



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

October 29, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

KEITH NESBITT
City of Auburn
TONY HESCH
City of Colfax
STAN NADER
City of Lincoln
BRIAN BAKER
Town of Loomis
DIANA RUSLIN
City of Rocklin
SUSAN ROHAN
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
RON TREABESS
Citizen Representative
CELIA MCADAM
Executive Director

Re: PCTPA 2016 Regional Transportation Improvement Program (RTIP)

Dear *Will* Mr. Kempton:

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the October 28, 2015 meeting the 2016 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2016 State Transportation Improvement Program. The 2016 RTIP is enclosed, including a copy of the Board of Directors resolution.

Individual STIP Project Programming Request forms are included as an attachment for the PCTPA 2016 RTIP projects. The following transportation projects and recommendations comprise our 2016 RTIP and ITIP submittal.

Regional Transportation Improvement Program

Rail Corridor Track Capacity Improvements – Sacramento to Roseville (PPNO #9879)
No change to current programming of \$3,000,000 for Construction in FY 2017/18.

Planning, Programming, and Monitoring

The PCTPA requests the CTC program Regional Choice funds to PCTPA for planning, programming, and monitoring of the county's RTIP program as follows:

FY 2016/17 - \$166,000
FY 2017/18 - \$165,000
FY 2018/19 - \$165,000
FY 2019/20 - \$165,000

Interregional Transportation Improvement Program

With no new programming capacity, no ITIP funding requests are proposed.

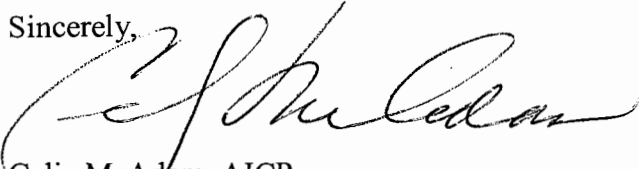
RTIP / RTP Consistency

The attached 2016 RTIP was completed using the template developed by the Regional Transportation Planning Agencies (RTPA) group. The report provides an analysis of both quantitative and qualitative performance indicators and measures that indicate how the PCTPA 2016 RTIP is consistent with the goals established in the adopted 2035 RTP (<http://pctpa.net/library/placer-county-2035-regional-transportation-plan-document/>).

Will Kempton, Executive Director
PCTPA 2016 RTIP
Page 2

Should you have any questions or require additional information, please contact me at (530) 823-4030, or Luke McNeel-Caird of my staff at (530) 823-4033.

Sincerely,

A handwritten signature in black ink, appearing to read "Celia McAdam". The signature is fluid and cursive, with a large initial "C" and "M".

Celia McAdam, AICP
Executive Director

Enclosures:

1. PCTPA 2016 RTIP

C: Amarjeet Benipal, District 3 Director, Caltrans
Bruce De Terra, Division of Transportation Programming, Caltrans (5 copies)
Attn: Kurt Scherzinger, Office of STIP, Caltrans
Luke McNeel-Caird, PCTPA

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
(PCTPA)**

**2016 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2016 RTIP)**

Table of Contents

	<u>Page Number</u>
A. Overview and Schedule	1
Section 1. Executive Summary	1
Section 2. General Information.....	1
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	2
Section 4. Completion of Prior RTIP Projects	2
Section 5. RTIP Outreach and Participation.....	3
B. 2016 STIP Regional Funding Request	4
Section 6. 2016 STIP Regional Share and Request for Programming	4
Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects	5
Section 8. Interregional Improvement Program (ITIP) Funding.....	6
Section 9. Projects Planned Within the Corridor	6
C. Relationship of RTIP to RTP/SCS and Benefits of RTIP.....	7
Section 10. Regional Level Performance Evaluation	7
Section 11. Regional and Statewide Benefits of RTIP	8
D. Performance and Effectiveness of RTIP	9
Section 12. Evaluation of Cost Effectiveness of RTIP.....	9
Section 13. Project Specific Evaluation	9
E. Detailed Project Information	9
Section 14. Overview of Projects Programmed with RIP Funding	9
F. Appendices	11
Section 15. Projects Programming Request Forms	
Section 16. Board Resolution of 2016 RTIP Approval	
Section 17. Draft PCTPA Transportation Sales Tax Expenditure Plan	

This page is intentionally blank.

A. Overview and Schedule

Section 1. Executive Summary

The Board of Directors for the Placer County Transportation Planning Agency (PCTPA) adopted at the October 28, 2015 meeting the 2016 Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission (CTC) as part of the development of the 2016 State Transportation Improvement Program.

