Main Track – Phase 1 and Elvas Bridge do impact natural resources and the project developed a mitigation monitoring and reporting program as part of the EIR ([Link](#)) to minimize these impacts. The Project components will implement working training for biological resources, provide an on-site biological monitor during construction, and include environmental fencing to protect sensitive resources. There will also be a 1:1 mitigation for wetlands impacts through the purchase of mitigation credits or onsite accommodations. Mitigation measure will be taken to reduce impacts to vernal pool fairy shrimp, giant garter snake, western pond turtle, tricolor blackbird, Swainson’s hawk and other raptors, migratory birds, and burrowing owls. A buffer zone of 100 feet or more shall be established and maintained around elderberry shrubs.

The SVS - Phase 1 is being constructed within an infill development site, the Railyards. The project environmental clearance was achieved through an addendum to the Railyards Specific Plan Update EIR ([Link](#)). Biological resources in the area include Swainson’s hawk, white-tailed kite, purple martin, valley elderberry longhorn beetle, and special-status bat species. The EIR determined that development of the Railyards, including improvements to the SVS, would result in less than significant impacts to Swainson’s hawk foraging habitat and movement corridors for terrestrial species, and no mitigation measures would be required.

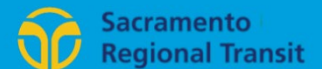
I.3 Public Health

The development of the PSGP identified public health in multiple goals identified in the plan. The PSGP identified improving transit choices and encouraging ridership, reducing GHG emissions, and furthering the goal of reaching zero traffic-related fatalities. The Project components, as part of this plan, represent critical components to reaching these goals. Additionally, the plan had direct and meaningful engagement in underserved communities, including those adjacent to I-80. These communities will receive significant public health benefits from mobile source emission reductions and reducing VMT along the freeway.

The Project enhances and benefits public health. The most significant public health benefit from the Project’s components is the reduction in GHG emissions and improved air quality. As shown in the Project’s Cal B/C 30-year analysis, the Project reduces 57,167.1 tons of CO₂, 158.93 tons for CO, 12.07 tons of NO_x, 5.50 tons for VOC, and under one ton of PM₁₀, PM_{2.5}, SO_x, and VOC. Additionally, construction associated air quality impacts will also be mitigated, following rules from the SMAQMD and PCAPCD. As the Sacramento Valley Air Basin is identified as a non-attainment zone for ozone and PM_{2.5}.

The reduction in emissions will support reducing the rates of asthma and cardiovascular disease (heart attack). Both asthma and cardiovascular disease are triggered by poor air quality, and those with cardiovascular disease have a higher risk of death due to exposure to poor air quality. In addition to the improved air quality direct health benefits, the improved air will also encourage outdoor exercise. This will further improve the public health for communities that are experience poor air quality.

Appendix A: 2022 SCCP Comprehensive Multimodal Corridor Plan Self-Certification Form



2022 SCCP COMPREHENSIVE MULTIMODAL CORRIDOR PLAN SELF-CERTIFICATION FORM

1	CMCP Title	Placer-Sacramento Gateway Plan
2	CMCP Lead Agency	<ol style="list-style-type: none"> 1. Caltrans District 3; 2. Placer County Transportation Planning Agency; and 3. Sacramento Area Council of Governments
3	CMCP Completion Date	April 2020
4	CMCP Limits	<p>Northern limit: City of Auburn and City of Lincoln and vicinity</p> <p>Southern limit: downtown City of Sacramento</p>
5	Key Routes and Facilities	<ol style="list-style-type: none"> 1. Interstate 80 2. State Route 51 3. State Route 65 4. Capitol Corridor 5. Sacramento Regional Transit light rail and fixed route bus service 6. Placer County Transit commuter bus and fixed route bus 7. City of Roseville commuter bus and fixed route bus 8. Regional multi-use pedestrian and bicycle trails 9. Local roadways paralleling state highways
6	Partner Agencies	<ol style="list-style-type: none"> 1. City of Auburn 2. City of Citrus Heights 3. City of Lincoln 4. City of Rocklin 5. City of Roseville 6. City of Sacramento 7. Town of Loomis 8. Placer County 9. Sacramento County 10. Capitol Corridor Joint Powers Authority 11. Sacramento Regional Transit District
7	CMCP Reference to Proposed SCCP Project(s) (identify page number)	<p>Projects are included in Appendix A: Gateway Plan Projects (https://www.more80choices.com/wp-content/uploads/2020/08/Appendix-A.-Gateway-Plan-Projects-1.pdf)</p> <ol style="list-style-type: none"> 1. Sacramento to Roseville Third Main Track – Phase 1: Page A-1 2. Sacramento to Roseville Third Track/Elvas Bridges Replacement: Page A-1. Elvas Bridges Replacement included within: <ul style="list-style-type: none"> • State Route 51 (Capital City) Corridor Improvements: J St to Arden project and • Sacramento to Roseville Third Main Track -Phase 2 3. Sacramento Valley Station (SVS) - Phase 1: Page A-2 (identified as Sacramento Intermodal Transportation Facility Phase 3)

8	Additional Comments	Placer-Sacramento Gateway Plan Project references: 1. Sacramento to Roseville Third Main Track – Phase 1: <ul style="list-style-type: none">• Executive Summary Pages xii-xiii• PSGP Pages 74-76, 82 and 85 2. Sacramento to Roseville Third Track/Elvas Bridges Replacement 3. Sacramento Valley Station (SVS) - Phase 1 <ul style="list-style-type: none">• Executive Summary Pages xii-xiii• PSGP Pages 6, 31-33 and 76
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CMCP CHECKLIST			
#	CMCP Key Elements	Yes / No	Page #
1	Demonstration of state, regional, and local collaboration as applicable.	Yes	7
2	Inclusion of specific corridor objectives.	Yes	42
3	Identification and evaluation of performance impacts of recommended projects and strategies.	Yes	ES xii, 44-48, 82
4	Discussion of induced demand analysis for highway and local road projects as applicable.	Yes	82
5	Discussion of travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes.	Yes	Es vii, 15, 26, 31-37, 44 55-59, 82
6	Application of a range of performance metrics for the set of recommended projects and strategies.	Yes	44-48
7	Recommendations and prioritization of multimodal improvements for funding.	Yes	54, 64-80, 88, Appendix A
8	Identify a timeline for implementation (e.g., short, medium, and long-term projects).	Yes	87-89
9	Discussion of potential funding sources for transportation improvements.	Yes	88
10	Inclusion of strategies for preserving the character of the local community and creating opportunities for neighboring enhancement projects.	Yes	79
11	Description of how the plan incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.	Yes	71
12	Description of how the plan incorporates the principles of the California Transportation Plan, the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaptation plans.	Yes	43
13	Description of how the plan is consistent with the goals and objectives of the regional transportation plan and the Sustainable Communities Strategy, where applicable.	Yes	43-48, 65, 88
14	Description of how the plan is consistent with other applicable regional or local planning frameworks such as local jurisdictions land use plans.	Yes	42-48
15	Incorporation of broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.	Yes	15-16, 71
16	Explanation of how community representatives and the general public were engaged throughout the development of the plan.	Yes	53-61, Appendix C
17	Explanation of how engagement with planning partners and stakeholders was conducted for the plan.	Yes	Es xii, III, 3, 9-10, 42-44, 54-55, Appendix C
18	Description of how disadvantaged communities were specifically engaged.	Yes	61
19	Description of how feedback received influenced the final plan.	Yes	53-61

Approval by CMCP Agency Director			
FIRST AND LAST NAME	TITLE	SIGNATURE	DATE MM/DD/YYYY
Amarjeet S. Benipal	District 3 Director Caltrans	<u><i>Amarjeet S Benipal</i></u> <small>Amarjeet S Benipal (Oct 24, 2022 16:18 PDT)</small>	Oct 24, 2022
Michael W. Luken	Executive Director Placer County Transportation Planning Agency	<u><i>Michael W. Luken</i></u> <small>Michael W. Luken (Oct 13, 2022 12:25 PDT)</small>	Oct 13, 2022
James Corless	Sacramento Area Council of Governments	<i>JAC</i>	Oct 21, 2022












2022 SCCP Self-Certification Form - Final

Final Audit Report

2022-10-24


Created:	2022-10-13
By:	Solvi Sabol (ssabol@pctpa.net)
Status:	Signed
Transaction ID:	CBJCHBCAABAABUjWfux7i2x9WfPShoIC2ixfnsWRx8OD

"2022 SCCP Self-Certification Form - Final" History


-  Document created by Solvi Sabol (ssabol@pctpa.net)
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Signature Date: 2022-10-24 - 11:18:18 PM GMT - Time Source: server- IP address: 149.136.17.249

 Agreement completed.

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Appendix B: Benefit Cost Analysis Memorandum

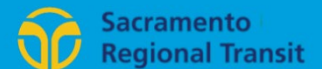


Table 1 – Traffic and Transit Measures of Performance

Performance Measure	Base Year			Forecast Year		
	No Build	Build	Change	No Build	Build	Change
Average Daily Traffic Volume ¹	198,758	198,532	(226)	227,322	226,728	(594)
Daily Vehicle Miles Traveled ²	20,753,264	20,749,103	(4,161)	23,615,079	23,604,153	(10,926)
Daily Vehicle Hours Traveled ²	661,508	661,273	(235)	764,091	763,625	(466)
Daily Vehicle Hours of Delay ²	106,325	106,227	(98)	126,103	125,949	(154)
Daily Transit Person Trips ²	290	604	314	307	1,053	746
Daily Transit Passenger Hours Traveled ²	124	247	123	131	445	314
Daily Transit Passenger Miles Traveled ²	5,093	10,462	5,369	5,385	18,861	13,476
Transit VMT ³	167	184	17	167	186	19

Notes:

1. Represents two-way average daily traffic volume on SR 51 at the American River.
2. Represents all roadway links within two miles of the Placer-Sacramento Gateway Corridor, which is comprised of the following freeway segments:
 - US 50: Yolo/Sacramento County Line to SR 99/SR 51 Interchange
 - SR 51: SR 99/SR 51 Interchange to I-80/SR 51 Interchange
 - I-80: I-80/SR 51 Interchange to I-80/SR 49 Interchange
 - SR 65: I-80/SR 65 Interchange to SR 65/Nelson Lane Intersection
3. Represents VMT generated by CCJPA transit vehicles between Sacramento and Roseville.

Fehr & Peers also developed travel time reliability inputs for the Cal B/C model. The roadway length by centermiles was calculated at 49.2 miles and the weighted average for the number of lanes across the corridor were six lanes. The information was derived from the US 50 Transportation Concept Report (TCR) and Corridor System Management Plan (CSMP), SR 51 CSMP, I-80 TCR, and SR 65 TCR.

Table 2 – Highway Centerline and Number of Lanes

Route	Segment	PM Start	PM End	Lane Miles	Centerline Miles	Lanes	Sources
US 50	2	L0	L2.48	39.664	4.958	8.0	TCR & CSMP US Route 50 June 2014
SR 51	1	0	4.35	26.1	4.35	6.0	CSMP SR 51 January 2015
	2	4.35	8.86	27.06	4.51	6.0	
I-80	6	R10.99	18	56.08	7.01	8.0	TCR I-80 July 2017
	7	0	4.16	24.96	4.16	6.0	
	8	4.16	7.42	19.56	3.26	6.0	
	9	7.42	17.54	60.72	10.12	6.0	
SR 65	1	4.863	8.065	12.808	3.202	4.0	TCR SR 65 June 2017
	2	8.065	R15.546	30.52	7.63	4.0	
Corridor Total					297.472	49.2	6.0

Free flow speed was developed based upon the Caltrans Performance Measurement System, Mainline VDS 313420 - 80EB at JEO Elkhorn Blvd and Mainline VDS 3011041 - 80WB at JEO Elkhorn Blvd from 10/18/2022 through 10/25/2022. The weighted average was 73 mph. The average passenger vehicle occupancy was

developed based upon Caltrans District 3 Occupancy Count Sheet, I-80 at Foothill Farms POC on 4/11/2018. 1.18 persons/vehicle was developed based upon the weighted average of AM and PM peak hour and both directions of travel.

