

3.3 Rail

Rail service in Placer County has been and continues to be used to transport freight and passengers. Union Pacific Rail Road (UPRR) owns the right-of-way for both types of rail service and operates freight trains through Placer County.

Rail passenger services help in the effort to remove vehicles from Interstate 80 and to improve air quality by encouraging commuters and business/recreational travelers to leave their cars behind. The Capitol Corridor service between Auburn and San Jose provides a snapshot of this impact. Park-and-ride lots at all three Placer County stations are overflowing with cars that would have otherwise added to the congestion in Interstate 80 each work day. The City of Auburn will be using a CMAQ grant to add parking capacity, the City of Roseville just completed construction of a new parking that is full of over 70 cars each morning, and Rocklin has completed its expanded parking lot and waiting area.

From Auburn to Sacramento, it is estimated that the current diesel locomotive on the Capitol Corridor train emits 1,114 grams of oxides of nitrogen (NO_x), a precursor to ozone. In contrast, 60 (approximate average daily ridership from Auburn) passenger cars emit 1,470 grams of NO_x. Work is ongoing to develop cleaner diesel fuels and after-burner conversions that would mount on top of the locomotive and treat the emissions, further reducing the negative impact on air quality.

EXISTING RAIL SERVICES

The Capitol Corridor Joint Powers Authority (CCJPA) contracts with Amtrak to operate daily intercity passenger service between Auburn and San Jose (see Figure 3.3a). The CCJPA is comprised of six transportation agencies in the Capitol Corridor service area: Placer County Transportation Planning Agency, Sacramento Regional Transit District, Yolo County Transportation District, Solano County Transportation Authority, San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority. The governing board of the CCJPA is comprised of elected officials representing the six member agencies.

The Capitol Corridor Service began in December 1991 with three daily round trip trains between Oakland and Sacramento and currently provides twelve daily round trips. In Placer County, the Capitol Corridor trains stop in Roseville, Rocklin, and Auburn. Connecting bus service is provided to and from Colfax, Nevada City/Grass Valley, Carson City, and Reno. The three Placer County stations are served by one westbound train leaving Auburn at 6:35 a.m. (weekdays) or 8:05 a.m. (weekends) and one return train arriving in Auburn at 6:35 p.m. (weekdays) or 6:55 p.m. (weekends). Connector buses also fill the gap between trains, providing

