

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8a.(1), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR A
LOCALLY-ADMINISTERED STATE TRANSPORTATION IMPROVEMENT
PROGRAM RAIL PROJECT, PER STIP GUIDELINES
WAIVER 26-30**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for the locally-administered State Transportation Improvement Program (STIP) San Joaquin Street Station Layover Track Rail project (PPNO 9888), in San Joaquin County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of project allocation for the locally-administered STIP San Joaquin Street Station Layover Track Rail project (PPNO 9888), in San Joaquin County, for the time period as identified in the attachment.

BACKGROUND:

The San Joaquin Joint Powers Authority will not be able to request an allocation for the locally-administered STIP San Joaquin Street Station Layover Track Rail project by the June 30, 2026 deadline. The attachment describes the details of the project and the explanation for the delay.

Current STIP Guidelines stipulate that programmed funds are available for allocation only until the end of the fiscal year programmed. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 20 months.

Attachment

**Time Extension/Waiver – Project Allocation
State Transportation Improvement Program**

Project Number: 1
Applicant: San Joaquin Joint Powers Authority
County: San Joaquin
District: 75
PPNO: 9888
Allocation Amount: \$1,000,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2028
Department Recommendation: Support

San Joaquin Street Station Layover Track

The San Joaquin Joint Powers Authority (SJJPA) requests a 20-month time extension for the period of project allocation for the Plans, Specifications, and Estimate (PS&E) phase of the San Joaquin Street Station Layover Track Rail project. The agency experienced delays as two project site alternatives selected in the Project Study Report Equivalent (PSR-E) did not meet operational and equipment needs. During the month of October 2025, the project team documented the minimum operational storage constraints and site limitations associated with both layover alternatives, concluding that neither option met clear storage requirements without property impacts or design exceptions. The project site alternatives only supported up to 425 feet of storage. The minimum site requirement for this project is at least 700 feet of storage; therefore, an additional site evaluation is needed.

The project is located in Stockton, west of the existing San Joaquin Street Station along the Burlington Northern Santa Fe Stockton Subdivision. The project will construct a layover facility to enable train movements between San Joaquin Street Station and Sacramento. This will enable timed transfers between Oakland-Bakersfield Gold Runner roundtrips and the Sacramento region, which is currently served by shuttle buses. Improvements will include a powered signal, turnout, layover track, paved siding, fencing, lighting, and wayside power.

In December 2021, the San Joaquin Street Layover and Access Improvements Project was included in the Department's 2022 Interregional Transportation Improvement Program (ITIP) as a new project. The PS&E phase was programmed for \$1,000,000 and the Construction (CON) phase was programmed for \$6,000,000. The project was also included in the Department's 2024 ITIP as a carryover project from the 2022 ITIP. In March 2025, the Department approved the project to be split into two different projects, the San Joaquin Street Layover Track and San Joaquin Street Station Access Improvements, and all ITIP funding was committed to the San Joaquin Street Layover Track.

The PSR-E document was originally prepared in 2021 to support the ITIP grant application. The PSR-E included two original project site alternatives. SJJPA has determined that the original sites do not meet operational and equipment needs due to site constraints and are no longer viable project alternatives. In addition, the project schedule, including the design, construction, and right-of-way phases, must be revised with a new timeline to match the delayed environmental phase.

SJJPA has identified two new potential sites for evaluation. The project team is preparing an update to the PSR-E document and advancing environmental review. Alternatives have been developed to meet full operational storage requirements and have received preliminary input from Burlington Northern Santa Fe Railway. The project will require preparation of a new CEQA document that evaluates multiple build alternatives and a No Build alternative. Based on the scale of improvements (new track construction, potential crossover installation, property acquisition, site grading, and potential street improvements), the anticipated CEQA pathway is an Initial Study with Mitigated Negative Declaration. The preliminary development schedule provides a total duration of 63 weeks commencing the first week of June 2026 and concluding in Mid-August 2027.

SJJPA procured project management services and environmental review services for this phase. The consultant team is supporting the advancement of new potential sites. Construction is scheduled to be completed in 2030.

Therefore, SJJPA is requesting a 20-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to February 28, 2028.