2.1 Transportation Benefits

The transportation benefits are calculated by the Cal-B/C Model in terms of Travel Time, Travel Time Reliability, Vehicle Operating Costs, and Emissions Costs. The travel time benefits are calculated by assigning an average dollar value to time and applying that to the difference in trip times and number of trips between the build and no build scenario. The operating costs are determined by applying fuel costs, fuel consumption rates, and a per mile non-fuel cost to the vehicle miles travelled in the build and no build scenarios. Emissions costs are calculated by using emission rates and associated costs for the following pollutants: CO, CO₂, NO_x, PM₁₀, SO_x, VOC, and PM_{2.5}.

2.2 Safety Benefits

The collision rates were determined from the number of collisions and the interpolated VMTs. The collision numbers for the project area in 2016-2020 were gathered from the UC Berkeley TIMS for the I-80 and SR 51 corridor, and the VMT for the 2016-2020 range were determined by interpolating the data provided for 2028 and 2048. In 2020, the fatal accident rate was 0.0004 per million vehicle miles and the injury rate was 0.03 per million vehicle miles.

2.3 Freight Mode Shift Benefits

CCJPA had prepared a freight mode shift analysis for their 2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program benefit cost analysis. For this analysis, reasoned assumptions were made as a UPRR partner and CCJPA is tenant on the UPRR-owned railroad. It is important to note that due to the relief of a bottleneck in the UPRR Northern California system, the freight benefits accrue not just to Roseville but across the supply chain network East/West and North/South of the JR Davis Yard but also to/from the Port of Oakland, and the California Central Valley, for far longer distances than passenger rail; the average US freight service travels over 1,000 miles and carries over 6,500 metric tons. The social benefits of this additional freight train are, as a result, very significant and exceed the benefits of the additional passenger service. This is primarily due to the substantial negative environmental, infrastructural, and safety impacts of truck traffic, combined with the long-haul length of freight rail which means that even a single freight train leads to a large reduction in truck VMT. In the spirit of presenting conservative values in the analysis, the CCJPA chose to use a single container stack train to evaluate the impact of a shift to rail from trucking. Double-stack container trains are the norm, however when considering the Port of Oakland shipping traffic. This assumption significantly depresses the potential value of the trucking to freight rail shift being considered in this analysis (we will highlight this in the concluding section). Below are the key assumptions and data points used to develop the multitude of sub-benefits listed in this section as shown in the table below.

Table 3 – Summary for Truck to Rail Parameters and VMT Reduction

	2028-2057	2028	2043	2057
Incremental Freight Trains	1,564	52	52	52
Incremental Rail Freight Ton-Miles	10,617,532,971	353,917,766	353,917,766	353,917,766
Truck VMT Diverted	591,110,844	19,703,695	19,703,695	19,703,695

Reduced Operating Costs

The operating costs of the modal shift from truck to rail was also compared. The difference is significant across a range of areas including labor (3-4 train crew may substitute for hundreds of truckers), fuel costs, and truck

capital costs. The current shortage of truck drivers has shown the advantages freight rail, with the Port of Savannah seeing a 60% reduction in the amount of time containers sit in terminal since opening a new rail yard in November. Should these supply chain issues persist, the benefits from a switch to freight rail will be even more substantial than shown in the table below.

Table 4 – Operating Cost Reductions Due to Freight Rail Shift

	2028-2057	2028	2043	2057
Rail Freight Increase in Operating Costs	(\$340.1 million)	(\$11.3 million)	(\$11.3 million)	(\$11.3 million)
Truck Freight Reduction in Operating Cost	\$549.7 million	\$18.3 million	\$18.3 million	\$18.3 million
Net Reduction in Freight Operating Cost	\$209.6 million	\$7.0 million	\$7.0 million	\$7.0 million

Reduced Highway Maintenance Costs and Congestion

Trucks cause substantial damage to highway pavement proportional to miles travelled. In 1997, the FHWA performed the “Highway Cost Allocation Study”, which was subsequently updated by an addendum in 2000. Table 13 from this study provides estimates of the value of highway pavement damage per truck VMT, and for the purposes of this analysis, we have assumed the average displaced truck is a 60-kip 5-axle vehicle. As noted before, the trucking displaced by freight rail tends to be of a highly long-haul nature, and so we have assumed a split between urban and rural highway miles in line with the national average of 74% rural miles.

A reduction in truck VMT will also reduce congestion delays and yield benefits in a similar distribution to highway maintenance costs. As such, we have used the same data source for urban and rural congestion cost of trucking and applied the same urban/rural shares. The results of this analysis are presented in the table below.

Table 5 – Highway Maintenance and Congestion Cost Saves Due to Freight Rail Shift

	2028-2057	2028	2043	2057
Highway Maintenance Savings	\$46.6 million	\$1.6 million	\$1.6 million	\$1.6 million
Value of Reduction in Truck Congestion	\$55.7 million	\$1.9 million	\$1.9 million	\$1.9 million

Freight Crew Time Saved

CCJPA engineering staff conducted a 25% plan field design review with UPRR employees for this project. During the site visit, the proposed detour track within the UPRR JR Davis yard was a focus of discussion for its ability to facilitate smooth train operations during project construction and much improved regular train operations in the long-term. Communication with a knowledgeable UPRR employee suggested that there would be approximately 20 minutes in delay reduction for each daily freight train entering/exiting the JR Davis yard with the implementation of the detour track.

Using FRA grade crossing data for crossing ID 762380M, CCJPA determined that this benefit would likely apply to 18 UPRR freight trains per day. Combining these figures provided daily reductions in emissions (idling and acceleration reductions like the passenger trains reported above), crew time, and other costs. These benefits prove even more substantial than the delay reduction for the passenger trains. The table below captures the change in fuel use and the value of crew time.

Table 6 – Summary of Freight Delay Reduction Benefits

	2028-2057	2028	2043	2057
Freight Trains Delays Avoided	197,100	6,570	6,570	6,570
Hours of Freight Idling Avoided	65,700	2,190	2,190	2,190
Avoided Freight Idling Fuel Use (gal)	(788,400)	(26,280)	(26,280)	(26,280)
Avoided Freight Acceleration Fuel Use (gal)	(4,667,614)	(155,587)	(155,587)	(155,587)
Value of Freight Crew Time Saved	\$9.7 million	\$0.3 million	\$0.3 million	\$0.3 million

Applied to the Cal-B/C Model

The CCJPA 2021 CRISI Program benefit cost analysis used a conservative freight mode shift of one train per week. PCTPA, in consultation with the CCJPA, has increased this to 3 trains per week. This increase is supported by the 2018 California State Rail Plan calculated a substantial freight train increase between the Port of Oakland and the JR Davis Yard in Roseville along the Martinez Subdivision. Between Martinez and Sacramento freight train volumes will grow at a rate of 2.6% annually to reach 44 trains per day in 2048 and between Sacramento and Roseville volumes will increase by 3.8% annually to reach 118 trains per day in 2048. As rail improvements are made at the Port of Oakland, it is foreseeable that rail traffic may exceed documentation in the State Rail Plan. The table below shows the increase in benefits for Congestion Reduction, Freight Operating Cost, Freight Crew Time Saved, and Highway Maintenance Savings.

Table 7 – 1 Train to 3 Trains Per Week Benefit Comparison

Benefit	1 Train per Week	3 Trains Per Week
Congestion Reduction Value	\$55.7 million	\$167.1 million
Freight Operating Cost Reduction Value	\$209.6 million	\$628.8 million
Freight Crew Time Saved Value	\$9.7 million	\$29.1 million
Highway Maintenance Savings Value	\$46.6 million	\$139.8 million

2.4 Residual Value

The Project infrastructure constructed will partly remain in permanent residual value (e.g. civil works such as grading and structures) but other components will require replacement, such as ties, frogs, and other rail infrastructure elements as required per the UPRR’s regular maintenance practices, and generate capital replacement costs. As replacement costs are accounted for, the infrastructure can be considered “as new” throughout the BCA period. As such, the residual value of the Project at the end of the 30-year horizon is 100% of the improvements. The perspective CCJPA has on residual value is somewhat discrete from the underlying infrastructure. The residual value of the capital value of this project after 30 years is shown in Table 8.

Table 8 – Residual Value of Infrastructure

Infrastructure	Cost	Methodology	Residual Value
Elvas Bridges Replacement	\$70 million	75-year design life	\$42 million
Sacramento to Roseville Third Track – Phase I	\$162.3 million	\$1.3 million in annual maintenance	\$162.3 million
Total	\$232.3 million		\$204.3 million

3. Costs

Project costs have been provided by CCJPA, SacRT, and Caltrans for the three Project components. A summary of those costs are included in the table below.

Table 9 – Project Costs by Component

Project	PA&ED	PS&E	R/W	CON
Sacramento to Roseville Third Main Track - Phase 1	\$3.53 million	\$18.481 million	\$39.968 million	\$152.010 million
Sacramento Valley Station - Phase 1	-	\$4.563 million	-	\$30.144 million
Sacramento to Roseville Third Track/ Elvas Bridges Replacement	-	\$9 million	\$3 million	\$78 million
Total	\$3.53 million	\$32.044 million	\$42.968 million	\$260.154 million

Annual operations and maintenance costs were also included. Incremental annual operating costs were estimated at \$1.3 million per year and annual maintenance costs were estimate at \$0.21 million per year. The project development, right of way, construction, and O&M costs have been included in the analysis.

4. Benefit/Cost Results

The Cal-B/C model establishes benefit values in 5 different areas: Travel Time, Travel Time Reliability, Vehicle Operating Costs, Accident Costs, and Emission Costs. The reduction in auto trips and miles travelled yields savings in the area of vehicle operations, and a smaller margin of savings in accident costs. While there are no safety improvements being made to the roadways, the reduction in VMT due to mode shift still leads to the accident savings. A small benefit is also noted in emissions reductions as well.

The Cal-B/C model considers the project costs and the various benefit values. The total life-cycle costs come out to \$316.8 million, and the total life-cycle benefits from all four categories total \$362.1 million. This leads to a net present value of \$45.3 million, and a B/C ratio of 1.14. Figure 1 on the following page shows the results from the Cal-B/C model.

Inputs from the Cal-B/C model are provided on the following pages as reference.

Caltrans Economics has reviewed the economic model and are in agreement with how the Project benefits and costs are described.