Section 2. General Information

- **Regional Agency Name**
Placer County Transportation Planning Agency (PCTPA)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP)**

Regional Agency Website Link: <http://www.pctpa.net>

RTIP document link: <http://www.pctpa.net/regional-planning/>

RTP link: <http://www.pctpa.net/regional-planning/>

- **Executive Director Contact Information**

Name Celia McAdam
Title Executive Director
Email cmcadam@pctpa.net
Telephone 530-823-4030

- **RTIP Staff Contact Information**

Name	Luke McNeel-Caird	Title	Senior Planner/Engineer
Address	299 Nevada Street		
City/State	Auburn, CA		
Zip Code	95603		
Email	lmcneel-caird@pctpa.net		
Telephone	530-823-4033	Fax	530-823-4033

- **California Transportation Commission (CTC) Staff Contact Information**

Name	Laurel Janssen	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	laurel.janssen@dot.ca.gov		
Telephone	916-654-4245	Fax	916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan that guides a region's transportation investments over a 20 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to Developing the RTIP

As part of developing the adopted 2035 RTP (September 2010), PCTPA developed both quantitative and qualitative performance measures. The RTP is directly linked to the PCTPA RTIP in that the projects identified as part of the RTIP are also included in the funding constrained RTP.

PCTPA has a history of successful collaboration with Caltrans and local agencies to deliver regional transportation projects, including the \$325 million SR 65 Lincoln Bypass in 2012, the largest transportation project in Placer County history. The SR 65 Lincoln Bypass was delivered using both RTIP and ITIP funding, as well as other funding sources.

With the recent lack of both state and federal funding available for transportation, Placer County is now looking at a countywide transportation sales tax measure for the November 2016 ballot. The ½ cent sales tax measure is currently anticipated to generate \$1.25 billion over 30 years to be used for transportation projects in Placer County, including the proposed I-80/SR 65 interchange reconfiguration. A draft expenditure plan for the sales tax measure was authorized to be released for public discussion by the PCTPA Board on August 26, 2015 (see Appendix Section 17).

Section 4. Completion of Prior RTIP Projects

The last project completed in Placer County using STIP funding was Phase 1 of the State Route 65 Lincoln Bypass, which was completed in 2012. Significant STIP funding was advanced to complete the Lincoln Bypass that resulted in a project with significant benefits to the public but also resulted in a currently overdrawn balance of approximately \$34 million for Placer County's regional choice STIP funding. Without additional funding available, there were no projects completed in Placer County using STIP funding between adoption of the 2014 RTIP and the current 2016 RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
<i>PCTPA adopts 2016 RTIP</i>	<i>October 28, 2015</i>
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work. PCTPA includes outreach to Native American tribal governments, specifically, the United Auburn Indian Community. The adopted Placer County Regional Transportation Plan 2035 (September 2010) Appendix A includes PCTPA's Community Information and Participation Program. Examples of public outreach implemented by PCTPA include the collaboration between Caltrans and PCTPA on the SR 65 Lincoln Bypass webpage, which provided Placer County residents, businesses, and visitors up to the date information on the \$325 million construction project along the west side of the City of Lincoln.

PCTPA is currently leading the efforts on the I-80/SR 65 Interchange Improvements Project during the Project Approval and Environmental Document (PA&ED) phase. Extensive public outreach and engagement has already occurred including stakeholder meetings and community workshops. Public outreach is advertised through public meeting notices in the local newspaper, published articles in local and regional newspapers, posting on community websites, PCTPA's website, and the project's website. In addition, project updates are provided in between community workshops through project newsletters, newspaper articles, and a comprehensive project website.

C. Consultation with Caltrans District

Caltrans District: 3

Pursuant to the STIP Guidelines, Caltrans submits a list of projects to each RTPA for inclusion in their respective RTIPs for the 2016 STIP. Since PCTPA does not have programming capacity, Caltrans has no requests for the PCTPA 2016 RTIP.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Not applicable for the 2016 STIP Period due to the lack of funding available for programming.

B. Summary of Requested Programming

Due to the lack of STIP funding available for programming, the project below is a continuation of the project and funding identified in the previous 2014 RTIP.

Project Name and Location	Project Description	Requested RIP Amount
Rail Corridor Track Capacity Improvements – Sacramento to Roseville or “Third Track” (PPNO #9879)	In Sacramento and Placer Counties, north of downtown Sacramento in vicinity of Roseville rail yard. Extend freight lead track. Construct track and signal improvements.	\$3 million in FY 2017/18 for Phase 1 “design-build” under Construction

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

The Capitol Corridor Joint Powers Authority is currently completing the environmental document for the Rail Corridor Track Capacity Improvements – Sacramento to Roseville (PPNO #9879) or “Third Track” project. The environmental document is funded using RTIP, ITIP, and local agency dollars. Summarized below is the future funding that is currently programmed for Phase 1 “design-build”.

