

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.6, Information Item

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Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2018-19 – THIRD QUARTER - PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

### **SUMMARY:**

The California Department of Transportation's Division of Rail and Mass Transportation is submitting the following as an information item at the June 2019 California Transportation Commission (Commission) meeting the Fiscal Year 2018-19 Third Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

### **BACKGROUND:**

On November 4, 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature, the 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, or are part of the construction of the high-speed train system. 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 bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

Attachment

*“Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California’s economy and livability”*



# **Fiscal Year 2018–19 Third Quarter Report High-Speed Passenger Train Bond Program**

**Quarterly Report to the  
California Transportation  
Commission**



<b>High-Speed Passenger Train Bond Program Fiscal Year 2018-19 Third Quarter Progress Report</b>
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**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 California Transportation Commission (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 and its facilities, or that are part of the construction of the high-speed train system as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) or that provide capacity enhancements and safety improvements. Section 2704.095 requires the Commission to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (HSPTB) Program.

The Commission allocated projects that met the following criteria:

**Usable Project/Segments: Projects will be usable, or provide usable segments, even if the high-speed train system as identified in the Streets and Highway Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) is delayed, postponed or cancelled.**

**Useful Life:** The useful life of a project under the HSPTB Program shall not be less than the required useful life (15 years or more) for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code.

**SUMMARY:**

To date, the Commission has allocated \$846.553 million in Proposition 1A funds to 17 projects with \$716.212 million in reported expenditures. There are no impacts to the Proposition 1A projects from the recent Federal Railroad Administration's decision on funding. The Proposition 1A projects discussed herein do not rely on budget authority of Fiscal Year 2010 - 2011 Omnibus Appropriations Act 2010 for project completions.

Four projects have been completed and closed out. Another three projects have fully expended their Proposition 1A funds allocated by the Commission. However, due to the size and complexity of the project, or the need for continuous testing, these three projects are still ongoing and utilizing other funding.

The following table contains specific project information and is followed by a status of all projects having received an allocation. Please note, the "Project Numbers" in this report are only for reference and are subject to change in subsequent reports should new projects be added.

## High-Speed Passenger Train Bond Program Projects

Project No.	Agency	Project Name	Total Project Cost Amount (thousands)	Appropriated Amount (thousands)	Programmed Amount (thousands)	Allocated Amount (thousands)	Expended Amount (thousands)	% Expended Amount (thousands)	Phase of Work Allocated	Project Completion Date
1	SCRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	100%	CON	Jun-16
2	Caltrans	Positive Train Control, San Joaquin Corridor	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	100%	CON	Jan-13
3	Caltrans	Positive Train Control, LA to Fullerton Triple Track	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	100%	CON	Dec-15
4	SANDAG	Blue Line Light Rail Improvements	\$ 151,754	\$ 57,855	\$ 57,855	\$ 57,855	\$ 57,855	100%	CON	Dec-16
5	SFMTA	Central Subway	\$ 1,578,300	\$ 61,308	\$ 61,308	\$ 61,308	\$ 61,308	100%	CON	Dec-20
6	SCRRA	Metrolink Positive Train Control	\$ 201,600	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	100%	CON	Dec-19
7	CCJPA	Capitol Corridor (and ACE) Travel Time Reduction	\$ 15,500	\$ 10,180	\$ 10,180	\$ 10,180	\$ 8,963	88%	CON	Jun-19
8	NCTD	Positive Train Control, San Onofre to San Diego	\$ 59,982	\$ 41,843	\$ 41,843	\$ 41,843	\$ 33,839	81%	CON	Dec-19
9	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	\$ 40,750	\$ 40,750	\$ 40,750	\$ 40,750	\$ 37,675	92%	CON	Oct-20
10	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	\$ 231,000	\$ 105,445	\$ 105,445	\$ 105,445	\$ 87,196	83%	PS&E CON	Oct-20
11	LACMTA	Regional Connector Transit Corridor	\$ 1,366,100	\$ 114,874	\$ 114,874	\$ 114,874	\$ 103,387	90%	CON	Oct-21
12	SCRRA	Metrolink High-Speed Rail Readiness Program	\$ 202,899	\$ 88,707	\$ 88,707	\$ 88,707	\$ 38,825	44%	CON	Dec-21
13	SacRT	Sacramento Intermodal Facility Improvements	\$ 60,368	\$ 30,165	\$ 26,208	\$ 1,208	\$ 576	48%	PA&ED PS&E	Jun-22
* SacRT retains \$3,957 in future Proposition 1A funding to be allocated to this or another project.										
14	SJRRC	Stockton Passenger Track Extension	\$ 24,895	\$ 14,974	\$ 5,714	\$ 5,714	\$ 395	7%	CON	Jun-22
* SJRRC retains \$9,260 in future Proposition 1A funding to be allocated to this or another project.										
15	CCJPA	Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1.	\$ 82,276	\$ 51,970	\$ 51,970	\$ 5,740	\$ 255	4%	PS&E R/W	Sep-22
16	BART	Maintenance Shop & Yard Improvements	\$ 432,933	\$ 78,639	\$ 78,639	\$ 78,639	\$ 65,916	84%	CON	Jan-24
17	BART	Millbrae Station Track Improvements and Car Purchase	\$ 285,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 125,732	90%	CON	May-26
<b>TOTALS:</b>			<b>\$ 4,792,647</b>	<b>\$ 931,000</b>	<b>\$ 917,783</b>	<b>\$ 846,553</b>	<b>\$ 716,212</b>			

