

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Transportation

Subject: **FISCAL YEAR 2015–16 SECOND QUARTER PROPOSITION 1A HIGH-SPEED
PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation's Fiscal Year 2015–16 Second Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.



Fiscal Year 2015–16 2nd Quarter Report High-Speed Passenger Train Bond Program

Quarterly Report to the
**California Transportation
Commission**



High-Speed Passenger Train Bond Program Progress Report

SUMMARY:

In 2008, voters approved Proposition 1A Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (Commission) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program (Proposition 1A).

The Proposition 1A program is identified under two sub-programs: the Intercity Rail Program and the Urban and Commuter Rail Program.

This report covers the second quarter of the State Fiscal Year 2015–16 for Proposition 1A. There are 15 projects with a total value of \$795.850 million in Proposition 1A funds that have been approved for funding by the Commission for this program. This report contains a summary of 15 projects (see Tables 1-3). Currently, there are 13 projects in Construction, 1 project in both Design and Construction phase, and 1 project in Project Approval and Environmental Documentation phase.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of \$47.5 million in eligible projects. The California Department of Transportation (Caltrans), in coordination with the public agencies and the passenger rail operators on the intercity rail lines, shall present to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects that were eligible under the formula program and adopted those projects that met the requirements.

The following is the status of the formula program projects. See Table 1 (attached) for specific project information.

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner): The implementing agency is the Southern California Regional Rail Authority (SCRRA), who has received \$46.550 million for the Construction phase. The project consists of implementing all aspects of positive train control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. All SCRRA-owned lines and locomotives are operating with PTC fully-installed and in-service. Key remaining elements of the project are to finalize interoperable testing with LA Basin Railroads such as BNSF, Union Pacific Railroad (UPRR), North County Transit District (NCTD) and Amtrak. The PTC Safety Plan was formally re-

submitted to the Federal Railroad Administration (FRA) with corrections in late December 2015 based on review comments and requests for clarifications from the FRA. As a result, PTC system certification is anticipated by mid-2016. On-going software updates are expected to continue as the industry advances its PTC implementation across the nation. Training and transition to operations are well-underway. Project is expected to be complete with interoperable testing and certification by June 30, 2016.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission was required to program up to an additional \$47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, were required to select projects within each of the three corridors for the remaining 25 percent and present them to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system.
- Projects that were eligible for or had committed federal funds.
- Projects that promoted increased ridership, increased on-time-performance and decreased running times.

The following is the status of the competitive program projects. See Table 2 (attached) for specific project information.

Project No. 2

Positive Train Control, San Onofre to San Diego: The implementing agency is the North San Diego County Transit District (NCTD), which has received \$24.010 million for the Construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego. All aspects of the project are installed and being tested. Functional field testing is ongoing for the interoperable train control messaging, communications, and computer aided dispatching/back office server segments. NCTD is federated with Metrolink and is expecting federation with BNSF next quarter. Stationary field testing is underway with test vehicles, and installations are substantially complete for all 17 vehicles. All onboard components will be completely installed on vehicles by the end of February 2016. Brake testing is expected to begin in February 2016, and training is underway and expected to be complete by June 2016. Project is expected to be completed and fully operational by December 31, 2018.

Project No. 3

Positive Train Control, Los Angeles to Fullerton Triple Track: The implementing agency is Caltrans, which has received \$2.940 million for the Construction phase. The project includes the installation of PTC components, the scope of which includes, but is not limited to, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way; the installation of signal bungalows; and the installation of critical locomotive and cab car on-board equipment. All Proposition 1A appropriated funding has been allocated and expended, and project completion is on schedule with no anticipated delays.

Project No. 4

San Joaquin Corridor, Merced to Le Grand Segment 1: The implementing agency is Caltrans, which has received \$40.750 million for the Construction phase. The project consists of capital improvements to the Merced to LeGrand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track; modification and upgrade to signal and track components (including five public at-grade road crossings); and engineering/civil work. The project is on schedule with no anticipated delays.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, \$760 million was divided among ten eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highway Code. The Commission took the following factors under consideration:

- Gave priority to those projects that provide direct connectivity to the high-speed train system.
- Required that the matching funds used by the eligible agencies were non-state funds. Non-state funds were defined as local, private, and federal funds, as well as those state funds not under the Commission's purview.

The following is a brief status of projects for the urban and commuter rail program. See Table 3 (attached) for specific project information.

Project No. 5

Sacramento Intermodal Facility High-Speed: The implementing agency is the Sacramento Regional Transit District (RT), which has received \$1.752 million for Project Approval and Environmental Documentation phase. The project consists of improvements to the existing regional transit facility and surrounding components to provide connectivity to high-speed rail. An additional \$23.471 million remains programmed for future use on this project. RT has been working with the City of Sacramento on the traffic analysis and has prepared a technical memorandum documenting the traffic strategies to be deployed to minimize the effects of the Sacramento Valley Station loop. There has also been continued coordination with the Sacramento Streetcar including developing shared track concepts, operational analyses, and track configuration designs. Moreover, outreach with interest groups including developers, Kaiser Hospital, and community leaders continues. The goal is to release the Initial Study/Mitigated Negative Declaration with RT as the lead agency by March 2016.