Proposed 2016 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Prop 1A – State Bond	Fund Source 2	Fund Source 3	
Rail Corridor Track Capacity Improvements – Sacramento to Roseville (PPNO #9879)	\$3,000,000	-	-	\$15,600,000	-	-	\$18,600,000
							-
							-
							-
Totals	\$3,000,000	-	-	\$15,600,000	-	-	\$18,600,000

Notes: Funding shown is for Phase 1 “design-build”, funding for future phases have not yet been identified.

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Due to the lack of funding available for ITIP programming, PCTPA is not currently requesting ITIP funding for projects as part of the 2016 STIP.

Section 9. Projects Planned Within the Corridor

Along the Capital Corridor between Sacramento and Roseville, the Rail Corridor Track Capacity Improvements – Sacramento to Roseville (PPNO #9879) or "Third Track" project is the only planned improvements.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation

In 2008, the California legislature adopted SB 375. SB 375 requires the California Air Resources Board (CARB) to set performance targets for passenger vehicle emissions in each of 18 Metropolitan Planning Organizations (MPOs) in the state for 2020 and 2035, requires an Metropolitan Transportation Plan (MTP) to include a Sustainable Communities Strategy (SCS) that integrates the land use and transportation components, and amends CEQA to provide incentives for residential and residential mixed use projects that help to implement an MTP/SCS that meets the CARB targets.

CARB set reduction targets for the Sacramento region of 7 percent per capita GHG by 2020 and 16 percent per capita GHG by 2035. SACOG, which covers a six County region including Placer County, adopted the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 in April 2012, which incorporated the 2035 Placer County RTP adopted in September 2010.

The 2035 Placer County RTP provides a starting place to work toward Placer County responsibility to address regional GHG targets; and is in alignment with the principles of AB 32 and SB 375. The 2035 RTP contains many goals and policies to reduce vehicle trips and improve air quality. The goal areas containing the most explicit policies relating to GHGs are: Non-motorized Transportation, Transportation Systems Management, and Integrated Land Use, Air Quality, and Transportation Planning. The Action Element also contains action plans that are intended to further the RTP's air quality-related goals and policies. The action plans include both short-term and long-term steps for each transportation mode. PCTPA is currently working closely with SACOG to reduce GHG emissions through the MTP planning process and the next update of the Placer County RTP is planned for adoption in late 2015.

Regional Level Performance Indicators and Measures

Performance measures below are based on available data and the ongoing update to the Placer County RTP 2036, planned for adoption in late 2015.

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline Year 2012)	Projected System Performance (Year 2036)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	28.16	26.88
	Percent of congested VMT (at or below 35 mph)	2.8%	4.6%
	Commute mode share (travel to work or school)	Automobile - 92.7% Transit - 0.3% Bike/Walk - 5.3% Other - 1.7%	Automobile - 92.0% Transit - 0.9% Bike/Walk - 5.6% Other - 1.5%
Infrastructure Condition	Percent of distressed state highway lane-miles	N/A	N/A

	Pavement Condition Index (local streets and roads)	69	N/A
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	23%	N/A
	Percent of transit assets that have surpassed the FTA useful life period	48%	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
Safety	Fatalities and serious injuries per capita	0.50 per 1,000 capita	N/A
	Fatalities and serious injuries per VMT	17.69 per 1,000 VMT	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	13% Housing 33% Jobs	10% Housing 28% Jobs
	Mean commute travel time (to work or school) ¹	18.7 minutes (Year 2008)	18.4 minutes
Environmental Sustainability	Change in acres of agricultural land	156,366 acres	146,193 acres
	CO ₂ emissions reduction per capita	16.190 per 1,000 capita	16.099 per 1,000 capita 0.56% reduction from 2012

Notes:

¹ Based on average weighted commute travel time for two major employment centers.