Figure 3.3a
Existing Rail Service – Western County

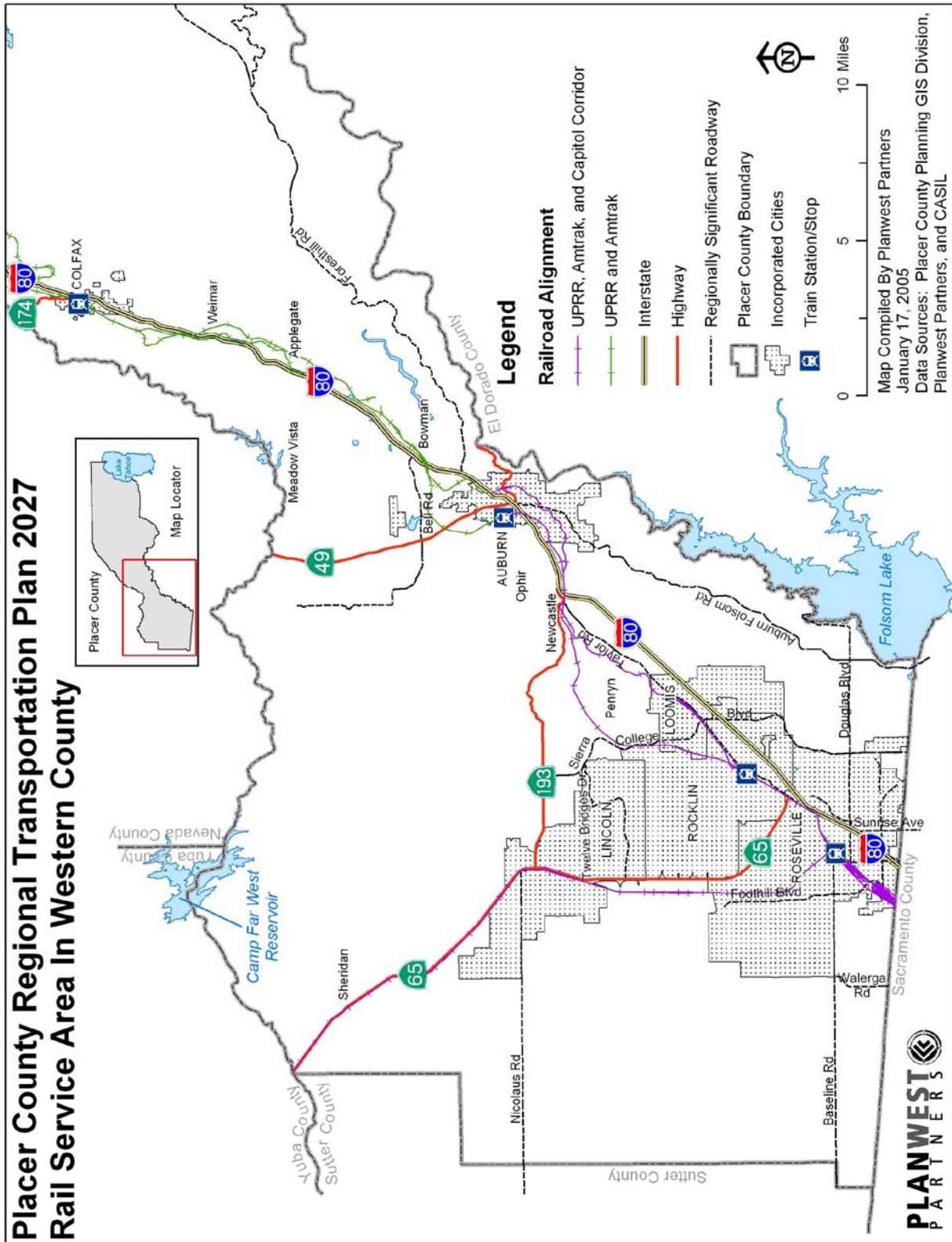
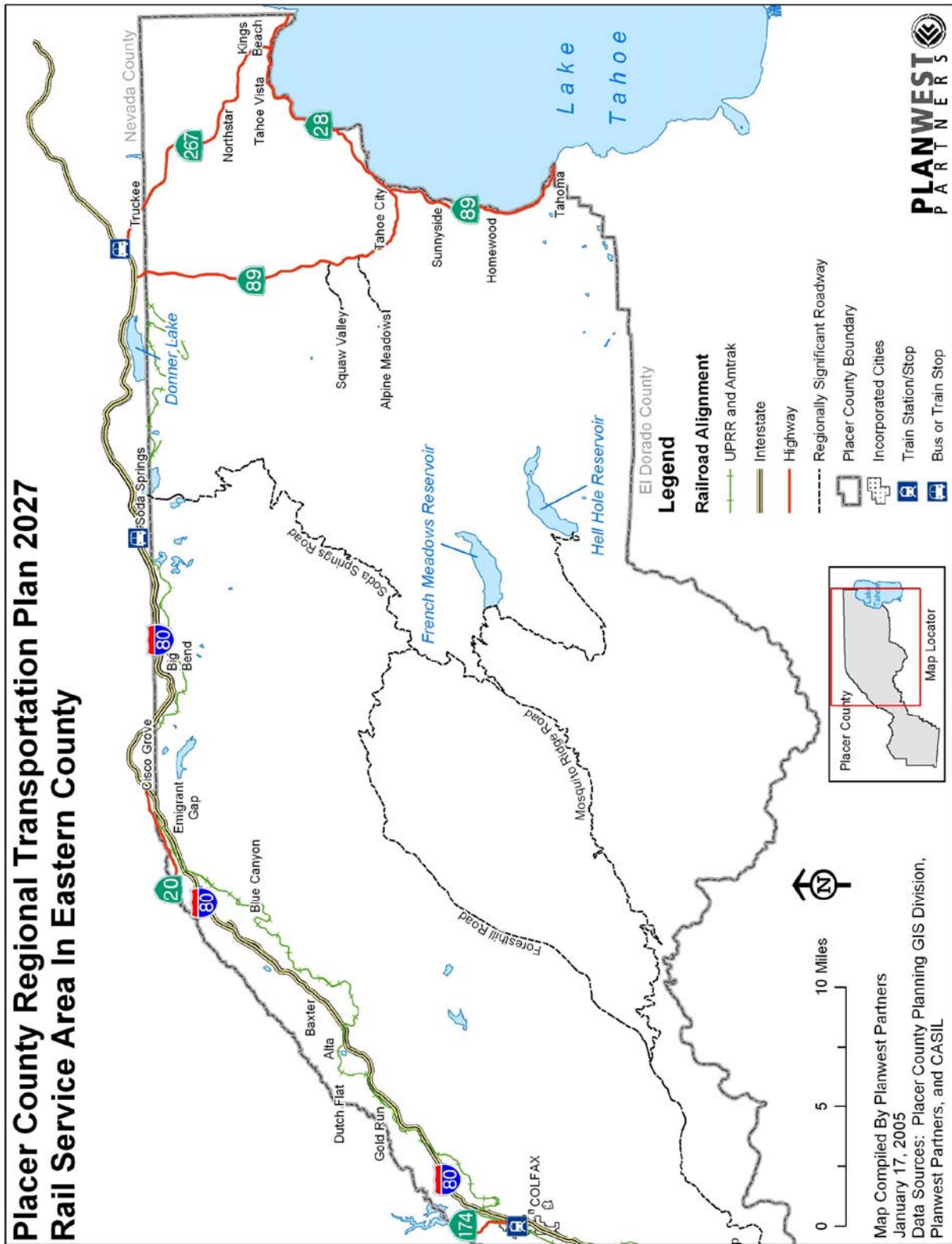