Project No. 6

Caltrain Advanced Signal System/Positive Train Control (CBOSS/PTC): The implementing agency is the Peninsula Corridor Joint Powers Board (PCJPB), which has received \$105.445 million for both the Design and the Construction phase. The project consists of installing positive train control technology along the Caltrain corridor. During this period, the installation of wayside interface units and equipment on rail vehicles were completed. Dynamic system testing using a dedicated test train continues, along with FRA system testing and interoperability testing. The project completion date has been delayed by six months, bringing the project completion date to the end of the 4th quarter of Fiscal Year (FY) 2015-16. This is due to software development delays as well as delays in the execution of test plans and the FRA approval process. The PCJPB is evaluating the budget impact of the schedule delay and will determine the amount and source of funding as part of the FY 2016-17 capital budget development cycle.

Project No. 7

Central Subway: The implementing agency is the San Francisco Municipal Transportation Agency, which has received \$61.308 million for the Construction phase. The project extends the 5.2-mile T-Third light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles. All Proposition 1A appropriated funding has been allocated and expended. This project phase has been closed out by Caltrans.

Project No. 8

Millbrae Station Track Improvement and Car Purchase: The implementing agency is the San Francisco Bay Area Rapid Transit District (BART), which has received \$140 million for Construction phase. The project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Millbrae station. The pilot car delivery is nine to ten months behind schedule due to delay in First Article Configuration Inspection and Subsystem Qualification Testing. The first pilot vehicle is currently scheduled for delivery in late September 2016. Bombardier is anticipating a five month slip in the production schedule.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the Southern California Regional Rail Authority (SCRRA), which has received \$35 million for the Construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system. All Proposition 1A appropriated funding has been allocated. During this period, SCRRA continued to perform software updates and testing to the PTC infrastructure that has been in place since June 2015. In addition, SCRRA staff coordinated closely with FRA on substantial revisions to the PTC Safety Plan that was re-submitted to the FRA in late December 2015. As a result, PTC system certification has slipped to mid-2016. Additional demands on FRA staff related to the PTC legislative extension are contributing to this prolonged certification timeline.

Project No. 10

Regional Connector Transit Corridor: The implementing agency is the Los Angeles County Metropolitan Transportation Authority, which has received \$114.874 million for the Construction phase. The project consists of construction of a two-mile extension that will connect the Metro light rail system to high speed rail through downtown including construction of three new underground light rail stations. The project is reflecting a five-month delay due to advance utility relocation work transferred to the design-build contract. Current schedule has construction complete by March 2021 and revenue service date by April 2021.

Project No. 11

Metrolink High-Speed Rail Readiness Program: The implementing agency is the Southern California Regional Rail Authority, which has received \$68.5 million for the Construction phase. The project consists of acquisition of 20 high powered Tier 4 locomotives. During this period, quality and design issues associated with the build of a new model locomotive continue to hinder the progress of the first three locomotives. Supplier quality and design issues with key components have resulted in the repeated rework of these components, causing delays to the delivery of the first locomotive. The supplier, Electro-Motive Diesel, Inc., was able to continue to progress with internal testing of the first locomotive to the point of operation at 30 MPH on the test track. However, discrepant material that was used to conduct these tests must be replaced and associated testing must be redone. It is now estimated that arrival of the first locomotive will be late March or early April 2016 with conditional acceptance early in the third quarter. The second and third locomotives are progressing quickly behind the build of the first locomotive; however, availability of the same key components mentioned previously may adversely impact the schedule for units 2 and 3. The car body for unit 4 is nearing completion in Spain. It is anticipated that serial delivery of units 4 through 20 will not be impacted by the issues being experienced on these first three units.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail Commission (SJRRC), which had previously received \$10.974 million for Construction phase. The project consists of construction of 2.57 mile extension of dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific Railroad (UPRR) and the BNSF Railroad. The Commission approved the de-allocation of \$10.579 million at the October 2014 meeting. At the August 2015 meeting, the Commission approved a re-allocation of \$5,319,325. The award of a construction contract was expected by February 2016; however, due to prolonged negotiations with UPRR on the project plans, SJRRC is requesting a 12 month extension from the Commission to award the construction contract at the March 2016 meeting. Due to the constrained aspect of the corridor, the track clearance requirements and the final track geometry needs to be negotiated and approved by the UPRR to meet strict standards. The additional \$5.26 million that remains de-allocated yet still programmed to this project will be requested at a later date.

