

Memorandum

To: **Chairman and Commissioners**

Date: **September 14, 2001**

From: **Robert I. Remen**

File No:
Book Item 2.1e(1)
Action

Ref: **Project Approval Amendment to the Department of Transportation (Department) for the Bakersfield-Los Angeles Preliminary Engineering and Feasibility Study**

Issue:

Should the Commission approve the Department of Transportation's (Department's) request to amend its application for the Bakersfield-Los Angeles Preliminary Engineering and Feasibility Study to reduce the originally approved amount of \$5 million to \$4,480,697 due to cost savings on the project? The savings of \$519,303 will be the subject of a future request from the California High-Speed Rail Authority.

Recommendation:

Commission staff has reviewed the Proposition 116 amended application, as well as subsequent clarifications and recommends that the Commission approve the attached resolution, which would grant approval of the Department of Transportation's (Department's) amended application to reduce the original amount of \$5 million to \$4,480,696 due to cost savings on the project. The project was completed as scoped in the original application.

Background:

Proposition 116 (PUC Section 99622[b]) authorizes \$5,000,000 to the Department of Transportation for preliminary engineering and feasibility studies of a high-speed passenger rail link between Bakersfield and Los Angeles.

In February 1993, the Commission approved PA-93-13, which authorized \$5 million to the Department for a preliminary engineering and feasibility study for high-speed rail between Los Angeles and Bakersfield.

The Scope of the preliminary engineering and feasibility study began in October 1993 and was completed in a one-year period. The study was initiated to examine alignment alternatives from a technical, cost and environmental impact perspective. A number of alignment alternatives were evaluated in the vicinity of Interstate 5, between Bakersfield and Santa Clarita and through the Antelope Valley. While all options were documented in detail to allow focus on costs and impacts of feasible options, two of the routes were subjected to the most detailed preliminary engineering: one runs along the basic alignment of I-5 and enters Bakersfield via either Union Avenue, Edison Road or a new freeway; the other alternative follows SP right-of-way parallel to State Route 14 to Antelope Valley and State Route 58 through the Tehachapi Mountains to Bakersfield. The Department completed the study for \$4,480,697, which leaves a balance of \$519,303.

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval Amendment
Department of Transportation
Proposition 116 Application for the
Preliminary Engineering and Feasibility Study

Resolution PA-01-

Amending PA-93-13

- 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 financial plans include a back-up funding plan, should the project exceed the cost approved by the Commission the increased cost shall be covered by funds other than Proposition 116; and
- 1.7 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
- 1.8 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.9 WHEREAS, Proposition 116 (PUC Section 99622[b]) authorizes \$5,000,000 to the Department for a preliminary engineering and feasibility study for high-speed rail between Los Angeles and Bakersfield; and

- 1.10 WHEREAS, in February 1993, the Commission approved PA-93-13, to the Department, which authorized \$5,000,000 in Proposition 116 Bond funds for the Bakersfield-Los Angeles Preliminary Engineering and Feasibility Study; and
- 1.11 WHEREAS, in July 2001, the Department submitted an amended Proposition 116 application requesting that the previously approved \$5,000,000 be reduced to \$4,480,697 due to cost savings on the project; and
- 2.1 BE IT THEREFORE RESOLVED, that the Commission hereby approves the Proposition 116 amended application from the Department for the Bakersfield-Los Angeles Preliminary Engineering and Feasibility Study reducing the previously approved amount of \$5,000,000 to \$4,480,697 due to cost savings; 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.