Figure 3.3b
Existing Rail Service – Eastern County



service between Sacramento and the Placer County stations. No reservations are required to ride the Capitol Corridor trains or connector buses.

The California Zephyr, which runs daily between Chicago and Oakland, provides interstate passenger rail service with stops in Placer County at Colfax and Roseville. As an interstate rail service, reservations are required for travel on the California Zephyr.

The San Joaquin train service, which is managed by Caltrans and operated by Amtrak, provides connecting bus service to and from Stockton through Sacramento, Roseville, Rocklin, Auburn, Colfax, Nevada City, Grass Valley, Carson City, and Reno. There is also a morning bus from Roseville that meets a southbound San Joaquin train in Sacramento. The San Joaquin provides four daily round trips between Sacramento and Bakersfield, with connecting bus service to Los Angeles and numerous other points in California.

RAIL SERVICE NEEDS ASSESSMENT

Capitol Corridor

Capitol Corridor patronage has been growing by leaps and bounds since the February 2000 plan, which changed the return time of the Placer County weekday evening train to coincide with the peak commute period. Between FY 2001 and FY 2004, ridership has increased 8.5 percent overall to 1,165,000 passengers. Ridership at the three Placer County stations (Auburn, Rocklin, Roseville) continues to be strong in spite of reliability problems earlier this year. These problems have since been worked out in partnership with UPRR, and on-time performance has improved significantly. The Capitol Corridor also continues to improve its cost effectiveness. With a current cost per passenger of under \$20 and cost per passenger mile under \$.25, its performance is comparable to the other State-supported rail services (Pacific Surfliner and San Joaquin).

The Capitol Corridor currently operates twelve round trip trains daily between Sacramento and Oakland and is experiencing overcrowding on some cars during peak periods. There are several factors that are contributing to these trends. First, increasing populations are taxing existing transportation systems such as Interstate 80. Second, the existing transportation systems for intercity travel are almost exclusively motorized requiring the use of cars (including carpools and vanpools) or buses. Third, state and federal clean air regulations make it more and more difficult to increase roadway capacity.

The difficulty of vehicular travel is not the only reason travelers are flocking to alternatives such as the Capitol Corridor trains. Aside from being cleaner and less polluting, it is more relaxing than driving and enables riders to accomplish some business, eat, sleep, or socialize while traveling to their destinations.