**Project No. 1****Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)**

The implementing agency, Southern California Regional Rail Authority (SCRRA), 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.

The project has been completed and is now closed out. All funds have been expended. There is no further action on this project to report.

**Project No. 2****Positive Train Control, San Joaquin Corridor**

The implementing agency, California Department of Transportation (Caltrans), has received \$9.8 million for the construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along Burlington Northern Santa Fe (BNSF) Railway Company right-of-way, including signal bungalows.

The project has been completed and is now closed out. All funds have been expended. There is no further action on this project to report.

**Project No. 3****Positive Train Control, Los Angeles to Fullerton Triple Track**

The implementing agency, Caltrans, has received \$2.94 million for the construction phase. The project includes the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF right-of-way, the installation of signal bungalows, and the installation of critical locomotive and cab car on-board equipment.

The project has been completed and is now closed out. All funds have been expended. No further action on this project to report.

**Project No. 4****Blue Line Light Rail Improvements**

The implementing agency, San Diego Association of Governments, has received \$57.855 million for the construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacement of worn out rails and tracks, replacement/rehabilitation of switches and signaling, and reconstruction of existing platforms to accommodate low-floor vehicles.

The project has been completed and is now operational. All funds have been expended. There is no further action on this project to report.

**Project No. 5****Central Subway**

The implementing agency, San Francisco Municipal Transportation Agency, received \$61.308 million for the construction phase. The project extends the 5.2-mile T-Fourth 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, expended, and closed out. Remaining allocated resources do not present any funding risks to overall project completion; work is continuing at the Yerba Buena/Moscone Station, Union Square/Market Street Station, and the Chinatown Station. To date, total project expenditures are \$1.33 billion which is 84 percent of the overall project budget of \$1.578 billion. The master project schedule forecasts Revenue Service to begin in February 2020, and overall project completion by the end of December 2020.

### **Project No. 6**

#### **Metrolink Positive Train Control**

The implementing agency, SCRRA 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, expended, and all reimbursements have been sent to SCRRA; the PTC has been implemented, and now closed out. Full implementation of the Federal Railroad Administration's certified and interoperable PTC system in accordance with the statutory mandate has been achieved. SCRRA is continuing progress on increasing system reliability, performance and operational efficiency with interoperable partners through development of enhanced tools and trouble-shooting techniques.

### **Project No. 7**

#### **Capitol Corridor and Altamont Corridor Express (ACE) Travel Time Reduction Project**

The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received \$10.18 million for the construction phase. Total Proposition 1A expenditures are \$8.96 million which is approximately 58 percent of the total project budget of \$15.5 million. The goal of this project, solely funded by State resources, is to reduce the total travel time of the Capitol Corridor service between San Jose and Martinez by ten minutes, seven minutes of travel time savings on ACE services and three minutes of travel time on Amtrak San Joaquin services, through the removal of station dwell times, implementation of super elevating curves, and replacement of the existing rail to allow for higher operating speeds.

Construction work by the Union Pacific Railroad (UPRR) on this project has been concluded. In addition, the UPRR has concluded its public outreach notifying affected residents of the revised train speeds in the area, which has been implemented. Development of a revised timetable for Capitol Corridor trains is underway. The project is on schedule for completion by June 30, 2019, with no anticipated changes in scope or cost.

### **Project No. 8**

#### **Positive Train Control, San Onofre to San Diego**

The implementing agency, North County Transit District (NCTD), has received \$41.843 million for the construction phase. Proposition 1A expenditure to date is approximately \$33.8 million.

The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

The NCTD achieved full implementation and interoperability with its tenant railroads before the federally mandated deadline of December 31, 2018. Current efforts are focused on improving reliability and effectiveness of the PTC system. The supporting tasks to improve the system are on-course for completion by the end of 2019.

## **Project No. 9**

### **San Joaquin Corridor, Merced to Le Grand Segment 1**

The implementing agency, Caltrans, has received \$40.75 million for the construction phase. Proposition 1A expenditure to date is approximately \$37.7 million. The project consists of capital improvements on the Merced to Le Grand 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 Capital improvements on Segment 2 consists of constructing 4.1 miles of main track, including but not limited to, three turnouts, three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecommunications.

