

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING

P.O. BOX 942874, MS-32
SACRAMENTO, CA 94274-0001
PHONE (916) 653-1637
FAX (916) 653-1447
TTY 711
www.dot.ca.gov/hq/tpp/

TAB 98



*Flex your power!
Be energy efficient!*

May 9, 2011

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street MS52, Room 2222
Sacramento, CA 95814

Dear Ms. Rhinehart:

Chapter six, Statutes of 2011 (AB 105, Committee on Budget) amended Section 8879.52 to the Government Code. The section calls on the California Transportation Commission (CTC) instead of the California Department of Transportation (Department), to prepare a summary of any memorandum of understanding (MOU) executed between a railroad company and any state or local transportation agency for any project funded from the Trade Corridors Improvement Funds (TCIF) program.

At the request of the CTC, this summary of the Richmond Rail Connector MOU is being prepared by the Department.

Sponsored by the Department on behalf of BNSF, the project will construct a new mainline connecting track, between the BNSF Line and the UP Line north of Richmond, CA. The project site is located between the cities of San Pablo and Richmond in Contra Costa County on BNSF's Stockton Subdivision and UP's Martinez Subdivision.

Project Description: (i) constructing a new mainline connecting track, between the BNSF Line and the UP Line north of Richmond, CA; and (ii) installing a power operated crossover between the UP mainlines near the proposed new connection, project scope includes:

- Realign approximately 2,000 feet of UP's Martinez Subdivision Mainline 2 from 14.5' track centers to 20' track centers from Mainline 1 and install two No. 24 turnouts
- Construct approximately 3,135' new connecting mainline track and related grading and infrastructure including two No. 24 turnouts and a 54' steel rolled beam bridge
- Upgrade approximately 2,000 track feet of Stockton Division Rheem siding track to mainline standards and install 1 No 24 turnout
- Upgrade John Street grade crossing surface

- Install signaling system to interconnect BNSF's Stockton Subdivision and UP's Martinez Subdivision

Project Schedule and Proposed Funding Plan Summary

Project Schedule		Date
Begin Environmental Phase		Nov-10
Circulate Draft Environmental Document	Doc Type: MND/FONSI	Sept-11
End Environmental Phase		Feb-12
Begin Design Phase		Nov-10
End Design Phase		Jan-12
Begin Land Acquisition		Jun-11
End Land Acquisition		Aug-12
Begin Construction Phase		Sept-12
End Construction Phase		Sept-14

Proposed Funding Plan

Phase of Work	Estimated Cost	TCIF	Supplement Funding	
			BNSF	Metropolitan Transportation Commission
Environmental	2,000,000			2,000,000
Design	950,000			950,000
Right of Way	4,750,000		4,750,000	
Construction	14,060,000	10,880,000	690,000	2,490,000
Totals	21,760,000	10,880,000	5,440,000	5,440,000
Percentage	100%	50%	25%	25%

- Estimated construction costs are in 2010 dollars.

Project Benefits: The public benefits of the Richmond Rail Connector Project are derived by routing BNSF trains over the UP Martinez Subdivision from Stege to Rheem rather than through north Richmond. This routing is shorter, faster, and has far fewer at grade crossings. The Richmond Rail Connector Project provides the infrastructure required for this re-routing.

The Richmond Rail Connector Project removes slow daily train traffic from 1.7 miles of track within the City of Richmond and avoids nine grade crossings providing the benefits summarized here and put forth in the MOU.

The public benefits are:

- Reduced traffic delay

Ms. Rhinehart
May 10, 2011
Page 3

- Reduced fuel consumption from idling vehicles
- Reduced emissions from idling vehicles
- Reduced fuel consumption from train locomotives
- Reduced emissions from train locomotives

Additional key elements in the MOU:

- Effective Date of MOU - Executed between Caltrans and BNSF, May 10, 2011.
- Definitive Agreements are expected to be complete by August 1, 2011.
- Baseline Approval – will be presented to the California Transportation Commission for approval during the meeting of May 11/12, 2011.

Sincerely,



SHARON SCHERZINGER, Chief
Division of Transportation Planning