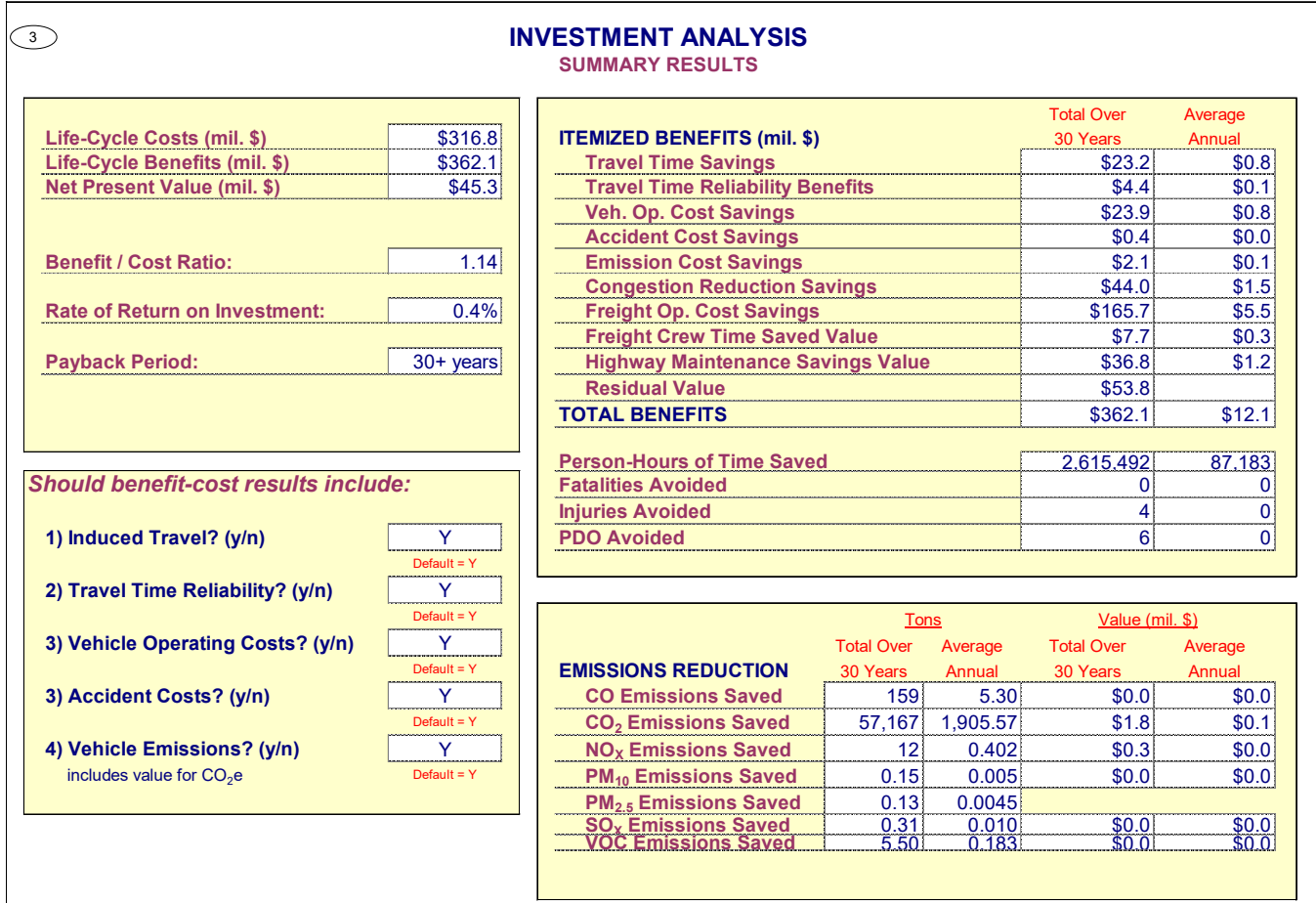


Figure 1 – Cal-B/C Model Results

District:

PROJECT:

EA:
PPNO:

1A PROJECT DATA

Type of Project

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Project Timing

Current Year

Year Construction Begins

Year Project Opens

1B MODEL STRUCTURE

		Values in This Model
Number of Model Groups	<input type="text" value="2"/>	<input type="text" value="2"/>
Number of Safety Groups	<input type="text" value="2"/>	<input type="text" value="2"/>
Number of Reliability Groups	<input type="text" value="1"/>	<input type="text" value="1"/>
Years	<input type="text" value="30"/>	<input type="text" value="30"/>

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows. Project costs (including maintenance and operating costs) should be net of costs without project.

1C PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS			SUBSEQUENT COSTS		Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
2024	\$35,574	\$42,968	\$52,031					\$130,573,000	\$120,722,078
2025	0	0	52,031					52,031,000	46,255,370
2026	0	0	52,031					52,031,000	44,476,317
2027	0	0	52,031					52,031,000	42,765,689
2028	0	0	52,030					52,030,000	41,120,065
2029								0	0
2030								0	0
2031								0	0
Project Open									
2028				\$1,510				\$1,510,000	\$1,193,375
2029				\$1,510				1,510,000	1,147,476
2030				\$1,510				1,510,000	1,103,342
2031				\$1,510				1,510,000	1,060,906
2032				\$1,510				1,510,000	1,020,102
2033				\$1,510				1,510,000	980,867
2034				\$1,510				1,510,000	943,142
2035				\$1,510				1,510,000	906,867
2036				\$1,510				1,510,000	871,987
2037				\$1,510				1,510,000	838,449
2038				\$1,510				1,510,000	806,201
2039				\$1,510				1,510,000	775,194
2040				\$1,510				1,510,000	745,378
2041				\$1,510				1,510,000	716,710
2042				\$1,510				1,510,000	689,144
2043				\$1,510				1,510,000	662,639
2044				\$1,510				1,510,000	637,153
2045				\$1,510				1,510,000	612,647
2046				\$1,510				1,510,000	589,083
2047				\$1,510				1,510,000	566,426
2048				\$1,510				1,510,000	544,641
2049				\$1,510				1,510,000	523,693
2050				\$1,510				1,510,000	503,551
2051				\$1,510				1,510,000	484,184
2052				\$1,510				1,510,000	465,561
2053				\$1,510				1,510,000	447,655
2054				\$1,510				1,510,000	430,437
2055				\$1,510				1,510,000	413,882
2056				\$1,510				1,510,000	397,964
2057				\$1,510				1,510,000	382,657
Total	\$35,574	\$42,968	\$260,154	\$45,300	\$0	\$0	\$0	\$383,996,000	\$316,800,833

Bridge Residual Value in Year 31
 (in thousands of dollars) **\$42,000**
Third Track Residual Value in Year 31
 (in thousands of dollars) **\$162,300**
Congestion Reduction Value (2028-2057)
 (in thousands of dollars) **\$167,100**
Freight Operating Costs Reduction Value (2028-2057)
 (in thousands of dollars) **\$628,800**
Freight Crew Time Saved Value (2028-2057)
 (in thousands of dollars) **\$29,100**
Highway Maintenance Savings Value
 (in thousands of dollars) **\$139,800**

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

2A

DEFINITIONS OF MODEL GROUPS AND YEARS

Select Mode	Name	Description	Avg. Vehicle Occupancy (AVO)	Percent Trucks	
Model Group 1	Highway	Corridor	Auto and Truck Traffic	1.15	10.0%
Model Group 2	Pass Train	Rail	Passenger Rail Traffic		

Base Year	2028
Forecast Year	2048

2C

MODEL DATA - YEAR 2028

REQUIRED FOR TRANSIT

	Number of Trips (Trips) * **	Vehicle Miles Traveled (VMT) *	Vehicle Hours Traveled (VHT)	Passenger Miles Traveled (PMT)	Passenger Hours Traveled (PHT)	Out-of-Pocket Cost (\$ per trip)	Speed	Average Vehicle Occupancy (AVO)	Percent Trucks
No Build									
1 Corridor	201,615	20,753,264	661,508				31.4	1.15	10.0%
2 Rail	290	167		5,093	124		41.1	0.00	0.0%
TOTAL	201,905	20,753,431	661,508	5,093	124				
Build									
1 Corridor	201,352	20,749,171	661,275				31.4	1.15	10.0%
2 Rail	592	181		10,263	242		42.4	0.00	0.0%
TOTAL	201,944	20,749,352	661,275	10,263	242				

* For Highway Model Groups, Trips and VMT refer to vehicle trips and vehicle-miles traveled. For Transit Model Groups, Trips and VMT refer to person (transit) trips and transit vehicle-miles traveled.
 **Number of Trips is an optional field for Highway Model Groups, unless Transit Model Groups are included. This is a required input if induced demand exists.

2B

AVERAGE PROFILE FOR DIVERTED TRIPS/INDUCED TRIPS

Typical 'No Build' conditions for persons 'on the margin' who will divert from highway to transit in Build Scenario, or for induced trips. This profile should reflect a lower cost alternative than the average traffic profile entered in Table 2C and 2D.

For Trips Diverting from Highway to Transit

Least Cost Alternative (for Induced Trips)

No Build	Average Speed in	Average Trip	Average Speed in	Average Trip	Average Speed in	Average Trip	Average Speed in	Average Trip
	Year 2028 (mph)	Length in Year 2028 (miles)	Year 2048 (mph)	Length in Year 2048 (miles)	Year 2028 (mph)	Length in Year 2028 (miles)	Year 2048 (mph)	Length in Year 2048 (miles)
Model Group 1								
Model Group 2								

2D

MODEL DATA - YEAR 2048

REQUIRED FOR TRANSIT

	Number of Trips (Trips) * **	Vehicle Miles Traveled (VMT) *	Vehicle Hours Traveled (VHT)	Passenger Miles Traveled (PMT)	Passenger Hours Traveled (PHT)	Out-of-Pocket Cost (\$ per trip)	Speed	Average Vehicle Occupancy (AVO)	Percent Trucks
No Build									
1 Corridor	230,179	23,615,079	764,091				30.9	1.15	10.0%
2 Rail	307	167		5,385	131		41.1	0.00	0.0%
TOTAL	230,486	23,615,246	764,091	5,385	131				
Build									
1 Corridor	229,547	23,604,265	763,628				30.9	1.15	10.0%
2 Rail	1,022	181		18,306	432		42.4	0.00	0.0%
TOTAL	230,569	23,604,446	763,628	18,306	432				

* For Highway Model Groups, Trips and VMT refer to vehicle trips and vehicle-miles traveled. For Transit Model Groups, Trips and VMT refer to person (transit) trips and transit vehicle-miles traveled.
 **Number of Trips is an optional field for Highway Model Groups, unless Transit Model Groups are included. This is a required input if induced demand exists.

2E

DEFINITIONS OF SAFETY GROUPS AND YEARS

	Select Mode	Name	Description	Fatal Reduction Factor	Injury Reduction Factor	PDO Reduction Factor
Safety Group 1	Highway	Highway Data	No CMF	0.0%	0.0%	0.0%
Safety Group 2	Highway	Rail Data	No CMF	0.0%	0.0%	0.0%
Safety Base Year		2028				
Safety Forecast Year		2048				

2F

SAFETY DATA - YEAR 2028

	Vehicle Miles Traveled (VMT)	Fatal Crash Rate Per MVM	Injury Crash Rate Per MVM	PDO Crash Rate Per MVM	Number of Fatal Crashes	Number of Injury Crashes	Number of PDO Crashes
No Build							
1 Highway Data	20,753,264	0.0004	0.03		0.0083	0.6537	0.0000
2 Rail Data	167	0.000	0.00	0.00	0.0000	0.0000	0.0000
TOTAL	20,753,431				0.0083	0.6537	0.0000
Total VMT in model groups equals total VMT in safety groups							
Build							
1 Highway Data	20,749,171	0.0004	0.03	0.00	0.0083	0.6536	0.0000
2 Rail Data	181	0.000	0.00	0.00	0.0000	0.0000	0.0000
TOTAL	20,749,352				0.0083	0.6536	0.0000
Total VMT in model groups equals total VMT in safety groups							

*For Highway Model Groups, VMT refers to vehicle miles traveled. For Transit Model Groups, VMT refers to transit vehicle miles traveled

2H

DEFINITIONS OF RELIABILITY GROUPS AND YEARS

Reliability Group Definition				No-Build				
Reliability Group	Name	Description (time period & geography)	Duration (hours per day)	Roadway Length (miles)	# of Lanes	Lane Miles	Free Flow Speed (mph)	Average Passenger Vehicle Occupancy
Reliability Group 1	Highway	Entire project	24	49.2	6.0	295	73	1.2
Reliability Base Year								
Reliability Forecast Year								

Build

Roadway Length (miles)	Number of Lanes	Lane Miles	Free Flow Speed (mph)	Average Passenger Vehicle Occupancy
49.2	6.0	295	73	1.2

SAFETY DATA - YEAR 2048

	Vehicle Miles Traveled (VMT)	Fatal Crash Rate Per MVM	Injury Crash Rate Per MVM	PDO Crash Rate Per MVM	Number of Fatal Crashes	Number of Injury Crashes	Number of PDO Crashes
No Build							
1 Highway Data	23,615,079	0.000	0.03	0.00	0.0094	0.7439	0.0000
2 Rail Data	167	0.000	0.00	0.00	0.0000	0.0000	0.0000
TOTAL	23,615,246				0.0094	0.7439	0.0000
Total VMT in traffic inputs equals total VMT in safety inputs							
Build							
1 Highway Data	23,604,265	0.000	0.03	0.00	0.0094	0.7435	0.0000
2 Rail Data	181	0.000	0.00	0.00	0.0000	0.0000	0.0000
TOTAL	23,604,446				0.0094	0.7435	0.0000
Total VMT in traffic inputs equals total VMT in safety inputs							