The construction of Segment 1 is complete. The contract to complete Segment 2 track work and construction of a second platform at Merced Amtrak Station, while not funded with Proposition 1A funds, was awarded in December 2017. Planning is underway among Caltrans, BNSF, and the San Joaquin Joint Powers Authority to deliver station infrastructure modifications, namely construction of “mini high” platforms with new rails at stations throughout the corridor including the Merced Station. The modifications will impact the overall project scope and necessitate amendment/s to the project schedule and budget with no funding related risks to project completion. Project completion is still on schedule for October 2020.

## **Project No. 10**

### **Caltrain Advanced Signal System/Positive Train Control**

The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has received \$105.445 million for the Plans, Specifications and Estimates (PS&E), and Construction phases. The project consists of installing PTC technology along the Caltrain corridor.

The PCJPB project team continued coordination efforts with the Electrification/Electric Multiple Unit, Biweekly Caltrain Modernization Systems Integration, and the Peninsula Corridor Electrification Project (PCEP) Delivery Coordination, and PTC-PCEP programs. The PCJPB project team also continued installations of onboard equipment on locomotives and cab cars; and completion of all onboard installations, except for three vehicles for overhauls, is projected for the fourth quarter of Fiscal Year 18-19.

Project Signal and Switch (WIU) Field Verification and Validation was completed. Building upon completion of Caltrain staff training by Wabtec, Caltrain held the kick-off meeting with Caltrain Operations and PTC project team to ensure smooth transition of PTC operations and maintenance upon project completion. The project completion date is still estimated for October 2020.

## **Project No. 11**

### **Regional Connector Transit Corridor**

The implementing agency, Los Angeles County Metropolitan Transportation Authority, was allocated \$114.874 million in Proposition 1A funds for Construction, and \$103.4 million culminates 90 percent expenditure. The total project is budget is \$1.366 billion. The two-mile urban light rail project will construct three new underground light rail stations to provide a seamless connection with the Metro Gold, Metro Blue, and Metro Exposition light rail transit systems through downtown Los Angeles, serving Los Angeles County.

Various operations are underway throughout the alignment including guideway and station box support of excavation, settlement monitoring, and utility relocations. Completed to date are: Sequential Excavation Method excavation and demolition of temporary walls, tunnel walkways between Little Tokyo/Art District Station and Grand Avenue Arts/Bunker Hill Station, Wye Phase 2 excavation, west hammer head invert and track level exterior walls at Grand Avenue Arts/Bunker Hill Station, east invert concrete at Little Tokyo/Art District Station, east track level equipment room concrete at Grand Avenue Arts/Bunker Hill Station, and track level exterior walls at Grand Avenue Arts/Bunker Hill Station. Additionally, the 2<sup>nd</sup> Street/Hope Pedestrian Bridge was approved for construction design submittal. Remaining allocated resources do not present any funding risks to overall project completion. Overall project progress is at 56 percent and is scheduled for completion in October 2021.

## **Project No. 12**

### **Metrolink High-Speed Rail Readiness Program**

The implementing agency, SCRRA has received their full allocation of \$88.7 million of which \$68.5 million is being applied toward the purchase and testing of 20 new Tier 4 locomotives with \$20.2 million for the refurbishment of 20 passenger cars. The locomotives and refurbished rail cars will operate in the Metrolink commuter rail service across a network of seven Southern California routes serving six counties and sixty stations.

To date, 19 locomotives have been delivered with locomotives conditionally accepted and in revenue service. The project is experiencing delays relating to resolving locomotive infancy issues which has required implementation of a gradual fleet deployment into revenue service. The SCRRA continues working closely with the vendor and through a structured approach to ensure full compliance with federal requirements, and quality assurances and demonstration of reliability to resolve issues so that all locomotives can be put into revenue service by the end of July 2021, by the revised project closeout date of December 2021.

## **Project No. 13**

### **Sacramento Intermodal Facility Improvements Project**

The implementing agency, Sacramento Regional Transit District initially received \$1.752 million for Project Approval and Environmental Documentation (PA&ED). With the completion of PA&ED, a cost savings of \$1.176 million was identified, deallocated from PA&ED, and reprogrammed to the construction phase. The total programmed amount now available under the construction phase is \$25 million for two components including the Sacramento Valley Station Loop, and Downtown Riverfront Streetcar.



The overall project scope is being implemented with only Local and State funding resources, and consists of pedestrian and bicycle connections, relocation of existing light rail train track and platforms, as well as construction of a Streetcar system including special track work with overhead catenary, traction power and signal systems, procurement of six vehicles, and a streetcar maintenance facility.

