

# Memorandum

**To:** Chair and Commissioners

**Date:** May 23, 2007

**From:** JOHN F. BARNA, JR.  
Executive Director

**Ref Number:**  
Book Item 2.1e.(1)  
Action

**Ref:** PROJECT APPROVAL AMENDMENT TO THE DEPARTMENT OF TRANSPORTATION FOR THE ESCALON TO STOCKTON SECOND MAINLINE TRACK AND RELATED SIGNAL IMPROVEMENTS PROJECT AMENDING PA-06-02 AND PA-02-09

## RECOMMENDATION:

Approve the attached resolution to de-program \$6,800,000 for the Escalon to Stockton Second Mainline Track and Related Signal Improvements Project as this project is no longer viable due to local opposition. With growing freight and rail passenger service on this segment of the San Joaquin Amtrak route, there are other projects that will benefit passenger service and can use these de-programmed funds.

## BACKGROUND:

Proposition 116 (PUC Section 99622[a]) authorizes \$140,000,000 to the Department 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 2006, the Commission approved PA-06-02, which authorized \$6,861,800 to the Department of Transportation (Department) for the construction of a second mainline track and related signal improvements between Escalon and Stockton on the San Joaquin Corridor.

In April 2007, Commission staff received a request from the Department to de-program \$6,861,800 in funding for this project. The local community in Escalon expressed concerns about double tracks in their community. Due to the local opposition, this project is no longer viable.

Attachment

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  
and  
Sacramento Depot Parking and Circulation Improvements Project

Resolution PA-07-  
Amending Resolutions #PA-06-02 and 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.

Resolution PA-07-\_\_\_, Amending  
Resolution PA-06-02 and PA-02-09

- 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 approved an application (PA-02-09) from the Department for \$7,486,800 in Proposition 116 funds for the Escalon to Stockton Second Mainline Track and Related Signal Improvements project; and
- 1.10 WHEREAS, in February 2006, the Department submitted an amended application requesting that \$650,000 of the \$7,486,800 be used to complete station access and circulation improvements at the Sacramento Amtrak Depot; and
- 1.11 WHEREAS, in April 2007, the Department submitted a request to de-program \$6,861,800 for the Escalon to Stockton Second Mainline Track and Related Signal Improvements project; and
- 2.1 BE IT THEREFORE RESOLVED, that the Commission hereby approves the following adjustment;

<u>Project</u>	<u>Adjusted P116 Funding</u>
<del>Escalon to Stockton Second Mainline Track and Related Signal Improvements Project</del>	<del>\$6,861,800</del>
Sacramento Depot Parking and Circulation Improvements Project	\$625,000; and

- 2.2 BE IT FURTHER RESOLVED, that Resolution PA-06-02 and PA-02-09 are hereby amended.