*For Highway Model Groups, VMT refers to vehicle-miles traveled. For Transit Model Groups, VMT refers to transit vehicle-miles traveled

RELIABILITY DATA - YEAR 2028

No Build					
	VMT	VHT	% Truck	Avg. Speed	Volume
1 Entire project	20,753,264	661,508	10%	31	2,929
TOTAL	20,753,264	661,508			2,929

Warning: Total VMT in traffic inputs DOES NOT equal total VMT in reliability inputs

Build					
	VMT	VHT	% Truck	Avg. Speed	Volume
1 Entire project	20,749,171	661,275	10%	31	2,929
TOTAL	20,749,171	661,275			2,929

Warning: Total VMT in traffic inputs DOES NOT equal total VMT in reliability inputs

2J

RELIABILITY DATA - YEAR 2048

No Build

	VMT	VHT	% Truck	Avg. Speed	Volume
1 Entire project	23,615,079	764,091	10%	31	3,333
TOTAL	23,615,079	764,091			3,333

Warning: Total VMT in traffic inputs DOES NOT equal total VMT in reliability inputs

Build

	VMT	VHT	% Truck	Avg. Speed	Volume
1 Entire project	23,604,265	763,628	10%	31	3,332
TOTAL	23,604,265	763,628			3,332

Warning: Total VMT in traffic inputs DOES NOT equal total VMT in reliability inputs

2K

TRAVEL TIME RELIABILITY

(for adjustments to Reliability Calculations, standard deviation of travel time in seconds/vehicle)

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change		Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
Adjustment Factor									
Reliability Group 1 Automobile	1.00		1.00			Truck	1.00		1.00

District: 3

PROJECT: Capitol Corridor Regional Transit Project

EA:
 PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$316.8
Life-Cycle Benefits (mil. \$)	\$362.1
Net Present Value (mil. \$)	\$45.3
Benefit / Cost Ratio:	1.14
Rate of Return on Investment:	0.4%
Payback Period:	30+ years

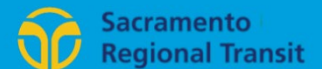
Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Travel Time Reliability? (y/n)	Y	Default = Y
3) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n)	Y	Default = Y
includes value for CO ₂ e		

ITEMIZED BENEFITS (mil. \$)	Total Over	Average
	30 Years	Annual
Travel Time Savings	\$23.2	\$0.8
Travel Time Reliability Benefits	\$4.4	\$0.1
Veh. Op. Cost Savings	\$23.9	\$0.8
Accident Cost Savings	\$0.4	\$0.0
Emission Cost Savings	\$2.1	\$0.1
Congestion Reduction Savings	\$44.0	\$1.5
Freight Op. Cost Savings	\$165.7	\$5.5
Freight Crew Time Saved Value	\$7.7	\$0.3
Highway Maintenance Savings Value	\$36.8	\$1.2
Residual Value	\$53.8	
TOTAL BENEFITS	\$362.1	\$12.1
Person-Hours of Time Saved	2,615,492	87,183
Fatalities Avoided	0	0
Injuries Avoided	4	0
PDO Avoided	6	0

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 30 Years	Average Annual	Total Over 30 Years	Average Annual
CO Emissions Saved	159	5.30	\$0.0	\$0.0
CO ₂ Emissions Saved	57,167	1,905.57	\$1.8	\$0.1
NO _x Emissions Saved	12	0.402	\$0.3	\$0.0
PM ₁₀ Emissions Saved	0.15	0.005	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0.13	0.0045		
SO _x Emissions Saved	0.31	0.010	\$0.0	\$0.0
VOC Emissions Saved	5.50	0.183	\$0.0	\$0.0

Appendix C: Performance Measures



California Transportation Commission
 2022 Solutions for Congested Corridors Program Guidelines

Existing Average Annual Vehicle Volume on Project Segment		201,615				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		229,547				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	23,604,265	23,615,079	10,814	Decrease
	Person Hours of Travel Time Saved		NR	NR	95,448	Decrease
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	125,949	126,103	154	Decrease
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only	NR	1.0	NR	NR
	Level of Transit Delay	Transit Rail and Transit Bus	0.358	0.801	0.443	Decrease
	(Optional) Other Information	All				

California Transportation Commission
 2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Safety	Number of Fatalities	All	3	3	0	NA
	Rate of Fatalities per 100 Million VMT		.0425	.0425	0	NA
	Number of Serious Injuries		12.8	12.8	0	NA
	Rate of Serious Injuries per 100 Million VMT		.1813	.1813	0	NA
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	4,403	0	4,403	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	NR	NR	0.10	Decrease
	Particulate Matter (PM 2.5)		NR	NR	0.09	Decrease
	Carbon Dioxide (CO2)		NR	NR	38,111.40	Decrease
	Volatile Organic Compounds (VOC)		NR	NR	3.66	Decrease
	Sulphur Oxides (SOx)		NR	NR	0.20	Decrease
	Carbon Monoxide (CO)		NR	NR	106.00	Decrease
	Nitrogen Oxides (NOx)		NR	NR	8.04	Decrease

California Transportation Commission
 2022 Solutions for Congested Corridors Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All	0.25 mile from bus stop: 0 0.5 mile walk: 0 3 mile bike ride: 0 20 minute car ride: 590,562	0.25 mile from bus stop: 0 0.5 mile walk: 0 3 mile bike ride: 0 20 minute car ride: 590,427	0.25 mile from bus stop: 0 0.5 mile walk: 0 3 mile bike ride: 0 20 minute car ride: 135	Increase
	(Optional) Access to Key Destinations by Mode	All	0.25 mile from bus stop: 0 0.5 mile walk: 0 3 mile bike ride: 0 20 minute car ride: 782	0.25 mile from bus stop: 0 0.5 mile walk: 0 3 mile bike ride: 0 20 minute car ride: 781	0.25 mile from bus stop: 0 0.5 mile walk: 0 3 mile bike ride: 0 20 minute car ride: 1	Increase
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus	17.1%	17.1%	0	NA
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	NA	NA	1.14	NA
	(Optional) Other Information	All				

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Change in Daily Vehicle Miles Travelled</i>
Source Data:	<i>Regional Model</i>
Base Numbers & Calculation for "No Build" Estimate	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
Change	
$23,615,079 - 23,604,265 = 10,814$	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Person Hours of Travel Time Saved</i>
Source Data:	<i>Regional Model</i>
Base Numbers & Calculation for "No Build" Estimate	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
Change	
<i>102,795</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Change in Daily Vehicle Hours of Delay</i>
Source Data:	<i>Regional Model</i>
Base Numbers & Calculation for "No Build" Estimate	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
Change	
$126,103 - 125,949 = 154$	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Level of Transit Delay</i>
Source Data:	<i>Capital Corridor Joint Powers Authority</i>
Base Numbers & Calculation for "No Build" Estimate	
<p>Westbound: 22 delays * 6.8 minutes average delay length = 149.6 minutes of delay per year Eastbound: 75 delays * 5.8 minutes average delay length = 435 minutes of delay per year Average Westbound daily delay: $149.6 / 365 = 0.410$ Average Eastbound daily delay: $435 / 365 = 1.192$ Total number of trains: 2 (1 round trip per day) Total number of stops in project area: $1 * 2 (EB+WB) = 2$ Median number of minutes later per train per stop: $(0.410 + 1.192) / 2 = 0.801$</p>	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<p>Westbound: 6 delays * 6.8 minutes average delay length = 40.8 minutes of delay per year Eastbound: 38 delays * 5.8 minutes average delay length = 220.4 minutes of delay per year Average Westbound daily delay: $40.8 / 365 = 0.112$ Average Eastbound daily delay: $220.4 / 365 = 0.604$ Total number of trains: 2 (1 round trip per day) Total number of stops in project area: $1 * 2 (EB+WB) = 2$ Median number of minutes later per train per stop: $(0.112 + 0.604) / 2 = 0.358$</p>	
Change	
$0.801 - 0.358 = 0.443$	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Number of Fatalities</i>
Source Data:	<i>Transportation Injury Mapping System – Statewide Integrated Traffic Reporting System</i>
Base Numbers & Calculation for “No Build” Estimate	
<i>Total 2016 through 2020 fatalities: 15 15 / 5 years = 3</i>	
Base Numbers, Trends or Assumptions, and Calculation for “Build” Number	
<i>The project includes no safety improvements, so the build scenario will have the same number of fatalities: 15 15 / 5 years = 3</i>	
Change	
<i>3 - 3 = 0</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Rate of Fatalities per 100 Million VMT</i>
Source Data:	<i>Transportation Injury Mapping System – Statewide Integrated Traffic Reporting System Regional Model</i>
Base Numbers & Calculation for “No Build” Estimate	
<p> $2016 \text{ Fatalities} / 2016 \text{ VMT (daily vmt} \times 365) = 2 / (19,036,175 \times 365) = 2.88 \times 10^{-10}$ $2017 \text{ Fatalities} / 2017 \text{ VMT (daily vmt} \times 365) = 5 / (19,179,266 \times 365) = 7.14 \times 10^{-10}$ $2018 \text{ Fatalities} / 2018 \text{ VMT (daily vmt} \times 365) = 2 / (19,322,357 \times 365) = 2.84 \times 10^{-10}$ $2019 \text{ Fatalities} / 2019 \text{ VMT (daily vmt} \times 365) = 3 / (19,465,447 \times 365) = 4.22 \times 10^{-10}$ $2020 \text{ Fatalities} / 2020 \text{ VMT (daily vmt} \times 365) = 3 / (19,608,538 \times 365) = 4.19 \times 10^{-10}$ $(2.88 \times 10^{-10} + 7.14 \times 10^{-10} + 2.84 \times 10^{-10} + 4.22 \times 10^{-10} + 4.19 \times 10^{-10}) / 5 = 4.25 \times 10^{-10}$ $4.25 \times 10^{-10} \times 100,000,000 = 0.0425$ </p>	
Base Numbers, Trends or Assumptions, and Calculation for “Build” Number	
<p> <i>The project includes no safety improvements, so the rates will be the same in the “build” and “no build” scenarios.</i> </p> <p> $2016 \text{ Fatalities} / 2016 \text{ VMT (daily vmt} \times 365) = 2 / (19,036,175 \times 365) = 2.88 \times 10^{-10}$ $2017 \text{ Fatalities} / 2017 \text{ VMT (daily vmt} \times 365) = 5 / (19,179,266 \times 365) = 7.14 \times 10^{-10}$ $2018 \text{ Fatalities} / 2018 \text{ VMT (daily vmt} \times 365) = 2 / (19,322,357 \times 365) = 2.84 \times 10^{-10}$ $2019 \text{ Fatalities} / 2019 \text{ VMT (daily vmt} \times 365) = 3 / (19,465,447 \times 365) = 4.22 \times 10^{-10}$ $2020 \text{ Fatalities} / 2020 \text{ VMT (daily vmt} \times 365) = 3 / (19,608,538 \times 365) = 4.19 \times 10^{-10}$ $(2.88 \times 10^{-10} + 7.14 \times 10^{-10} + 2.84 \times 10^{-10} + 4.22 \times 10^{-10} + 4.19 \times 10^{-10}) / 5 = 4.25 \times 10^{-10}$ $4.25 \times 10^{-10} \times 100,000,000 = 0.0425$ </p>	
Change	
.0425 - .0425 = 0	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Number of Serious Injuries</i>
Source Data:	<i>Transportation Injury Mapping System – Statewide Integrated Traffic Reporting System</i>
Base Numbers & Calculation for “No Build” Estimate	
Total 2016 through 2020 serious injuries: 64 $64 / 5 \text{ years} = 12.8$	
Base Numbers, Trends or Assumptions, and Calculation for “Build” Number	
<i>The project includes no safety improvements, so the build scenario will have the same number of serious injuries: 64</i> $64 / 5 \text{ years} = 12.8$	
Change	
$12.8 - 12.8 = 0$	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Rate of Serious Injuries per 100 Million VMT</i>
Source Data:	<i>Transportation Injury Mapping System – Statewide Integrated Traffic Reporting System Regional Model</i>
Base Numbers & Calculation for “No Build” Estimate	
<p> $2016 \text{ Serious Injuries} / 2016 \text{ VMT (daily vmt} * 365) = 6 / (19,036,175 * 365) = 8.64 \times 10^{-10}$ $2017 \text{ Serious Injuries} / 2017 \text{ VMT (daily vmt} * 365) = 16 / (19,179,266 * 365) = 2.29 \times 10^{-9}$ $2018 \text{ Serious Injuries} / 2018 \text{ VMT (daily vmt} * 365) = 16 / (19,322,357 * 365) = 2.27 \times 10^{-9}$ $2019 \text{ Serious Injuries} / 2019 \text{ VMT (daily vmt} * 365) = 14 / (19,465,447 * 365) = 1.97 \times 10^{-9}$ $2020 \text{ Serious Injuries} / 2020 \text{ VMT (daily vmt} * 365) = 12 / (19,608,538 * 365) = 1.68 \times 10^{-9}$ $(8.64 \times 10^{-10} + 2.29 \times 10^{-9} + 2.27 \times 10^{-9} + 1.97 \times 10^{-9} + 1.68 \times 10^{-9}) / 5 = 1.81 \times 10^{-9}$ $1.81 \times 10^{-9} * 100,000,000 = 0.1813$ </p>	
Base Numbers, Trends or Assumptions, and Calculation for “Build” Number	
<p> <i>The project includes no safety improvements, so the rates will be the same in the “build” and “no build” scenarios.</i> </p> <p> $2016 \text{ Serious Injuries} / 2016 \text{ VMT (daily vmt} * 365) = 6 / (19,036,175 * 365) = 8.64 \times 10^{-10}$ $2017 \text{ Serious Injuries} / 2017 \text{ VMT (daily vmt} * 365) = 16 / (19,179,266 * 365) = 2.29 \times 10^{-9}$ $2018 \text{ Serious Injuries} / 2018 \text{ VMT (daily vmt} * 365) = 16 / (19,322,357 * 365) = 2.27 \times 10^{-9}$ $2019 \text{ Serious Injuries} / 2019 \text{ VMT (daily vmt} * 365) = 14 / (19,465,447 * 365) = 1.97 \times 10^{-9}$ $2020 \text{ Serious Injuries} / 2020 \text{ VMT (daily vmt} * 365) = 12 / (19,608,538 * 365) = 1.68 \times 10^{-9}$ $(8.64 \times 10^{-10} + 2.29 \times 10^{-9} + 2.27 \times 10^{-9} + 1.97 \times 10^{-9} + 1.68 \times 10^{-9}) / 5 = 1.81 \times 10^{-9}$ $1.81 \times 10^{-9} * 100,000,000 = 0.1813$ </p>	
Change	
<p>$.1813 - .1813 = 0$</p>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Jobs Created</i>
Source Data:	<i>FHWA Employment Impacts of Highway Infrastructure Investment</i>
Base Numbers & Calculation for "No Build" Estimate	
<i>No new jobs created in a "no build" scenario</i>	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<i>\$338,697,000 total project cost * .000013 jobs per dollar = 4,403 jobs</i>	
Change	
<i>4,403 - 0 = 4,403</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (PM 10)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>.0050 Average Annual * 20 years = 0.10 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (PM 2.5)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>.0045 Average Annual * 20 years = 0.09 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (CO2)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>1,905.57 Average Annual * 20 years = 38,111.40 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (VOC)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>0.183 Average Annual * 20 years = 3.66 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (SOX)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>0.010 Average Annual * 20 years = 0.20 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (CO)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>5.30 Average Annual * 20 years = 106.00 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Particulate Matter (NOX)</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
N/A	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
N/A	
Change	
<i>0.402 Average Annual * 20 years = 8.04 tons</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Number of Jobs Accessible by Mode</i>
Source Data:	<i>Regional Model US Census Bureau OnTheMap</i>
Base Numbers & Calculation for "No Build" Estimate	
<i>Bus: There are no bus facilities on the project Walk: There are no pedestrian facilities on the project Bike: There are no bicycle facilities on the project Auto: 20 min * 30.906 mph = 10.302 mi radius from affected segment OnTheMap data for area: 590,427</i>	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<i>Bus: There are no bus facilities on the project Walk: There are no pedestrian facilities on the project Bike: There are no bicycle facilities on the project Auto: 20 min * 30.911 mph = 10.304 mi radius from affected segment OnTheMap data for area: 590,562</i>	
Change	
<i>590,562 – 590,427 = 135</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Number of Jobs Accessible by Mode</i>
Source Data:	<i>Regional Model US Census Bureau OnTheMap</i>
Base Numbers & Calculation for "No Build" Estimate	
<p><i>Bus: There are no bus facilities on the project</i> <i>Walk: There are no pedestrian facilities on the project</i> <i>Bike: There are no bicycle facilities on the project</i> <i>Auto: 20 min * 30.906 mph = 10.302 mi radius from affected segment</i> <i>Schools in area: 375</i> <i>Medical Centers in area: 261</i> <i>Retail Centers in area: 145</i> <i>Total Key Destinations in area: 781</i></p>	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<p><i>Bus: There are no bus facilities on the project</i> <i>Walk: There are no pedestrian facilities on the project</i> <i>Bike: There are no bicycle facilities on the project</i> <i>Auto: 20 min * 30.911 mph = 10.304 mi radius from affected segment</i> <i>Schools in area: 376</i> <i>Medical Centers in area: 261</i> <i>Retail Centers in area: 145</i> <i>Total Key Destinations in area: 782</i></p>	
Change	
<i>782 - 781 = 1</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

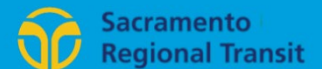
Metric Name:	<i>Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop</i>
Source Data:	<i>US Census Bureau OnTheMap</i>
Base Numbers & Calculation for “No Build” Estimate	
<i>There is one station on the project. In a half mile radius from the station, 17.1% of workers make less than \$1,250 per month.</i>	
Base Numbers, Trends or Assumptions, and Calculation for “Build” Number	
<i>There is no added rail station. In a half mile radius from the station, 17.1% of workers make less than \$1,250 per month.</i>	
Change	
<i>17.1 - 17.1 = 0</i>	

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	<i>Cost-Benefit Ratio</i>
Source Data:	<i>Cal B/C Corridor Model</i>
Base Numbers & Calculation for "No Build" Estimate	
Not required	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
Not required	
Change	
$\$362.1 \text{ million (Benefits)} / \$316.8 \text{ million (Costs)} = 1.14$	

Appendix D: Electronic Project Programming Request Forms



Amendment (Existing Project) YES NO Date 11/30/2022 07:49:33

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
03			9886	Capitol Corridor Joint Powers Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Placer County	CC			Placer County Transportation Planning Agency	
Sacramento County	CC			MPO	Element
				NON-MPO	Rail
Project Manager/Contact			Phone	Email Address	
James Allison			510-910-5162	JimA@capitolcorridor.org	

Project Title

Sacramento to Roseville 3rd Mainline Track

Location (Project Limits), Description (Scope of Work)

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. 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.

Component	Implementing Agency
PA&ED	Capitol Corridor Joint Powers Authority
PS&E	Capitol Corridor Joint Powers Authority
Right of Way	Capitol Corridor Joint Powers Authority
Construction	Capitol Corridor Joint Powers Authority

Legislative Districts

Assembly: 6 Senate: 1 Congressional: 4

Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2016	
Begin Environmental (PA&ED) Phase		01/15/2012
Circulate Draft Environmental Document Document Type EIR		11/18/2015
Draft Project Report		11/15/2016
End Environmental Phase (PA&ED Milestone)		11/18/2015
Begin Design (PS&E) Phase		08/01/2017
End Design Phase (Ready to List for Advertisement Milestone)		10/31/2024
Begin Right of Way Phase		12/01/2017
End Right of Way Phase (Right of Way Certification Milestone)		04/30/2024
Begin Construction Phase (Contract Award Milestone)		11/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		10/31/2028
Begin Closeout Phase		10/31/2028
End Closeout Phase (Closeout Report)		04/30/2029

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Purpose and Need

The Project is needed to provide a car-free alternative to mobility within the Northern California megaregion. Roseville and /Placer County are one of the fastest growing cities/regions in California and there is only one Capitol Corridor round trip per day serving this burgeoning market. This project is needed to add two more round trips (for a total of three round trips) to triple the amount of intercity passenger rail service to/from this area growing region. In addition to providing the travelling public greater choice, accessible travel opportunity, this project is needed to provide highway congestion relief, improve air quality, and reduce greenhouse gas emissions. A corresponding marginal improvement in freight goods movement via rail and a corresponding offset in goods movement via trucking via routes from SF Bay Area through Sacramento and points east is expected. The CCJPA Board has identified this as a priority project and the 3 Northern California MPOs and 1 RTPA have this project on the top 12 megaregional project list.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	6.3

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Additional Information

The following are notes meant for the Uncommitted funding source(s) where field room would not fit the following details. CCJPA's 2021 CRISI application to FRA was not selected but by December 2022, the CCJPA will have submitted a request for the 2022 CRISI program which is much larger than in 2021. Concurrently, the CCJPA will submit for Cycle 6 TIRCP project funding due in early December 2022. Additionally, SCC funding will be the subject of a PCTPA led application in 2022 where they will be a nominating agency with SACOG as the regional MPO (these selections are only needed as related to the SCC funding). SACOG has approved funding support via a rotating capital fund matching program and at this point the exact source of funding is not specified but for now a place holder of CMAQ is identified.

Costs and timing have been adjusted since a prior ePPR for this project. BCA information presented is based on the 2021 CRISI application with preliminary results of the revised 2022 CRISI application looking similar (we are not including this information as it is being updated up until the CRISI submittal deadline in early December 2022).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	23,604,265	23,615,079	-10,814
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	5,094	0	5,094
			Hours per Capita	0	95,448	-95,448
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	125,949	126,103	-154
System Reliability (Freight)	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	1	-1
	LPPF, LPPC, SCCP	Level of Transit Delay (if required)	% "On-time"	0.358	0.801	-0.443
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0.09	-0.09
			PM 10 Tons	0	0.1	-0.1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	38,111.4	-38,111.4
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	3.66	-3.66
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0.2	-0.2
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	106	-106
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	8.04	-8.04
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3	3	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.0425	0.0425	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	12.8	13.56	-0.76
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.1813	0.1813	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	590,562	590,427	135
	Optional	Number of Destinations Accessible by Mode	Number	782	781	1
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	17.1	17.1	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	4,403	0	4,403
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.14	0	1.14
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	LPPF, LPPC, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Placer County, Sacramento County	CC, CC			9886

Project Title

Sacramento to Roseville 3rd Mainline Track

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									Capitol Corridor Joint Powers Author
R/W SUP (CT)									Capitol Corridor Joint Powers Author
CON SUP (CT)									Capitol Corridor Joint Powers Author
R/W									Capitol Corridor Joint Powers Author
CON									Capitol Corridor Joint Powers Author
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,530							3,530	
PS&E	10,570			7,911				18,481	
R/W SUP (CT)									
CON SUP (CT)									
R/W	375			17,044	22,549			39,968	
CON						148,010	4,000	152,010	
TOTAL	14,475			24,955	22,549	148,010	4,000	213,989	

Fund #1:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Partially allocated at present
PS&E	2,886			3,213				6,099	
R/W SUP (CT)									
CON SUP (CT)									
R/W	40			2,340				2,380	
CON									
TOTAL	2,926			5,553				8,479	

Fund #2:	State Bond - Prop 1A (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Partially allocated at this time
PS&E	5,492			3,485				8,977	
R/W SUP (CT)									
CON SUP (CT)									
R/W	248			10,882				11,130	
CON						31,863		31,863	
TOTAL	5,740			14,367		31,863		51,970	

Fund #3:	State Bond - Prop 1B (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Partially allocated at this time
PS&E	1,939			1,213				3,152	
R/W SUP (CT)									
CON SUP (CT)									
R/W	87			3,822				3,909	
CON						11,190		11,190	
TOTAL	2,026			5,035		11,190		18,251	

Fund #4:	Other State - State Railroad Assistance (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Funds allocated to CCJPA and self-programmed for project
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,000	2,000	
TOTAL							2,000	2,000	
Fund #5:	IIP - STIP-IIP (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Per CTC action to create a reserve of these funds, this project is technically uncommitted. Expecting action by June 2023 to amend the STIP should 2022 CRISI funds be awarded to CCJPA.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						30,000		30,000	
TOTAL						30,000		30,000	

Fund #6:	IIP - STIP-IIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,530							3,530	Used for CEQA and initial design - already expended
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,530							3,530	

Fund #7:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PCTPA is the co-nominating agency; these SCC funds are part of a mix of committed/uncommitted (with various timing resolutions) to deliver full project funding via several discretionary sources.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						25,000		25,000	
TOTAL						25,000		25,000	

Fund #8:	Local Funds - CCJPA CCRP funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Funds are CCJPA's own annual operating revenue funds over the Amtrak contract amount
PS&E	253							253	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	253							253	
Proposed Funding (\$1,000s)									
									Notes
									Funds are CCJPA's own annual operating revenue funds over the Amtrak contract amount

Fund #9:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Pending Cycle 6 award of \$30M as uncommitted funding but will take CTC action to program funds as planned in the overall funding strategy - TIRCP guidelines suggests April 2023 for award decision.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					22,549			22,549	
CON						7,451		7,451	
TOTAL					22,549	7,451		30,000	
Proposed Funding (\$1,000s)									
									Notes
									Pending Cycle 6 award of \$30M as uncommitted funding but will take CTC action to program funds as planned in the overall funding strategy - TIRCP guidelines suggests April 2023 for award decision.

Fund #10:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									\$2M of rotating SACOG capital match funds - CMAQ a possible source but TBD but committed by SACOG Board
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,000	2,000	
TOTAL							2,000	2,000	
Fund #11:	Federal Disc. - CRISI 2022 (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Discretionary 2022 CRISI award by FRA; award decision expected April/May/June 2023. Tied to ITIP in this project- see notes there.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						42,506		42,506	
TOTAL						42,506		42,506	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/28/2022 15:58:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input checked="" type="checkbox"/> SCCP		<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input checked="" type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency	
03				Sacramento Area Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sacramento County	OFF				
				MPO	Element
				SACOG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Joe Paglieroni			916-321-2956	jpaglieroni@sacrt.com	

Project Title

Light Rail Realignment (Sacramento Valley Light Rail Station Realignment)

Location (Project Limits), Description (Scope of Work)

Location: In Sacramento CA , just north of the Sacramento Valley Station (SVS) located at west of the intersection of H St. and 5th St., in downtown Sacramento.

Description: Relocated the Sacramento Regional Transit District Light Rail Tracks and platform along H St. west of 5th St., (east-west oriented) to east of the new Pick-up/Drop-off lane and just south of F St (north-south oriented).

Component	Implementing Agency
PA&ED	Sacramento Regional Transit District
PS&E	Sacramento Regional Transit District
Right of Way	Sacramento Regional Transit District
Construction	Sacramento Regional Transit District

Legislative Districts

Assembly:	7	Senate:	6	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved	01/01/2015	
Begin Environmental (PA&ED) Phase		01/01/2015
Circulate Draft Environmental Document	Document Type ND/MND	
Draft Project Report		03/15/2016
End Environmental Phase (PA&ED Milestone)		06/13/2016
Begin Design (PS&E) Phase		12/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2025
Begin Right of Way Phase		10/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2025
Begin Construction Phase (Contract Award Milestone)		12/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/2028
Begin Closeout Phase		06/01/2028
End Closeout Phase (Closeout Report)		05/31/2029

Date 11/28/2022 15:58:53

Purpose and Need

Buoyed by astute planning from local, regional, and State stakeholders, downtown Sacramento has emerged as a bustling center of activity since 2010. New developments have brought more housing and jobs to the city's easily navigable grid. Significant destinations like the Golden 1 Center have made downtown a desirable place to work, live, and play for people from across Northern California.

This recent activity has also reversed downtown's depopulation trend. Sacramento is one of the fastest growing cities in the nation. It is the third most popular destination for millennials, reflecting the city's ability to attract a growing workforce. Beyond economic opportunity, people are attracted to the Sacramento community. Over the past 20 years, Sacramento has consistently been identified one of the most diverse cities in the nation.

High cost of living and housing undersupply in the Bay Area has also contributed to Sacramento's population growth. The Bay Area has one of the highest rates of resident outflow in the country, and nearly half of former Bay Area residents move to Sacramento. Others cost-burdened individuals from the coast are also moving to smaller Central Valley cities that benefit from their proximity to economic opportunities in Sacramento.

These trends have held strong, and even increased, since the onset of the COVID-19 pandemic. As of January 2022, Sacramento remained one of the most migrated to cities in the country, with new many of the residents coming from the San Francisco Bay Area.

The combination of downtown Sacramento's revitalization and population growth throughout the Central Valley has created significant demand for travel to the state's capital. Under normal operating conditions, over 15 transit services provide regular direct rides into downtown Sacramento from 24 of California's counties and Reno, Nevada. Though downtown Sacramento is connected to many transit services, these services are not connected to one another. Different operators stop at different locations throughout downtown, and only three bus systems regularly serve SVS. This disjointed network discourages transfers and limits Sacramento's potential to be a thriving statewide transit hub. A 2018 report by the Brooking Institute entitled Charting a Course to the Sacramento Region's Future Economic Prosperity noted that without serious investments in transportation, Sacramento will find it difficult to continue its recent growth trends.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	1
Rail/ Multi-Modal	Miles of new track	Miles	0.57

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	23,604,265	23,615,079	-10,814
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	95,448	-95,448
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	125,949	126,103	-154
System Reliability (Freight)	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	1	-1
	LPPF, LPPC, SCCP	Level of Transit Delay (if required)	% "On-time"	0.358	0.801	-0.443
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0.09	-0.09
			PM 10 Tons	0	0.1	-0.1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	38,111.4	-38,111.4
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	3.66	-3.66
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0.2	-0.2
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	106	-106
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	8.04	-8.04
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3	3	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.0425	0.0425	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	12.8	12.8	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.1813	0.1813	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	590,562	590,427	135
	Optional	Number of Destinations Accessible by Mode	Number	782	781	1
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	17.1	17.1	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	4,403	0	4,403
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.14	0	1.14
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	LPPF, LPPC, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	OFF			

Project Title
 Light Rail Realignment (Sacramento Valley Light Rail Station Realignment)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON									Sacramento Regional Transit District
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				4,563				4,563	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						30,144		30,144	
TOTAL				4,563		30,144		34,707	

Fund #1:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									These funds have been awarded to Sacramento Regional Transit District but have not been included in a executed grant with FTA.
PS&E				3,755				3,755	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				3,755				3,755	

Fund #2:	Local Funds - Sacramento Co Measure A (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				808				808	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				808				808	

Fund #3:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						25,000		25,000	
TOTAL						25,000		25,000	

Fund #4:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						5,144		5,144	
TOTAL						5,144		5,144	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/01/2022 15:51:10
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input checked="" type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
03	0H932	0316000114	6409A	Caltrans District 3		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County	51	2.435	2.435	Placer County Transportation Planning Agency, Sacramento		
				MPO	Element	
				SACOG	Rail	
Project Manager/Contact			Phone	Email Address		
Andrew Huang			530-821-3679	Andrew.Huang@dot.ca.gov		

Project Title

State Route 51 Freight/Rail Structure - Elvas Bridge

Location (Project Limits), Description (Scope of Work)

In Sacramento City , On State Route 51 PM 2.4, 0.2 miles South of American River Bridge, remove and replace the existing Elvas East Underpass (Br. No. 24-0031) and Elvas West Underpass (Br. No. 24-0031) and construct new Capital Corridor 3rd Track Underpass (passenger rail).

Component	Implementing Agency
PA&ED	Caltrans District 3
PS&E	Caltrans District 3
Right of Way	Caltrans District 3
Construction	Caltrans District 3

Legislative Districts

Assembly: 7	Senate: 6	Congressional: 6
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2016	
Begin Environmental (PA&ED) Phase		06/29/2017
Circulate Draft Environmental Document Document Type		06/20/2023
Draft Project Report		06/20/2023
End Environmental Phase (PA&ED Milestone)		10/01/2023
Begin Design (PS&E) Phase		10/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		05/01/2025
Begin Right of Way Phase		10/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		05/01/2025
Begin Construction Phase (Contract Award Milestone)		12/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2030
Begin Closeout Phase		12/02/2030
End Closeout Phase (Closeout Report)		05/01/2033

Date 12/01/2022 15:51:10

Purpose and Need

The purpose of the project is to increase rail throughput capacity and to meet existing forecasted rail volumes

The need is to reconstruct and realign the existing Elvas Underpasses (East and West) at State Route 51 (SR 51) to create needed space for the construction of the third track rail bridge over the highway and construct the third track rail bridge. This space for the commuter rail bridge provides the rail capacity needed to increase ridership of 10 passenger rail round-trips daily.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	New bridges/tunnels	SQFT	25,838

Date 12/01/2022 15:51:10

Additional Information

Sacramento to Roseville Third Main Track/Elvas Bridges Replacement: This project will increase the passenger rail capacity between Sacramento and Roseville on the UPRR mainline 0.72 miles north of McKinley Village Way, by reconstructing and realigning the existing Elvas Underpasses (East and West) at State Route 51 (SR 51), constructing a new third mainline track structure just west of the UPRR Elvas Underpasses, and realign a portion of the UPRR Fresno and Martinez subdivisions. The Sacramento to Roseville Third Main Track/Elvas Bridges Replacement is a critical component of the overall addition of a third rail line by providing space for the third track bridge over SR 51 and additional passenger rail capacity.

The Sacramento to Roseville Third Main Track - Phase 1 and the Elvas Bridges Replacement have a direct impact on single occupancy VMT. The projects will increase Capital Corridor rail operations from 1 round trip daily to 3 round trips daily. The increase of 2 daily round trips significantly increases ridership between Roseville and Sacramento. The increased ridership will reduce single occupancy VMT in the Sacramento/Placer region, with the largest impact on I-80 and SR 51. In 2046 (20 years after project opening), the third track is projected to reduce regional VMT by 31,378 and corridor VMT by 10,124, based upon traffic modeling performed for the Placer Sacramento Action Plan using the SACOG travel demand model. In addition to reducing VMT, the reduction of traffic on I-80 and SR 51 will reduce congestion and improve travel time reliability.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	23,604,265	23,615,079	-10,814
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	95,448	-95,448
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	1	-1
	LPPF, LPPC, SCCP	Level of Transit Delay (if required)	% "On-time"	0.358	0.801	-0.443
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0.09	-0.09
			PM 10 Tons	0	0.1	-0.1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	38,111.4	-38,111.4
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	3.66	-3.66
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0.2	-0.2
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	106	-106
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	8.04	-8.04
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3	3	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.425	0.425	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	12.8	12.8	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.1813	0.1813	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	590,562	590,427	135
	Optional	Number of Destinations Accessible by Mode	Number	782	781	1
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	17.1	17.1	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	4,580	0	4,580
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.14	0	1.14
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPF, LPPC, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	51	0H932	0316000114	6409A

Project Title
 State Route 51 Freight/Rail Structure - Elvas Bridge

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans District 3
PS&E									Caltrans District 3
R/W SUP (CT)									Caltrans District 3
CON SUP (CT)									Caltrans District 3
R/W									Caltrans District 3
CON									Caltrans District 3
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	900	6,500	1,600					9,000	
R/W SUP (CT)		1,000						1,000	
CON SUP (CT)			8,000					8,000	
R/W			2,000					2,000	
CON			70,000					70,000	
TOTAL	900	7,500	81,600					90,000	

Fund #1: CMAQ - Congestion Mitigation (Committed) Program Code

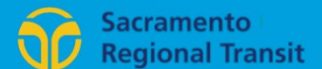
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E		5,000						5,000	
R/W SUP (CT)		1,000						1,000	
CON SUP (CT)									
R/W									
CON									
TOTAL		6,000						6,000	

Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									California State Transportation Agency Expecting action on April 2023 for TIRCP funds, should they be approved
PS&E									
R/W SUP (CT)									
CON SUP (CT)			8,000					8,000	
R/W									
CON			17,000					17,000	
TOTAL			25,000					25,000	
Fund #3:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Caltrans & SACOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			25,000					25,000	
TOTAL			25,000					25,000	

Fund #4:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	900	1,500	1,600					4,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900	1,500	1,600					4,000	
Fund #5:	Future Need - Federal Funds (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Funding commitment will be made before June 2023
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			2,000					2,000	
CON			28,000					28,000	
TOTAL			30,000					30,000	

Appendix E: Prohousing Designation Documentation





PROHOUSING

The first Prohousing Designation in California is presented to the *City of Sacramento*

The California Department of Housing and Community Development presents the *City of Sacramento* with California's first *Prohousing Designation*. The Prohousing Designation is awarded to local jurisdictions who have advanced numerous policy actions to remove barriers for affordable housing production and promote infill development that reduce negative climate change impacts,

affirmatively further fair housing, and improve quality of life for all Californians.

The City of Sacramento has in place a comprehensive set of policies and programs to receive this recognition. The commitment to housing is undeniable. The actions to achieve Prohousing status include but are not limited to:

adoption of a policy for Enhanced Infrastructure Financing Districts; eliminating impact fees for affordable rental homes and other infill housing; removing barriers for accessory dwelling units; and maintaining a Master Environmental Impact Report (EIR) as well as specific area plan EIRs to streamline development. The City of Sacramento notably achieved double the minimum scoring criteria in their application.

The State of California commends the City of Sacramento for taking the next step in our shared goal to create a California for All.

Secretary Lourdes Castro Ramirez
Business Consumer Services and Housing Agency

February 24, 2022

Director Gustavo Velasquez
Housing and Community Development Department

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-7400
www.hcd.ca.gov



FOR IMMEDIATE RELEASE

Date: February 24, 2022
Contact: Alex Traverso
916.820.1269
Alex.Traverso@hcd.ca.gov

Sacramento Becomes First California Jurisdiction to Earn State Prohousing Designation

SACRAMENTO – The California Department of Housing and Community Development (HCD) today announced that the City of Sacramento is the first jurisdiction in the state to earn a Prohousing Designation.

The Prohousing Designation Program was officially established with the passage of the Newsom Administration’s Fiscal Year 2019-2020 Budget, which provided a spectrum of support, incentives, and accountability measures to help meet California’s housing goals. The Program provides incentives to cities and counties in the form of additional points or other preference in the scoring of competitive housing, community development, and infrastructure programs.

“We’re deploying a comprehensive strategy to boost the state’s housing supply and affordability for all Californians,” said Governor Gavin Newsom. “I commend the efforts of the City of Sacramento, the first jurisdiction in the state to make a commitment to accelerate housing production through this designation and I urge cities and counties across California to follow suit. Together, we can meet this challenge head-on.”

“Housing insecurity and homelessness impact every corner of our state in one way or another,” said Business, Consumer Services and Housing Agency Secretary Lourdes Castro Ramírez at an event in Sacramento to commemorate the city’s achievement. “We have been fortunate to be on the receiving end of unprecedented resources to help solve our housing crisis. But for us to succeed, we need everyone working together. It’s a cause worthy of our efforts because for every unit of housing we create, there is a real story of a family whose lives will be improved immeasurably.”

Added HCD Director Gustavo Velasquez: “Prohousing is designed to incentivize the removal of barriers standing in the way of the affordable housing our state so desperately needs. It means promoting housing density by including multifamily housing, such as duplexes to fourplexes, upzoning in places near jobs and transit to reduce emissions and creating more homes in places of high opportunity for families of modest means.”

“I’m proud to see Sacramento recognized for being a state leader when it comes to eliminating the barriers to building the affordable, transit-friendly housing we so desperately need in our city and all over the state,” said Sacramento Mayor Darrell Steinberg. “This designation signals to the development community that we stand ready to work with you and find creative ways to house more people.”

To be eligible for a Prohousing Designation, a jurisdiction must receive a minimum score of 30 on its application – the City of Sacramento attained a score of 64. Actions taken by the City of Sacramento to help attain the Prohousing Designation include but are not limited to the following:

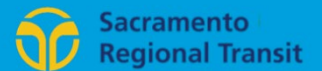
- Eliminated parking requirements citywide for Accessory Dwelling Unit (ADU) developments.
- Expanded residential and mixed uses allowed by-right
- Eliminated maximum density for mixed-use projects.
- Reduced parking requirements for affordable and senior housing, small lots, and vertical mixed-use developments and went above and beyond by offering incentives for higher density developments near transit by eliminating or reducing parking requirements
- Possesses a Master Environmental Impact Report to streamline development as well as multiple specific area plan EIRs in a multi-faceted strategy to streamline development.
- Single-unit, duplex, and multi-unit dwellings permitted by right.
- Eliminated requirement that projects of 150+ dwelling units require a planning and design commission public hearing.
- Created objective, citywide infill housing design standards for all housing and mixed-use developments of two or more dwellings.
- Reduced development impact fees for new affordable dwelling units - \$0 rate for regulated affordable units up to 120% AMI.
- Eliminated housing impact fees for mobilehome parks, owner occupied single-family, affordable units, high-density housing and ADUs.
- Adopted policy for Enhanced Infrastructure Financing Districts (EIFDs), most recently the Aggie Square EIFD with a 20% set aside for affordable housing.
- Adopted transit-oriented development land use zoning overlay

For more information on HCD's Prohousing Designation Program, please visit the HCD [Prohousing webpage](#).

#

The California Department of Housing and Community Development is dedicated to the preservation and expansion of safe and affordable housing, so more Californians have a place to call home. Our team works to ensure an adequate supply of housing for Californians and promotes the growth of strong communities through its leadership, policy and program development. For more information, please visit www.hcd.ca.gov and follow us on Twitter, @California_HCD; Facebook, @CaliforniaHCD; and LinkedIn.

Appendix F: Letters of Support



AMI BERA, M.D.

7TH DISTRICT, CALIFORNIA

COMMITTEE ON FOREIGN AFFAIRS:

VICE RANKING MEMBER

SUBCOMMITTEES:

ASIA AND THE PACIFIC

AFRICA, GLOBAL HEALTH, AND HUMAN RIGHTS

COMMITTEE ON SCIENCE, SPACE, AND
TECHNOLOGY:

SUBCOMMITTEES:

RANKING MEMBER, SPACE

RESEARCH AND TECHNOLOGY



Congress of the United States
House of Representatives

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WASHINGTON, DC 20515
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FAX: (202) 226-1298

DISTRICT OFFICE
8950 CAL. CENTER DRIVE
BUILDING 3, SUITE 100
SACRAMENTO, CA 95826
PHONE: (916) 635-0505
FAX: (916) 635-0514

[HTTP://WWW.BERA.HOUSE.GOV](http://www.bera.house.gov)
AMI.BERA@MAIL.HOUSE.GOV

October 28, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
Sacramento, CA 95814

Re: SB 1 Solutions for Congested Corridors Program Grant Application - Capitol Corridor Regional Transit
Improvements Project

Dear Mr. Weiss:

It is with great pleasure that I write regarding the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188M in regional, state, and federal investments, expanding economic opportunities through new transportation choices.

The Project will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions.

We anticipate significant community benefits from the Project that are resource efficient, socially inclusive, and environmentally responsible. Thank you for your thorough and thoughtful consideration of the Capitol Corridor Regional Transit Improvements grant application.

Be well,

A handwritten signature in blue ink that reads "Ami Bera".

Ami Bera, M.D.
Member of Congress



August 31, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Dear Mr. Weiss;

I am writing in support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve our quality of life in the Sacramento Valley Region.

I respectfully request your full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to the construction of these key rail and transit improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Kiley".

KEVIN KILEY
Assemblyman, 6th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0008
(916) 319-2008
FAX (916) 319-2108

DISTRICT OFFICE
2729 PROSPECT PARK DRIVE, SUITE 130
RANCHO CORDOVA, CA 95670
(916) 464-1910
FAX (916) 464-1915

E-MAIL
Assemblyman.Cooley@assembly.ca.gov



COMMITTEES
CHAIR: RULES
GOVERNMENTAL ORGANIZATION
INSURANCE
PUBLIC EMPLOYEES, RETIREMENT,
AND SOCIAL SECURITY
ALFRED E. ALQUIST SEISMIC
SAFETY COMMISSION

October 7, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss;

I am writing to confirm my strong support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

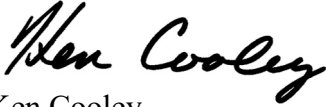
The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant connectivity and sustainable community benefits will result from the Project. It will:

- Promote a shift from single occupancy vehicles to rail and transit
- Reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80)
- Improve operation and capacity for transit
- Support infill development of housing and mixed use, particularly in underserved neighborhoods
- Replace aging bridge infrastructure
- Improve freight rail and truck operations and reliability
- Contribute to improved regional air quality overall for residents living along the I-80 corridor

In short, the Project will provide a transformational opportunity to improve the way we get around and live. That is why I support this grant application and ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application before the California Transportation Commission. I look forward to construction of these key rail and transit improvements.

Sincerely,

A handwritten signature in black ink that reads "Ken Cooley". The signature is written in a cursive, flowing style.

Ken Cooley
Assemblyman, 8th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0007
(916) 319-2007
FAX (916) 319-2107
WEBSITE
Assembly.ca.gov/McCarty



DISTRICT OFFICE
915 L STREET, SUITE 110
SACRAMENTO, CA 95814
(916) 324-4676
FAX (916) 327-3338
SOCIAL MEDIA
@AsmKevinMcCarty

November 7, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: Support for SB 1 Solutions for Congested Corridors Program Capitol Corridor Regional Transit Improvements Grant Application

Dear Mr. Weiss:

As the Assemblymember representing the Seventh District of California, I write in support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project includes rail and transit improvements for the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. This project will offer Californians new transportation opportunities that are efficient, accessible, equitable for underserved communities, and reduces greenhouse gas emissions.

Furthermore, this project will significantly benefit the Greater Sacramento and Placer County community. It will encourage more drivers to use the rail and transit system, reduce the amount of miles traveled along Interstate 80 and State Route 51 (Business 80), support the development of affordable nearby housing, and make vital improvements for its operations, capacity, and infrastructure. This project has received \$188,208,000 in regional, state, and federal investments. Given the regional benefits of this project, I urge you to approve the grant application for the Capitol Corridor Regional Transit Improvements.

Sincerely,

Kevin McCarty,
Assemblymember, 7th District



BUILDING AMERICA®

November 7th, 2022

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss;

I am writing on behalf of Union Pacific Railroad (UPRR) to confirm my support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project concept for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR's network in California, and in particular its access to the Port of Long Beach, is vital to the economic health of the state and the nation as whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.

The Capitol Corridor Regional Transit Improvements Project (Project) concept represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and

contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve the way we get around and live. That is why we support this grant application.

UPRR values our working relationship with PCTPA, SACOG and Caltrans and supports their efforts to obtain a grant for this concept. Furthermore, we look forward to working with them to help ensure the final design plans follow our engineering standards and safety requirements. Thank you for your consideration of investment in this important facility.

Sincerely,



Jeff Sheldon
General Director Network Development

cc: Mark Bristol, Union Pacific
Peggy Harris, Union Pacific
Adrian Guerrero, Union Pacific



October 21, 2022

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for SB 1 Solutions for Congested Corridors Program Capitol Corridor Regional Transit Improvements Grant Application

Dear Mr. Weiss:

I am writing on behalf of the Sacramento Transportation Authority to confirm our support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve the way we get around and live.

For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements.

Respectfully submitted,

A handwritten signature in blue ink that reads "Kevin Bewsey". The signature is written in a cursive, flowing style.

