

Memorandum

Tab 59

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.18
Action

From: SUSAN BRANSEN
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-02**

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Proposition 1A Connectivity) guidelines in February 2010 and the initial Proposition 1A Connectivity Program in May 2010. In June 2012, the Commission adopted a significant amendment to the program consistent with the 2012 High-Speed Rail (HSR) Business Plan and its blended system strategy.

Capitol Corridor Joint Powers Authority (CCJPA) and Caltrans propose to amend the Proposition 1A Connectivity Program to rename, revise the scope and decrease programming from \$46.55 million to \$36.37 million for the Capitol Corridor Oakland to San Jose Track Improvements project. In addition, CCJPA is requesting to program \$10.18 million for construction of the Capitol Corridor (and ACE) Travel Time Reduction Project. This new project is also funded with STIP and Transit and Intercity Rail Capital Program (cap and trade) funds. These projects continue to provide benefits to the Capitol Corridor and its connectivity to high-speed rail.

CCJPA is requesting a concurrent allocation of \$10,180,000 for the Travel Time Reduction project, along with TIRCP funds totaling \$4,620,000.

RECOMMENDATION:

Commission staff recommends that the Commission approve the CCJPA/Caltrans amendment, in accordance with Resolution HST1A-P-1516-02.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and

allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program Guidelines in February 2010. The initial program of projects was approved in May 2010, with various amendments approved in the years since.

RESOLUTION HST1A-P-1516-02

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached at its meeting in Stockton on May 18-19, 2016.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-02**

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PTC Projects

| Agency | Project Title | Project Description | Amount | Total Cost | Prior | 2015-16 | 2016-17 | 2017-18 | future |
|----------------------|--|---------------------|-----------|------------|-----------|---------|---------|---------|--------|
| NCTD | Positive Train Control | | \$17,833 | \$59,982 | \$17,833 | | | | |
| SCRRA | Positive Train Control | | \$35,000 | \$201,600 | \$35,000 | | | | |
| Caltrans | San Joaquin Corr. Positive Train Control | | \$9,800 | \$9,800 | \$9,800 | | | | |
| Caltrans/SCRRA | Pacific Surfliner Positive Train Control | | \$46,550 | n/a | \$46,550 | | | | |
| Caltrans | Pacific Surfliner Positive Train Control | | \$26,950 | \$34,500 | \$26,950 | | | | |
| PTC Program Subtotal | | | \$136,133 | \$305,882 | \$136,133 | | | | |

Agency Proposals

| Agency | Project Title | Project Description | Alloc | Amount | Total Cost | Prior | 2015-16 | 2016-17 | 2017-18 | future |
|---------------|---|---|-------|-----------|-------------|-----------|----------|---------|---------|---------|
| SJRR/ACE | Stockton Passenger Track Extension (Gap Closure) Phase 2A | Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way. | X | \$5,714 | \$24,895 | \$395 | \$5,319 | | | |
| | | | | \$9,260 | | | | | | |
| | | | | \$14,974 | | | | | | |
| | Future Programming | | | | | | | | | \$9,260 |
| LACMTA | Regional Connector Transit Corridor | Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system. | X | \$114,874 | \$1,366,100 | \$114,874 | | | | |
| PCJPB | Caltrain Advanced Signal System (CBOSS/PTC)** | Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines. | X | \$41,026 | \$231,000 | \$41,026 | | | | |
| San Diego MTS | Blue Line Light Rail | Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability. | X | \$57,855 | \$151,754 | \$57,855 | | | | |
| BART | Car Purchase | Purchase new BART cars (\$140 million). | X | \$140,000 | \$285,000 | \$140,000 | | | | |
| | Caltrain Advanced Signal System (CBOSS/PTC)** | see same project above by PCJPB | X | \$38,000 | | n/a | \$38,000 | | | |
| | Maintenance Shop and Yard Improvements | Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard | | \$78,639 | \$432,933 | \$78,639 | | | | |
| | | | | \$256,639 | | | | | | |

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Agency Proposals

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|--------------------------|--|---|-------|--|------------------|------------------|-----------------|------------|------------|-----------------|
| SFMUNI | Central Subway | Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown. | X | \$61,308 | \$1,578,300 | \$61,308 | | | | |
| SCRRA | New or Improved Locomotives & Cars | Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars. | X | \$88,707 | \$202,899 | \$88,707 | | | | |
| SCVTA | Caltrain Advanced Signal System (CBOSS/PTC)** | see same project above by PCJPB | X | \$26,419 | n/a | \$26,419 | | | | |
| SacRT | Sacramento Intermodal Facility Improvements** | Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal. | | \$25,223 | \$60,368 | \$1,752 | | | | \$23,471 |
| | Future Programming | | | \$4,942 | | | | | | \$4,942 |
| | | | | \$30,165 | | | | | | |
| Caltrans/CCJPA | Capitol Corr. Oakland to San Jose Track Improv., Ph 2A* | Improve existing Capitol Corridor route, with sidings and double track, and a new Union City station stop adjacent to the BART station. | | \$46,550 \$36,370 | \$247,500 | | | | | \$36,370 |
| CCJPA | Capitol Corr. (&ACE) Travel Time Reduction Project | Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds. | | \$10,180 | \$15,500 | | \$10,180 | | | |
| Caltrans | San Joaquin Merced to Le Grand Double Track, Seg 1 | Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work. | | \$36,750 | \$40,750 | \$36,750 | | | | |
| | | | | \$83,300 | | | | | | |
| Caltrans | Capitol Corr. Sacramento to Roseville 3rd Main Track | Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track. | | \$15,600 | \$28,470 | | | | | \$15,600 |
| | San Joaquin Merced to Le Grand Double Track, Seg 1 | see same project above by Caltrans | | \$4,000 | n/a | \$4,000 | | | | |
| | | | | \$19,600 | | | | | | |
| Non PTC Program Subtotal | | | | \$794,867 | | \$689,725 | \$15,499 | \$0 | \$0 | \$89,643 |
| Program Total | | | | \$931,000 | | \$825,858 | \$15,499 | \$0 | \$0 | \$89,643 |

* Project includes less than 5% (\$1.5 million) of Prop 1A funds for pre-construction