

Memorandum

To: Chair and Commissioners

Date: April 23, 2002

From: Diane C. Eidam

**Ref Number:
Book Item 2.1e
Action**

Ref: Project Approval for \$7,486,800 to the Department of Transportation for the Escalon to Stockton Second Mainline Track and Related Signal Improvements Project

Issue:

Should the Commission approve the Department of Transportation's (Department's) application to use \$7,486,800 in Proposition 116 (PUC) 99622[a]) funds to construct second mainline track and related signal improvements between Escalon and Stockton on the San Joaquin Corridor?

Recommendation:

Commission staff has reviewed the Proposition 116 application, as well as subsequent clarifications and recommends that the Commission approve the attached resolution, which would grant approval of the Department's application for \$7,486,800 in Proposition 116 funds to construct second mainline track and related signal improvements between Escalon and Stockton on the San Joaquin Corridor. Approval of this application will program the entire amount authorized (\$140,000,000) in PUC Section 99622[a].

Background:

Proposition 116 (PUC Section 99622[a]) authorizes \$140,000,000 to Caltrans for improvements to the Los Angeles-Fresno-San Francisco Bay Area passenger rail corridor (San Joaquin) and extension of the corridor to Sacramento, including:

- At least \$60,000,000 for rail rehabilitation and other rail improvements to provide intercity rail service between Fresno and Oakland via Madera, Merced, Turlock, and Modesto; and
- Not more than \$30,000,000 for rehabilitation and other rail improvements to provide intercity rail service between Stockton and Sacramento via Lodi and Galt.

In February 2002, Commission staff received an application requesting \$7,486,800 in Proposition 116 funds (PUC Section 99622[a]) to be used to construct a second mainline track and related signal improvements on a 25.1 mile section of the Burlington-Northern Santa Fe (BNSF) owned track on the San Joaquin Corridor between Escalon and Stockton in San Joaquin County. According to the Department, adding the second track will allow the passenger trains to pass through unimpeded by freight traffic and other Amtrak passenger trains traveling in the opposite direction. The project will include but not be

limited to the following tasks: relocate utilities, construct new (second) main track, upgrade existing siding

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for conversion to a main track, realign the existing trackage, construct panelized turnouts and replace other turnouts, remove existing trackage and turnouts, extend necessary bridges, place new public crossings at some locations on new trackage and replace public crossings at other locations on upgraded trackage, and excavate and place embankment material and sub-ballast, including clearing and grubbing.

The funding breakdown is as follows:

\$ 2,599,100	SHA - prior allocation, design engineering
\$35,775,800	\$7,486,800 - P116; \$21,289,000 - SHA; \$7,000,000 - TCRP, construction Phase I
<u>\$24,200,000</u>	SHA - construction Phase II
\$62,574,900	Total

Approval of the attached Resolution will provide \$7,486,800 in Proposition 116 funds (PUC Section 99622[a]) to construct second mainline track and related signal improvements between Escalon and Stockton on the San Joaquin Corridor.

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval
Department of Transportation
Proposition 116 Application for
Escalon to Stockton Second Mainline Track and Related Signal Improvements Project

Resolution #PA-02-09

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, the Commission has established a Hazardous Waste Identification and Clean-up Policy (#G-91-2) that requires the local agency to have performed full due diligence in identifying the hazardous waste in the right-of-way and easements and properties as well as clean-up, and that the state has been indemnified from clean-up liability of damages, both present and future; and
- 1.7 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.8 WHEREAS, Proposition 116 (PUC Section 99622 [a]) authorizes \$140,000,000 to the Department of Transportation (Department) for intercity rail projects to be programmed for improvements to the Los Angeles-Fresno-San Francisco Bay Area (San Joaquin) passenger rail corridor including:
 - At least \$60,000,000 for rail rehabilitation and other rail improvements to provide intercity rail service between Fresno and Oakland via Madera, Merced, Turlock, and Modesto.
 - Not more than \$30,000,000 for rehabilitation and other rail improvements to provide intercity rail service between Stockton and Sacramento via Lodi and Galt; and
- 1.9 WHEREAS, in February 2002, the Commission received an application from the Department requesting approval of \$7,486,800 in Proposition 116 funds for the Escalon to Stockton Second Mainline Track and Related Signal Improvements project; and
- 1.10 WHEREAS, the February 2002, Proposition 116 application from the Department, including all supplemental information, has been reviewed by Commission staff, and appears to meet all

the basic requirements as specified in Proposition 116 and the Commission's policies and guidelines; and

- 2.1 BE IT THEREFORE RESOLVED, that the Commission hereby approves the Proposition 116 application from the Department for the Escalon to Stockton Second Mainline Track and Related Signal Improvements project for \$7,486,800; and
- 2.2 BE IT FURTHER RESOLVED, that a Proposition 116 project approval by the Commission reserves the State funding within the Program, and allows project development work to be undertaken by the applicant agency, which will be subject to state reimbursement pursuant to the Commission's "Guidelines for Allocating, Monitoring, and Auditing Funds for Local Assistance Projects" and subsequent fund transfer agreement.