



## ***MEMORANDUM***

**TO:** Board of Directors **DATE:** November 17, 2010

**FROM:** Celia McAdam, Executive Director

**SUBJECT:** 2010 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENT

### **ACTION REQUESTED**

Adopt Resolution 10-26, amending the 2010 Regional Transportation Improvement Program (RTIP) for Placer County to move construction funding for the Track Capacity Improvements between Roseville and Sacramento to FY 2014/15.

### **BACKGROUND**

One of the larger pots of funding available for regional transportation projects comes through the State Transportation Improvement Program (STIP). The STIP is made up of two components: 75% comes from the Regional Transportation Improvement Programs (RTIPs) provided by each of the 58 counties, and 25% comes from Caltrans' Interregional Transportation Improvement Program (ITIP).

Each STIP cycle, the California Transportation Commission (CTC) adopts a Fund Estimate of transportation money available over the following five years. This is then broken down by formula to specify a target "county share" amount for each Regional Transportation Planning Agency, such as Placer, to program their RTIP.

The Board adopted the current RTIP in December 2009. This was included into the 2010 STIP, adopted by the CTC in April 2010. The current STIP covers FY 2010/11 through 2014/15.

In previous RTIP cycles, PCTPA has provided funding for the SR 49 operational improvements in Auburn, the I-80/Sierra College Boulevard Interchange, and the I-80/Douglas Boulevard Interchange. In addition, the RTIP has provided seed money for the Placer Parkway and I-80 Bottleneck environmental documents, and annual funding for PCTPA to plan, program, and monitor these projects. All of these projects have received their programmed allocations.

In 2002, the Board took a bold move to request a \$78 million advance of Placer's county shares to match a large commitment of Caltrans discretionary ITIP dollars to fully fund Phase 1 of the Lincoln Bypass. Had the Board not taken this daring approach, the Lincoln Bypass would likely be a dead project. Now, along with subsequent commitments of Corridor Mobility Improvement Account (CMIA) funding from the Proposition 1B infrastructure bonds, local development impact fees, and federal earmarks, the Lincoln Bypass began construction in July 2008. The project is on budget and on schedule, with opening set for 2012.

Because of the huge advance funds for the Lincoln Bypass, we were not expecting to be able to program any new projects for many years. Current balances indicate we still owe approximately

\$53 million; while this debt is interest-free, staff estimates it will be in the mid-2020's before it is resolved. On a positive note, the citizens of Placer County will have been enjoying the use of the Lincoln Bypass for more than a decade by then.

### **DISCUSSION**

Placer has one project in the current STIP that has not yet been allocated. That is the Track Capacity Improvements between Sacramento and Roseville, designed to support our long-standing efforts to bring additional passenger rail capacity to Placer County. Recent discussions with Union Pacific now indicate that, with the right package of capital improvements, there is an opportunity to bring 10 round trips daily to Roseville and 2 round trips to Auburn. The STIP funding not only provides some of those improvements, but would also be counted as leverage for significant funding opportunities in the new federal rail grant program, as well as Proposition 1A bond funding.

The current STIP indicates that \$3.0 million of RTIP funds are programmed for construction of the Track Capacity Improvements in FY 2011/12. Capitol Corridor Joint Powers Authority (CCJPA) and PCTPA staffs now agree and recommend that these funds be shifted to FY 2014/15 for the following reasons:

- A reassessment of the timeline for the environmental and design process indicates it will take more than the 18 months originally projected.
- Delay in the approval of the state budget has meant a delay to the start of the environmental process due to funding availability.
- Issues regarding impacts to Union Pacific freight activities and Capitol Corridor rail service, and the potential relocation of the Roseville rail station, must be resolved before construction begins. These negotiations will involve numerous parties, including Union Pacific, the City of Roseville, CCJPA, and PCTPA, and experience tells us that are likely to be complex and time consuming. The new timeline for FY 2014/15 allows the time for those agreements to occur.
- Should the preconstruction requirements and agreements be completed sooner, we can request an early allocation of the construction funds.

CM:ss

# PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: AMENDMENT TO THE  
2010 REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM (RTIP)**

**RESOLUTION NO. 10-26**

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held December 8, 2010 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

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Chair  
Placer County Transportation Planning Agency

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Executive Director

**WHEREAS**, pursuant to California Government Code, Title 7.91, Section 67910, the Placer County Transportation Planning Agency (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 29532.1c identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin; and

**WHEREAS**, it is the intent and policy of PCTPA to improve and maximize the efficiency of transportation services in Placer County; and

**WHEREAS**, State law requires the adoption of a Regional Transportation Improvement Program (RTIP) by each regional transportation planning agency every two years, to be adopted by the California Transportation Commission (CTC) into the State Transportation Improvement Program (STIP);

**WHEREAS**, PCTPA has partnered with the Capitol Corridor Joint Powers and Union Pacific Railroad to implement capacity improvements between Sacramento and Roseville that will enable greater rail passenger capacity to serve Placer jurisdictions;

**WHEREAS**, funding for preconstruction work including the environmental documentation and design has been allocated in the State Transportation Improvement Program in FY 2010/11, but is expected to take several years to complete.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Placer County Transportation Planning Agency hereby submits the following amendment to the Placer County 2010 Regional Transportation Improvement Program to the California Transportation Commission for inclusion in the 2010 State Transportation Improvement Program.

**Regional Transportation Improvement Program**

Rail Corridor Track Capacity Improvements – Sacramento to Roseville (PPNO #9879)

The PCTPA requests the CTC shift the \$3,000,000 of Regional Choice funds currently programmed in FY 2011/12 for construction of track capacity improvements to the Union Pacific Railroad corridor between Sacramento (Elvas Tower) and Roseville to FY 2014/15.

This shift will allow PCTPA, along with our partners at the Capitol Corridor Joint Powers Authority and Union Pacific, to complete necessary preconstruction work that will make significant expansions to passenger service in Placer County on the Capital Corridor line that is intrinsic to PCTPA's participation in this project.