- **Component # 1 – Sacramento Valley Station Loop**

Work accomplished during the third quarter included preparation to execute a work order for Phase 1 of National Environmental Protection Agency documentation as project proponents continue to hold on Design phase work until a decision is made on moving forward with the street car portion of the project.

- **Component #2 – Downtown-Riverfront Streetcar**

Work accomplished during the third quarter included opening construction bids in January which were significantly higher than expected. As a result, project proponents began considering options to revise the project; and the Joint Powers Authority will decide project scope, cost, and schedule updates by the end of June 2019.

## **Project No. 14**

### **Stockton Passenger Track Extension**

The implementing agency, San Joaquin Regional Rail Commission (SJRRRC), has received \$5.714 million for construction out of \$14.974 million appropriated to the project, and plans to program and allocate the remaining \$9.26 million in Fiscal Year 2019. The project consists of constructing a 2.57-mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the UPRR and the BNSF.

SJRRRC continued PA&ED work finalizing the draft Categorical Exclusion to submit to Federal Transit Administration for review, initiated preliminary drainage and stormwater assessment, and began revising traffic control plans for future street closures. The project team conducted a coordination meeting with City of Stockton and UPRR, attended the California Public Utility Commission (CPUC) GO88 diagnostic meeting, and began Geotechnical coordination efforts to prepare for soil borings. Design work continued with preparation of a revised Harding Way Bridge design, retaining wall and structure conduit details for fiber relocation coordination, and a revised retaining wall handrail concept to increase CPUC side clearance constraints from track centerline.

The revised Harding Way Bridge design will address UPRR comments, increase scope and project costs, and minimize and/or avoid variance requests to streamline UPRR approvals, as well as offset extended UPRR design review periods. Revised design of the Oak/Park at-grade crossings will also increase scope and project costs. The SJRRRC anticipates PS&E completion, and subsequent construction contract advertisement by the end of June 2019. Project completion is still projected for June 2022.

## **Project No. 15**

### **Capitol Corridor – Sacramento to Roseville 3rd Main Track Project**

The implementing agency, the CCJPA, has received \$5.74 million for PS&E and R/W to begin Phase 1: the relocation of the Roseville Station and addition of a fourth track, to increase service frequency, reduce freight train conflicts, accommodate freight train growth, and provide two additional round trips serving Roseville instead of the one round trip permitted today.

Building upon Transystems' recently approved ten percent design submittal to UPRR, the project team continued to work toward 25 percent design, and is expecting to complete design by the end of June 2019. Project challenges encountered during the third quarter included delay with no change to overall the project cost, due to suspension of work for clean-up of approximately 500 gallons of diesel fuel because of striking a pipeline during geotechnical boring in the UPRR right of way. Additionally, CCJPA developed and presented to UPRR, an alternate design concept for a portion of the project that would avoid impacts to several residential properties adjacent to UPRR right of way. If the design is approved the project can be completed at no additional cost and remove potentially infeasible project components. The project is on schedule and set to be completed in September 2022 with only State funded resources.

## **Project No. 16**

### **Maintenance Shop and Yard Improvements**

The implementing agency, the San Francisco Bay Area Rapid Transit District (BART), has received \$78.639 million for the construction phase. The State and Locally funded project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop (CRS), retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

CRS construction work involved completion of testing and commissioning of wheel presses, various concrete work on the South Yard embedded track apron, and work on other punch-list and change order items. BART Rolling Stock & Shops continued to move into CRS now occupying the truck bay, wheel presses/fabrication, and gear box/brake caliper shops. The concrete pour for the foundation of the Central Warehouse (CW) has been completed. Site work continues at the electrical duct bank for Substation F and on CW storm-drains. Additionally, the project design-team completed incorporating comments per the 65 percent design review for the M&E shop. Development of the design package for the Vehicle Overhaul and Heavy Repair shop is currently at 35 percent completion and have been shelved pending availability of funds as the project team evaluated cost savings and phasing options to measure ability to initiate construction with reduced funding.

Construction of the CW has been moved from November 2019 to February 2020 due to deleted vehicle lift purchases, because the selected vehicle lift manufacturer went out of business. A separate contract will be required to replace the temporary lifts procured to enable shop functionality in the interim. Overall contract work is approximately 20 percent complete with completion still projected for January 2024.

**Project No. 17****Millbrae Station Track Improvement and Car Purchase**

The implementing agency, BART, has expended approximately 90 percent of a total allocation of \$140 million for the 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.

Series production continued at the car-body manufacturing facility. Acceptance testing for nine production cars continued, and final qualification tests are estimated to be completed in the fourth quarter of Fiscal Year 18/19. Train operator training continues with two shifts per day, six days a week. Project completion is still on schedule for May 2026.