



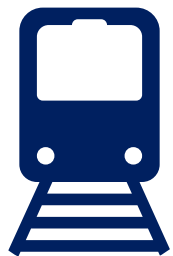
Capitol Corridor Joint Powers Authority

PCPTA BOARD MEETING

MARCH 24, 2021



CCJPA Updates



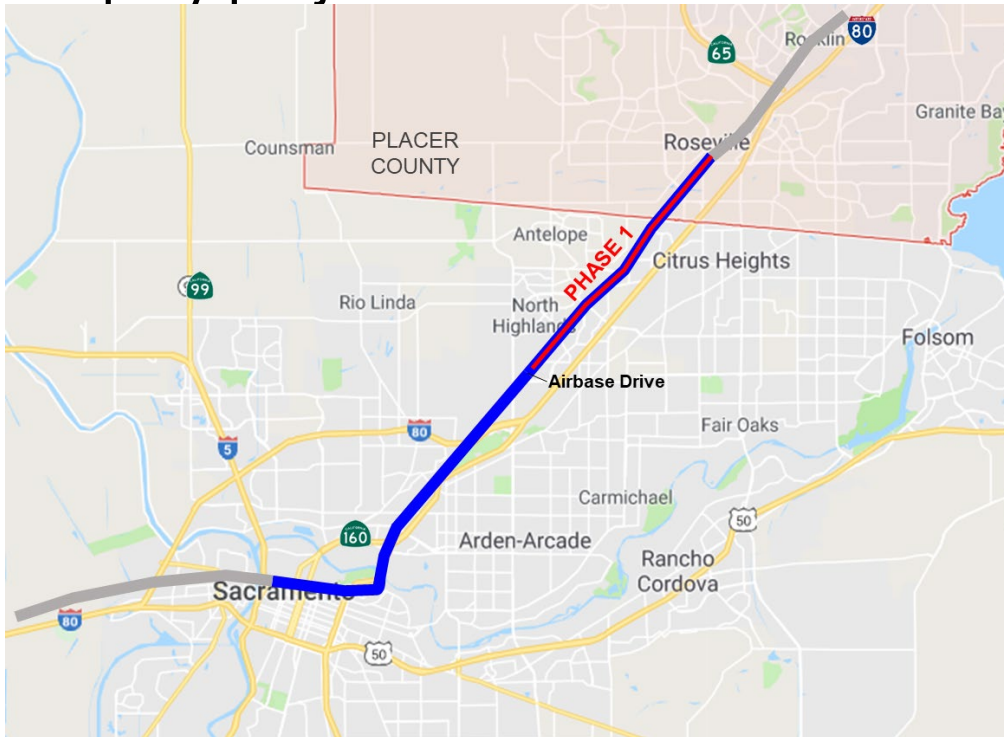
1. Sacramento-Roseville 3rd Track Project – Phase 1



2. Schedule Change

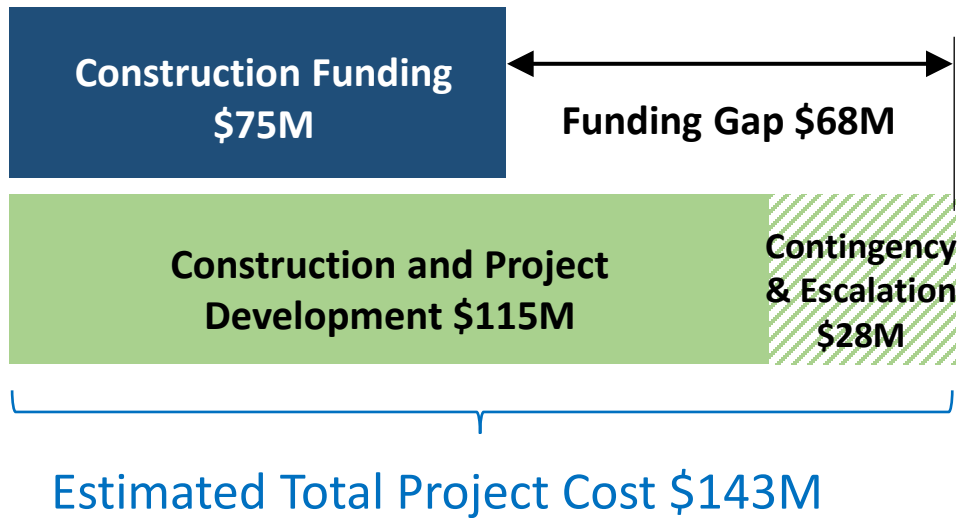
PHASE 1 STATUS

- 25% Re-Design Submittal made to UP 10/9/20.
- Reduced project scope reflects successful discussions between CCJPA and UP to reduce project costs and simplify project.



Comparison of Available Budget and Total Project Cost

Project Construction Cost Estimate



Increase in construction cost since original funding allocation

- Utility relocation, including petroleum pipelines
- Extensive site grading and drainage
- Complexities of grade crossings and railroad signaling
- Construction cost escalation since time of allocation

COVERING THE \$68M CONSTRUCTION FUNDING GAP

\$143 M Total Construction Estimate; \$75M Programmed & \$68M Gap			
OPPORTUNITIES:	Range		Notes:
	Low	High	
1. Pursue Design Modifications	\$5M	\$10M	Phasing yard location or relocating w/UPRR
2. Seek Additional Funding Sources			
STATE FUNDING			<i>(State funds: ranked in order of ease/suitability)</i>
<i>State Railroad Assistance (SRA)</i>	\$5M	\$15M	CCJPA discretionary funding
<i>Congested Corridor</i>	\$10M	\$15M	PCTPA/SACOG partnership
<i>ITIP/RTIP</i>	\$20M	\$40M	Regional \$ to leverage State Interregional \$
<i>Trade Corridor</i>	\$30M	\$40M	Layers in additional freight rail build
FEDERAL FUNDING			
<i>Federal Infrastructure Funding</i>	\$5M	\$50M	New Admin; new priorities
COVERING THE GAP	\$75M	\$170M	

Capitol Corridor Spring 2021 Schedule Change

- Regularized Service Pattern
- New Daily Roundtrip Service from Auburn to San Jose
- Consistent with 2018 State Rail Plan for Better Local Transit Connections