Section 11. Regional and Statewide Benefits of RTIP

The Track Capacity Improvements between Sacramento and Roseville or “Third Track” project is designed to support our long-standing efforts to bring additional passenger rail capacity to Placer County. The specific goal is to provide the enhancements, particularly to the Roseville station, that are needed to allow the Capitol Corridor to bring 10 round trips daily to Roseville and 2 round trips to Auburn, while still supporting Union Pacific (UP)’s freight operations.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP

With completion of the Lincoln Bypass in 2012, the current RTIP includes funding for Phase 1 of the Track Capacity Improvements between Sacramento and Roseville or “Third Track” project. The ultimate project will provide 10 round trips daily to Roseville and 2 round trips to Auburn, and will provide the following benefits:

- A new third track will provide riders 10 additional opportunities to get to their destinations quickly without wasted time and energy.
- It will not only provide more connections in the Sacramento region, but also create critical links between the Bay Area and foothill communities east of Roseville.
- Passengers will be able to experience a worry-free ride instead of fighting highway congestion.
- By adding additional trains along the 17.8 mile corridor, CCJPA will provide enhanced intercity travel and offer convenience to customers whether they wish to work while on board or just sit back and relax.
- The Third Track Project complements local transit investments in Sacramento and Placer Counties providing a level of new regional rail connectivity that currently is unavailable.
- Project improvements could double ridership and take 1.5 million cars per year off congested roads.

Section 13. Project Specific Evaluation

PCTPA is not submitting any new RTIP projects for the 2016 STIP, and existing projects do not meet the criteria for project level evaluation.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

As part of the Third Track project, the Capitol Corridor Joint Powers Authority proposes to expand the number of daily passenger trains operating between the Sacramento Station and downtown Roseville from its current single daily roundtrip (2 trains per day) to up to 10 roundtrips per day (20 total trains per day). This service expansion is forecast to increase annual ridership by about 184,400 passengers - with a target of 10 roundtrips per weekday and 7 roundtrips on the weekends between Sacramento and Roseville - by 2020. Exhibit 1 below shows the project location.



Exhibit 1: Project Location of Third Track

F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution of 2016 RTIP Approval

Section 17. Draft PCTPA Transportation Sales Tax Expenditure Plan

Appendix

Section 15. Projects Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	9/15/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
03		0315000213	0L11	PLA19780		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
PLA				Placer County Transportation Planning Agency		
				MPO	Element	
				SACOG	LA	
Project Manager/Contact		Phone		E-mail Address		
Celia McAdam		(530)823-4030				
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						
Planning, Programming and Monitoring						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Placer County Transportation Planning Agency					
PS&E	Placer County Transportation Planning Agency					
Right of Way	Placer County Transportation Planning Agency					
Construction	Placer County Transportation Planning Agency					
Purpose and Need						
For planning, programming, and monitoring of Placer County's RTIP program.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 9/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	PLA			0315000213	0L11	

SECTION 1 - All Projects**Project Background**

For planning, programming, and monitoring of Placer County's RTIP program.

Programming Change Requested

The CTC has determined there is no new programming capacity for the 2016 STIP. PCTPA has a total of \$661,000 programmed in the current RTIP in FY 2016/17, 2017/18, and 2018/19. With no new programming capacity, PCTPA is proposing to respread the programming capacity over the four year share period ending FY 2019/20, with \$166,000 in FY 2016/17 and \$165,000 in FY 2017/18 through 2019/20.

Reason for Proposed Change

Program the maximum amount of allowable funds toward PPM.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delays are anticipated.

Other Significant Information

None.

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Celia McAdam		Executive Director	10/28/2015

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input type="checkbox"/> Amendment (Existing Project)					Date:	9/23/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
75	R779SA		9879	CAL18320		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
PLA				Caltrans		
				MPO	Element	
				SACOG	RAIL	
Project Manager/Contact		Phone		E-mail Address		
DAVID KUTROSKY		(510)464-6994				
Project Title						
Sac-Roseville Track and Signal Improvements						
Location, Project Limits, Description, Scope of Work						
In Sacramento and Placer Counties, north of downtown Sacramento in vicinity of Roseville rail yard. Extend freight lead track. Construct track and signal improvements.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
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					
Purpose and Need						
The Capitol Corridor train ridership from the Auburn area to Sacramento and beyond is rapidly increasing. Currently, UP freight trains entering the Roseville yard must wait on the main line track because the lead track into the yard doesn't have enough capacity to handle the heavy traffic. There is a definite need to relieve the resulting passenger rail congestion in this area.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/23/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	PLA, ,	, ,	R779SA		9879	
Project Title: Sac-Roseville Track and Signal Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	3,980							3,980	Capitol Corridor Joint Powers
PS&E	300							300	Capitol Corridor Joint Powers
R/W SUP (CT)									Capitol Corridor Joint Powers
CON SUP (CT)									Capitol Corridor Joint Powers
R/W									Capitol Corridor Joint Powers
CON			3,000					3,000	Capitol Corridor Joint Powers
TOTAL	4,280		3,000					7,280	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,980							3,980	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
TOTAL	4,280		3,000					7,280	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									30.20.020.630
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	198							198	Placer County Transportation Plan
PS&E									\$198 PAED voted 11/02/00
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
TOTAL	198		3,000					3,198	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	198							198	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
TOTAL	198		3,000					3,198	