With this in mind, the CCJPA has developed, and continues to update, a business plan to expand intercity passenger rail service within and beyond the existing service area. The CCJPA's FY

2005/06 to FY 2006/07 Business Plan Update calls for twelve weekday and nine weekend round trips between Oakland and Sacramento; seven weekday and weekend round trip trains south of Oakland to San Jose; up to three round trips daily to Roseville; and, up to two daily round trips extending to Auburn. Implementation of this plan will require approval from UPRR on a train schedule, and track and signal improvements. Additional expansion will require purchase of additional train sets.

The CCJPA has also adopted a long term Vision Plan that describes the parameters for a program of improvements to provide additional track capacity to expand and extend the Capitol Corridor, including extension of service south to Monterey and Salinas and east to Colfax, Truckee, and Reno.

In support of the CCJPA's objective to expand service, the PCTPA has been working with Caltrans and the local jurisdictions to implement improved rail facilities, station amenities, park and ride lots, and train/bus connections at the Colfax, Auburn, Rocklin, and Roseville depots. The multimodal centers at Colfax and Auburn are now complete as is a new park-and-ride lot adjacent to the Roseville depot. Rocklin rail station improvements are complete with the exception of a new station building, which will be done before the end of 2005.

Regional Rail

Studies and discussion about the feasibility of regional, or commuter rail, along the Interstate 80 corridor have been occurring since 1990. In general, the various studies have concluded that a regional rail alternative is feasible and would be more cost effective than light rail

The most current study of regional rail was a concept plan for the corridor between Oakland and Auburn and was being jointly funded by PCTPA, Sacramento Regional Transit, Yolo County Transportation District, Solano Transportation Authority, and the Contra Costa Transportation Authority. CCJPA staff provided technical assistance, and UPRR has been involved in order to ensure that passenger rail improvements will not have a negative impact on freight performance. The Auburn-Oakland Regional Rail Concept Plan, completed in mid 2005, outlined a service that could be jointly funded by the participating agencies and operated by the CCJPA. Implementation will likely be in phases, the timing of which will depend on UPRR's ability to ascertain current freight growth trends so that capacity on the railroad can be modeled accurately. It is through the capacity modeling that the scope and design of track improvements can be estimated. The final phase would include the additional of five round trips between Auburn and Oakland during peak commute periods; these trips would be interspersed between CCJPA trains providing 30 minute frequency in the peak period. It is estimated that the ultimate level of regional rail service in this corridor would cost \$16 million annually to operate. Capital expenses, for purchase of trainsets and track and facility improvements, are estimated to be \$380 million. These costs would be shared among the participating agencies. Funding would likely come from a variety of state, federal, and local sources.

Other Services Studied

In 1995, Caltrans, in cooperation with the Nevada Department of Transportation, completed the Sacramento-Tahoe-Reno Intercity Rail Study. The study concluded that expanding the Capitol Corridor service to include stops in Colfax, Soda Springs, Truckee, Reno, and Sparks would be technically feasible, provide economic benefits, expand transportation capacity in the I-80 corridor, and increase the farebox recovery ratio. An environmental document would be required, however, and extensive mitigation costs could be involved. In 2000, Amtrak completed a 20-Year Plan for rail service in California which also concluded that expansion of the Capitol Corridor service to Reno would be feasible and desirable.

In 2003, PCTPA, NCTC, CCJPA, the Town of Truckee, and interested businesses in the North Tahoe area decided to jointly fund a study exploring the feasibility of extending daily Capitol Corridor service to Reno. This study has been suspended due to the lack of interest on the part of UPRR. It is hoped that interest in this service could be rekindled in a year or two when UPRR has a more accurate picture of the extent of the growing demand for freight services in the corridor.

In 1997, the Roseville-Lincoln-Marysville Passenger Feasibility study defined a plan for rail service between Marysville and Sacramento. The study concluded that the service was technically feasible either as commuter rail, which would need to be funded locally, or as intercity rail, funded as an extension of the Capitol Corridor or San Joaquin service.

RAIL ACTION PLAN

Short and Long Range

1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (*PCTPA, CCJPA, Caltrans, jurisdictions*)
2. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (*PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions*)
3. Support federal legislation to provide funding for high-speed rail corridors, which includes the Capitol Corridor. (*PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives*)
4. Pursue implementation of regional rail service between Auburn and Oakland. (*PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation*)

Authority, Contra Costa Transportation Authority, Caltrans)

- Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (PCTPA, Caltrans, Yuba County, jurisdictions)

RAIL PROJECTS

Table 3.3-1
Rail Projects List

PROJECT ID	PROJECT DESCRIPTION	STREET LOCATION	TYPE	STATUS	COMPLETION YEAR	TOTAL COST	PERFORMANCE MEASURES					
							1	2	3	4	5	6
CITY OF AUBURN												
[No Projects]												
CITY OF COLFAX												
UNFUNDED PROJECTS												
PLA20361	In Colfax, complete interior restoration of the Colfax multimodal station project.	Colfax Depot Restoration - Interior	Heavy Rail Capital	Planned	UNK 2006	\$500,000	0	0	x	x	x	x
Colfax Unfunded Rail Projects Total Cost:						\$500,000						
Colfax All Rail Projects Total Cost:						\$500,000						
CITY OF LINCOLN												
[No Projects]												
TOWN OF LOOMIS												
[No Projects]												
PLACER COUNTY TRANSPORTATION PLANNING AGENCY												
UNFUNDED PROJECTS												
PCT10000	Commuter rail stations improvements and maintenance facility. Potential new stations: Bowman, Loomis	Placer County	Heavy Rail Capital	Planned	UNK 2008	\$11,250,000	x	x	x	x		x
PCT10020	Annual operating and maintenance cost for regional rail for two years.	Placer County	Transit Operations	Planned	UNK 2008	\$4,656,000	x	x	x	x		x
PCT10230	Annual operating and maintenance cost for regional rail for seven years (2010-2017)	Placer County	Transit Operations	Planned	UNK 2017	\$16,275,000	x	x	x	x		x
PLA19080	I-80 corridor regional rail rolling stock purchase.	Regional Rail	Bus LRT Capital	Planned	UNK 2008	\$14,550,000	x	x	x	x		x
PLA19150	I-80 corridor regional rail track improvements.	Regional Rail	Bus LRT Capital	Planned	UNK 2008	\$18,660,000	x	x	x	x		x
PCTPA Unfunded Rail Projects Total Cost:						\$65,391,000						
PCTPA All Rail Projects Total Cost:						\$65,391,000						
PLACER COUNTY												
[No Projects]												
CITY OF ROCKLIN												
[No Projects]												
CITY OF ROSEVILLE												
FUNDED PROJECTS												
PLA20290	Design and construct park and ride lot at Church and Grant Streets	Roseville Intercity Rail Station	Heavy Rail Capital	Programmed	UNK 2004	\$375,240	x	x	x	x		x
Roseville Funded Rail Projects Total Cost:						\$375,240						
Roseville All Rail Projects Total Cost:						\$375,240						
CALTRANS												
FUNDED PROJECTS												
CAL18320	Sacramento to Roseville track and signal improvements	UPRR	Heavy Rail Capital	Planned	UNK 2006	\$7,280,000	x	x	x	x		x
Caltrans Funded Rail Projects Total Cost:						\$7,280,000						
Caltrans All Rail Projects Total Cost:						\$7,280,000						
RTP FUNDED RAIL PROJECTS TOTAL COST:						\$7,655,240						
RTP UNFUNDED RAIL PROJECTS TOTAL COST:						\$65,891,000						
RTP ALL RAIL PROJECTS TOTAL COST:						\$73,546,240						

Note: Costs are estimates based on the latest information available, however unanticipated factors (environmental issues, land prices, etc.) often conspire to escalate costs.

Performance Measures (see Chapter 2) are:

- Improve safety.
- Relieve congestion.
- Enhance regional integration, multimodalism.
- Maintain existing facilities.
- Implement projects that preserve resources.
- Maximize public participation in transportation planning.