

Memorandum

To: Chairman and Commissioners

Date: October 22, 2001

From: Diane C. Eidam

**File No:
Book Item 2.1e(1)
Action**

Ref: Project Approval for \$7,200,000 to the Department of Transportation for the Stockton Intercity Rail Station Project

Issue:

Should the Commission approve the Department of Transportation's (Department's) application to use \$7,200,000 in Proposition 116 (PUC) 99622[a] funds to purchase right-of-way, as well as perform engineering, design and construction for a new intercity rail (Amtrak) station on the San Joaquin Intercity Rail Corridor in the City of Stockton?

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 \$7,200,000 in Proposition 116 funds to purchase right-of-way, as well as perform engineering, design and construction for a new intercity rail (Amtrak) station on the San Joaquin Corridor in the City of Stockton. Approval of this application will reduce the \$14,686,800 remaining in PUC Section 99622[a] to \$7,486,800 for future capital purposes.

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 September 2001, Commission staff received an application requesting \$7,200,000 in Proposition 116 funds (PUC Section 99622[a]) to be used for purchase of right-of-way, as well as perform engineering, design and construction for a new intercity rail (Amtrak) station on the San Joaquin Corridor in the City of Stockton. The project site is on the Burlington Northern Santa Fe Railway in San Joaquin County, within Stockton city limits, at the intersection of Station Drive and Duck Creek Drive. According to the

Department, the construction of the station project will significantly improve passenger train operations through the area and consequently help to increase San Joaquin Corridor ridership. The rail line in Stockton splits, one leg goes west/south (Bay Area/Bakersfield) and the other goes north/south (Sacramento/Bakersfield). The north/south trains meet the Altamont Commuter Express (ACE) line approximately five-miles north of the new station site. The proposed new station is south of the split, which would permit Amtrak trains coming to and from the Bay Area to stop at the new Stockton station. Trains coming to and from Sacramento are north of the split and would stop at the ACE Station, as well as the new Stockton station, thus allowing all passengers to benefit from expanded amenities such as overnight parking; improved train operations; a larger waiting room and an improved motorcoach transfer facility. The new Stockton station will sufficiently accommodate the growing number of passengers on the San Joaquin's, as well as meet the Americans with Disabilities Act and structural requirements. The improvements provided by this project will increase operational flexibility, reduce delays, and increase train speeds on the San Joaquin Corridor.

The Department has indicated that the four round-trip Bakersfield-Bay Area trains will stop at the new Station Drive station and bus service will be provided for any north bound passengers to the ACE/Amtrak station on Weber Street allowing them to continue to Sacramento or transfer to an ACE train. The two round-trip Bakersfield-Sacramento trains (currently one daily round-trip train with the second round-trip train targeted for early 2002) will stop at the combined ACE/Amtrak station on Weber Street, as well as at the new Station Drive station, to allow for service to ACE passengers.

According to the Project Study Report prepared by the Department, the San Joaquin Corridor is the fourth busiest route on the national Amtrak System, serving 685,000 passengers in 1999. During this same period, the Stockton station on San Joaquin Street experienced more than 176,000 boardings and deboardings, making it the 5th busiest station on the San Joaquin system and the 14th most used intercity rail station in California. Trains to and from Sacramento stop in Stockton at a "temporary" platform on Weber Avenue, adjacent to the Union Pacific mainline, next to the ACE station. Approximately 2,000 passengers boarded or alighted from this location in 1999. Stockton is the only location on the San Joaquin system where trains stop at two stations.

Approval of the attached Resolution will provide \$7,200,000 in Proposition 116 funds (PUC Section 99622[a]) for purchase of right-of-way, as well as perform preliminary engineering, environmental documentation, permitting, design and construction of a new Stockton Intercity Rail Station in the City of Stockton on the San Joaquin Corridor.

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval Department of Transportation Proposition 116 Application for Stockton Intercity Rail Station Project

Resolution #PA-01-

- 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 September 2001, the Commission received an application from the Department requesting approval of \$7,200,000 in Proposition 116 funds for the Stockton Intercity Rail Station project; and
- 1.10 WHEREAS, the September 2001, 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 Stockton Intercity Rail Station project for \$7,200,000; 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.