Kevin M. Bewsey, PE
Executive Director



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Council Member
City of Sacramento

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Vice Mayor
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Council Member
City of Sacramento

EXECUTIVE DIRECTOR
Alberto Ayala

September 20, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss:

As the local agency with responsibility for advancing the greater capital region towards meeting all national ambient air quality standards and the state's decarbonization commitments for protection of the global climate, the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) supports the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit, reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80), improve operation and capacity for transit, support infill development of housing and mixed use (particularly in underserved

neighborhoods), replace aging bridge infrastructure, improve freight rail and truck operations and reliability, and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a significant opportunity to improve the way we get around and live and therefore support this grant application.

For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements. If you have any questions, please contact our Transportation and Climate Change Division Manager Jaime R. Lemus, jlemus@airquality.org or 916-201-8414.

Sincerely,



Alberto Ayala, PhD, MSE
Executive Director and Air Pollution Control Officer

cc: VIA EMAIL

Mr. Jaime R. Lemus, Division Manager
Transportation and Climate Change Division
Sacramento Metropolitan Air Quality Management District



September 1, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss:

The Placer County Air Pollution Control District (PCAPCD) strongly supports the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; contribute to improved regional air quality and reduced greenhouse gas emissions; and help alleviate adverse environmental burdens in disadvantaged communities along local highways. In short, the Project provides a "win-win" by providing a transformational opportunity to improve the way we get around and live, while simultaneously improving air quality.

For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik C. White", with a long horizontal flourish extending to the right.

Erik C. White
Air Pollution Control Officer



City Council
311 Vernon Street
Roseville, California 95678

October 27, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss:

On behalf of the City of Roseville, I am writing to confirm my support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve the way we get around and live. That is why we support this grant application.

For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read "KB", is written over a horizontal line.

Krista Bernasconi, Mayor
City of Roseville

Hector Barron
Assistant City Manager

City Hall
915 I Street, Fifth Floor
Sacramento, CA 95814-2604
916-808-5704

October 31, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**RE: SUPPORT FOR SB 1 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
CAPITOL CORRIDOR REGIONAL TRANSIT IMPROVEMENTS GRANT APPLICATION**

Dear Mr. Weiss;

On behalf of the City of Sacramento, I am writing in support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve the way we get around and live. That is why we support this grant application.

*Hector Barron
Assistant City Manager*

*City Hall
915 I Street, Fifth Floor
Sacramento, CA 95814-2604
916-808-5704*


For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements. Thank you for your attention to this request.


Sincerely,



Hector Barron, PE, TE
Assistant City Manager



 3400 3rd Avenue, Sacramento, CA 95817

 (916) 325-1630

 valleyvision.org

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Evan Schmidt

Managing Director

Trish Kelly
Alan Lange

September 6, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Re: Support for SB 1 Solutions for Congested Corridors
Program Capitol Corridor Regional Transit Improvements
Grant Application

Dear Mr. Weiss;

On behalf of Valley Vision, I am writing to confirm my support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and



 3400 3rd Avenue, Sacramento, CA 95817

 (916) 325-1630

 valleyvision.org

transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve the way we get around and live. That is why we support this grant application.

For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements.

Sincerely,



Evan Schmidt
CEO



September 12, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss;

On behalf of the Sacramento Housing and Redevelopment Agency, I am writing to affirm my support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) is a key component of rail and transit system improvements in the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. These types of improvements are critical to the sustainable future of the region

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80) and thereby reduce greenhouse gas emissions; improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and create significant workforce benefits.

The Capitol Corridor train service connects diverse residential areas to employment centers, and now serves thousands of daily commuters. The proposed improvements will increase access, ridership and economic opportunities for low and moderate income households throughout the region, and this is why our agency supports this application.

Sincerely,

La Shelle Dozier, Executive Director
Sacramento Housing and Redevelopment Agency



10/26/22

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

**Re: Support for SB 1 Solutions for Congested Corridors Program
Capitol Corridor Regional Transit Improvements Grant Application**

Dear Mr. Weiss;

On behalf of the Greater Sacramento Economic Council, I am writing to confirm my support of the Placer County Transportation Planning Agency (PCTPA), Sacramento Area Council of Governments (SACOG), and Caltrans joint application for the Capitol Corridor Regional Transit Improvements Project for inclusion in the California Transportation Commission's Solutions for Congested Corridors Program.

The Capitol Corridor Regional Transit Improvements Project (Project) represents a unique combination of rail and transit improvements for the Capitol region. The Project includes the Sacramento to Roseville Third Track Project Phase 1, Sacramento to Roseville Third Track/Elvas Bridges Replacement, and Sacramento Valley Station (SVS) Project - Phase 1. The Project will leverage \$188,208,000 in regional, state, and federal investments, thereby expanding economic opportunities through new transportation choices that are resource efficient, socially inclusive, and environmentally responsible.

Significant community benefits will result from the Project. It will promote a shift from single occupancy vehicle travel to rail and transit; reduce vehicle-miles traveled along Interstate 80 and State Route 51 (Business 80); improve operation and capacity for transit; support infill development of housing and mixed use, particularly in underserved neighborhoods; replace aging bridge infrastructure; improve freight rail and truck operations and reliability; and contribute to improved regional air quality and reduced greenhouse gas emissions. In short, the Project will provide a transformational opportunity to improve the way we get around and live. That is why we support this grant application.

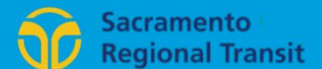
For the reasons noted, we ask you to give full consideration of the Capitol Corridor Regional Transit Improvements grant application to the California Transportation Commission and look forward to construction of these key rail and transit improvements.

Sincerely,



Barry Broome
President & CEO, Greater Sacramento Economic Council

Appendix G: Placer-Sacramento Action Plan Notice of Exemption



Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency): Placer County Transportation
Planning Agency (PCTPA), 299 Nevada Street
Auburn, CA 95603

County Clerk

County of: Placer

2954 Richardson Drive

Auburn, CA 95603

(Address)

Project Title: Placer-Sacramento Action Plan

Project Applicant: Placer County Transportation Planning Agency

Project Location - Specific:

50 mile corridor from South Placer to downtown Sacramento following I-80 & SR65.

Project Location - City: Various

Project Location - County: Placer & Sacramento

Description of Nature, Purpose and Beneficiaries of Project:

The Placer-Sacramento Action Plan prioritizes transportation projects by their implementation readiness & potential for near-term federal & state competitive grant funding opportunities.

Name of Public Agency Approving Project: Placer County Transportation Planning Agency

Name of Person or Agency Carrying Out Project: Placer County Transportation Planning Agency

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: CEQA Guidelines: Section 15262 Feasibility & Planning Studies

Reasons why project is exempt:

The Placer-Sacramento Action Plan identifies transportation projects prioritized by their implementation readiness & potential for near-term federal & state competitive grant funding opportunities. The Action Plan is exempt because it is for planning purposes only & does not involve an agency commitment to any specific project(s). Each individual project will undergo separate local agency approval & environmental analysis prior to their construction.

Lead Agency

Contact Person: David Melko, Senior Planner Area Code/Telephone/Extension: 530.823.4090

If filed by applicant:

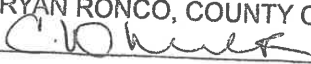
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

Signature:  Date: October 26, 2022 Title: Executive Director

- Signed by Lead Agency
- Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

POSTED OCT 26 2022
Through _____
RYAN RONCO, COUNTY CLERK
By 
Deputy Clerk

#22-0269



State of California - Department of Fish and Wildlife
2022 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

RECEIPT NUMBER:
 31 — 10/26/2022 —
 STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)	LEAD AGENCY EMAIL	DATE 10/26/2022
COUNTY/STATE AGENCY OF FILING Placer	DOCUMENT NUMBER 220269	

PROJECT TITLE

PLACER-SACRAMENTO ACTION PLAN

PROJECT APPLICANT NAME PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)	PROJECT APPLICANT EMAIL	PHONE NUMBER (530) 823-4090
PROJECT APPLICANT ADDRESS 299 Nevada Street Nevada Street	CITY Auburn	STATE Ca
		ZIP CODE 95603

PROJECT APPLICANT (Check appropriate box)

Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,539.25	\$	0.00
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,548.00	\$	0.00
<input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,203.25	\$	0.00

- Exempt from fee
- Notice of Exemption (attach)
 - CDFW No Effect Determination (attach)
- Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
<input checked="" type="checkbox"/> County documentary handling fee		\$	50.00
<input type="checkbox"/> Other		\$	

PAYMENT METHOD:

Cash Credit Check Other

TOTAL RECEIVED \$ 50.00

SIGNATURE X <i>C. Wheeler</i>	AGENCY OF FILING PRINTED NAME AND TITLE C. Wheeler Deputy
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Receipt #: 03199444
10/26/2022 03:03 PM

PLACER, County Recorder
RYAN RONCO

Submitted By:

Doc #: 220269
Notice of Exemption
10/26/2022 03:03:16 PM

FISH AND WILDLIFE CLERK FEE:	\$50.00
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Total Document Fees:	----- \$50.00
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Total Fees:	\$50.00
Check - 6372	\$50.00

Change:	----- \$0.00
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CLK6BCVJ93, CW

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF:
PLACER-SACRAMENTO ACTION PLAN**

RESOLUTION NO. 22-35

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 26, 2022, by the following vote on roll call:

AYES: Amara, Broadway, Burruss, Clark-Crets, Holmes, Housesheldt, Jones, Wilkins

NOES: None

ABSENT: Joiner

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, PCTPA was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, the California Transportation Commission adopted on December 5, 2018, Comprehensive Multimodal Corridor Plan Guidelines in response to Senate Bill 1; and

WHEREAS, pursuant to Streets and Highways Code Section 2396, the California Transportation Commission adopted on August 17, 2022, guidelines for the 2022 Solutions for Congested Corridors Program; and

WHEREAS, the Solutions for Congested Corridors Program objective is to fund projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects; and

WHEREAS, the Placer-Sacramento Gateway Plan was completed in April 2020 as a comprehensive multimodal corridor plan in compliance with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and to qualify Placer-Sacramento Gateway Plan projects for funding cycles from the Solutions for Congested Corridors Program; and

WHEREAS, PCTPA worked collaboratively with Caltrans District 3 and the Sacramento Area Council of Governments, and a project development team comprised of the Capitol Corridor Joint

Powers Authority, and cities, counties, and transit agencies located along the Gateway Corridor to develop the Placer-Sacramento Action Plan; and

WHEREAS, the Placer-Sacramento Action Plan was developed to prioritize transportation projects in the Placer-Sacramento Gateway Plan by their implementation readiness and potential for near-term federal and state competitive grant funding opportunities, including the California Transportation Commission's Solutions for Congested Corridors Program.

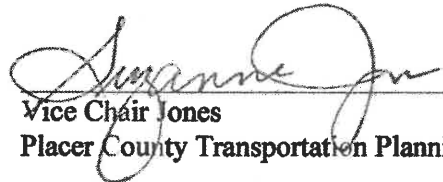
NOW THEREFORE, BE IT RESOLVED that the Placer County Transportation Planning Agency:

1. Accepts the Placer-Sacramento Action Plan.
2. Determines that the Placer-Sacramento Action Plan is statutorily exempt to further environmental review pursuant of the California Environmental Quality Act (CEQA) of 1970 as defined in State Guidelines, Section 15262, Planning and Feasibility Studies.

BE IT FURTHER RESOLVED that the Executive Director is authorized to submit in partnership with Caltrans and the Sacramento Area Council of Governments a Solutions for Congested Corridors Program 2022 grant application to the California Transportation Commission and execute grant related documents should the grant be awarded.

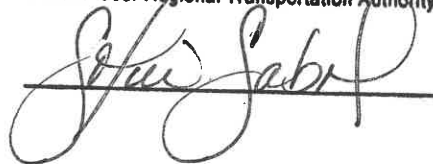
Signed and approved by me after its passage



Executive Director

Vice Chair Jones
Placer County Transportation Planning Agency

The foregoing instrument is a CORRECT COPY
of the original on file in this office.
Attest: SOLVI SABOL, Board Secretary
Placer County Transportation Planning Agency
Placer County Local Transportation Authority
South Placer Regional Transportation Authority



10/26/2022