Fund No. 2:	IIP - Public Transportation Account (PTA)								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	3,782							3,782	Caltrans
PS&E									\$252 PAED voted 11/02/00
R/W SUP (CT)									\$3530 PAED voted 01/20/11
CON SUP (CT)									
R/W									
CON									
TOTAL	3,782							3,782	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,782							3,782	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,782							3,782	

Appendix

Section 16. Board Resolution of 2016 RTIP Approval

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: THE 2016 REGIONAL
TRANSPORTATION IMPROVEMENT
PROGRAM (RTIP)**

RESOLUTION NO. 15-23

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held October 28, 2015 by the following vote on roll call:

AYES: Baker, Hesch, Holmes, Joiner, Nesbitt, Rohan, Ruslin, Treabess, Uhler

NOES: None

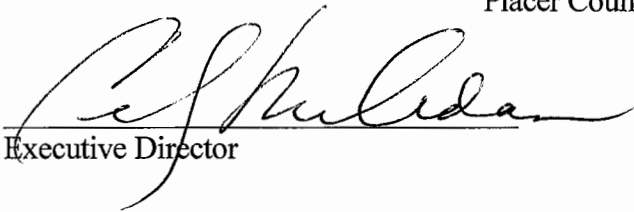
ABSENT: None

Signed and approved by me after its passage



Chair

Placer County Transportation Planning Agency



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, the PCTPA has reviewed funding policies and considered comment received from its member jurisdictions on their transportation needs and priority projects; and

WHEREAS, PCTPA places the highest emphasis on delivering needed projects as quickly and cost effectively as possible; 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);

NOW, THEREFORE, BE IT RESOLVED THAT the Placer County Transportation Planning Agency hereby submits the following projects and recommendations for the Placer County 2016 Regional Transportation Improvement Program to the California Transportation Commission.

Regional Transportation Improvement Program

Rail Corridor Track Capacity Improvements – Sacramento to Roseville (PPNO #9879)
No change to current programming of \$3,000,000 for Construction in FY 2017/18.

Planning, Programming, and Monitoring

The PCTPA requests the CTC program Regional Choice funds to PCTPA for planning, programming, and monitoring of the county's RTIP program as follows:

FY 2016/17 - \$166,000

FY 2017/18 - \$165,000

FY 2018/19 - \$165,000

FY 2019/20 - \$165,000

Interregional Transportation Improvement Program

With no new programming capacity, no ITIP funding requests are proposed.

Appendix

Section 17. Draft PCTPA Transportation Sales Tax Expenditure Plan

PCTPA DRAFT TRANSPORTATION SALES TAX EXPENDITURE PLAN

Category	Project	Percentage	Total Amt (in millions)	Annual Amt (if applicable) in millions
MAJOR HIGHWAY PROJECTS		44%	\$ 550.0	
	I-80/SR 65 Interchange Phases 1-3		\$ 280.0	
	SR 65 Widening		\$ 20.0	
	Placer Parkway		\$ 25.0	
	SR 49 Signal Synchronization		\$ 30.0	
	Interchange Program		\$ 95.0	
	I-80/SR 174			
	I-80/Rocklin Road			
	I-80/Horseshoe Bar			
	SR 65/Nelson Lane			
	Financing for Early Construction		\$ 100.0	
TAHOE PROJECTS		3%	\$ 37.5	\$ 1.25
	<i>Potholes, transit, trails in Tahoe</i>			
RAIL/TRANSIT		12%	\$ 150.0	
	Senior/Disabled Transit Enhancements		\$ 50.0	
	Capital Corridor Rail and Bus Rapid Transit		\$ 100.0	
BICYCLE/PEDESTRIAN PROJECTS		5%	\$ 62.5	
	<i>Countywide</i>			
LOCAL PROJECTS		30%	\$ 375.0	\$ 12.50
	City of Auburn		\$ 13.5	\$ 0.45
	City of Colfax		\$ 7.5	\$ 0.25
	City of Lincoln		\$ 43.3	\$ 1.40
	Town of Loomis		\$ 7.5	\$ 0.25
	City of Rocklin		\$ 47.7	\$ 1.60
	City of Roseville		\$ 109.6	\$ 3.70
	Placer County		\$ 145.9	\$ 4.90
COMPETITIVE PROJECTS PROGRAM		5%	\$ 62.5	
	<i>Countywide</i>			
ADMINISTRATION		1%	\$ 12.5	\$ 0.42
Total Program		100%	\$ 1,250	