Project No. 13

Blue Line Light Rail Improvements: The implementing agency is the San Diego Association of Governments, which has received \$57.855 million for Construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacing worn out rails and tracks; replace/rehabilitate switches and signaling and reconstruction of existing platforms to accommodate low-floor vehicles. All Proposition 1A appropriated funding has been allocated, and the project is within budget and on schedule with no anticipated delays. All 12 light rail stations have been completed, and approximately 100 percent of the rail track has been replaced. Other final improvements that remain include the replacement of rail and a switch along the Northbound tracks between the 8th Street and 24th Street stations. The expected close-out of the project is being extended to December 2016 due to the delay of the Beyer Boulevard slope and track way reconstruction project.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North San Diego County Transit District (NCTD), which has received \$17.833 million for Construction phase. The project consists of implementing all aspects of positive train control technology along the Coaster Corridor between San Onofre and San Diego. All Proposition 1A Urban Commuter appropriated funding has been allocated. All aspects of the project are installed and being tested. Functional field testing is ongoing for interoperable train control messaging, communications, and computer-aided dispatching/back office server segments. NCTD is federated with Metrolink and is expecting federation with BNSF next quarter. Stationary field testing is underway with test vehicles. Installations are substantially complete for all 17 vehicles. All onboard components will be completely installed on vehicles by the end of February 2016. Brake testing is expected to begin in February 2016, and training is underway and expected to be complete by June 2016. The project is expected to be completed and fully operational December 31, 2018.

Project No. 15

Maintenance Shop and Yard Improvements: The implementing agency is San Francisco Bay Area Rapid Transit District (BART), which has received \$78.639 million for the Construction phase. The project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop, retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new trackwork, retaining walls, and soundwalls that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks. The notice-to-proceed was effective on October 21, 2015 for Construction Contract No. 01RQ-110, which includes construction of a new Component Repair Shop and the installation of 7 new Lifts in Main Shop, and Construction Contract No. 01RQ-120, which includes site work, construction of new and relocation of existing utilities, and installation of track work. Design work is continuing on the seismic retrofit and tenant improvements for the Central Warehouse and the M&E facility, as well as the new back-up generator for the Component Repair Shop, and the new turntable. Preliminary design was initiated for the Vehicle Overhaul and Heavy Repair Shop.

LETTERS OF NO PREJUDICE:

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010, under Resolution LONP1A-G-1011-01. There were 3 projects that were approved for a LONP; all 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorized by the Commission upon appropriation by the Legislature to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the “Project Numbers” in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These “Project Numbers” are subject to change in subsequent reports as projects are added and deleted. Currently, there are 15 projects shown in the tables in this report.

Table 1

Intercity Rail Formula Program																	
Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre				Dec-15	CON	65%	\$46,550	\$46,550	\$30,553	Jan-11	Oct-10	▲	▲	◆
TOTAL OPEN PROJECTS:										\$46,550	\$46,550	\$30,553					

LEGEND:

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance

Table 2

Intercity Rail Competitive Program																	
Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule
2	SD	NCTD	Positive Train Control, San Onofre to San Diego				Dec-15	CON	75%	\$24,010	\$24,010	\$18,122	Jan-11	Aug-11	▲	◆	◆
3	LA	DRMT	Positive Train Control, LA to Fullerton Triple Track				Dec-15	CON	100%	\$2,940	\$2,940	\$2,940	Nov-11	Dec-11	▲	▲	▲
4	SJ	DRMT	San Joaquin Corridor, Merced to Le Grand Segment 1				Oct-16	CON	40%	\$40,750	\$40,750	\$16,130	May-13	Nov-13	▲	▲	▲
TOTAL OPEN PROJECTS:										\$67,700	\$67,700	\$37,192					

LEGEND:

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance

Table 3

Urban and Commuter Rail Program																	
Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule
5	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16				PA&ED	20%	\$25,223	\$1,752	\$353	Oct-13	N/A	▲	▲	▲
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	96%	\$105,445	\$105,445	\$99,737	May-13	Aug-13	▲	▲	◆
7	SF	SFMTA	Central Subway				Oct-15	CON	100%	\$61,308	\$61,308	\$61,308	Sept-12	Oct-12	▲	▲	▲
8	SF	BART	Millbrae Station Track Improvements and Car Purchase				Jan-17	CON	47%	\$140,000	\$140,000	\$65,605	Oct-13	Jan-14	▲	▲	◆
9	Various	SCRRA	Metrolink Positive Train Control				June-16	CON	70%	\$35,000	\$35,000	\$24,546	Aug-11	Oct-10	▲	▲	◆
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	90%	\$114,874	\$114,874	\$103,386	May-13	May-14	▲	▲	◆
11	Various	SCRRA	Metrolink High-Speed Rail Readiness Program				May-17	CON	20%	\$68,500	\$68,500	\$12,052	Aug-12	May-13	▲	▲	◆
12	SJ	SJRRC	Stockton Passenger Track Extension				Feb-17	CON	3%	\$10,974	\$395	\$395	Oct-12	Feb-14	▲	▲	◆
13	SD	SANDAG	Blue Line Light Rail Improvements				May-16	CON	90%	\$57,855	\$57,855	\$57,779	Aug-12	May-13	▲	▲	◆
14	SD	NCTD	Positive Train Control				Dec-15	CON	79%	\$17,833	\$17,833	\$14,052	Jan-11	Aug-11	▲	▲	◆
15	ALA	BART	Maintenance Shop & Yard Improvements				Apr-18	CON	1%	\$78,639	\$78,639	\$1,148	Oct-14	July-15	▲	▲	▲
TOTAL OPEN PROJECTS:										\$715,651	\$681,600	\$440,361					

LEGEND:

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance