

**CALIFORNIA TRANSPORTATION COMMISSION
High-Speed Passenger Train Bond Guidelines**

RESOLUTION HST1A-G-0910-01



- 1.1 WHEREAS, 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; and.
- 1.2 WHEREAS, Streets and Highways Code (SHC) Section 2704.095 requires the Commission to develop guidelines for programming the net proceeds of \$ 950 million in bonds authorized under Proposition 1A; and
- 1.3 WHEREAS, the Commission has held a hearing on the draft guidelines at its January 2010 meeting and at its February 2010 meeting; and
- 1.4 WHEREAS, the Commission intends to adopt the High-Speed Passenger Train Bond program guidelines at its February 24, 2010 meeting; and
- 2.1 THEREFORE BE IT RESOLVED that the Commission adopts the HSPTB Program Guidelines, as presented by Commission staff, and amended by the Commission on February 24, 2010; and
- 2.2 BE IT FURTHER RESOLVED that the Commission directs staff to make technical changes to Section 11 (Intercity Formula) and Section 12 (Intercity Competitive) to include that the Department of Transportation (Department) consult with the public agencies who own the intercity rail right-of-way and the passenger rail operators on the intercity rail lines prior to submitting its projects for consideration by the Commission.
- 2.3 BE IT FURTHER RESOLVED that the Commission amends Sections 7, 10, and 15 of the Guidelines as recommended by staff as follows:
 - Section 7 is amended to permit an eligible agency to request more than five percent, but not to exceed ten percent, for preconstruction and right-of-way phases of work on a project. The eligible agency shall make its request part of its project submission to the Commission.

- Section 10 is amended to reflect the staff recommendation that the Commission change the term “encumber” to “award”. Further the Commission amends Section 10 to permit an eligible agency that is requesting an allocation that will result in multiple awards to request the Commission as part of the allocation to allow for the deadline to be extended beyond the six-month period. An agency receiving an allocation with an extended award date shall report quarterly to the Department on its progress in awarding the contracts.
- Section 15 is amended to require that the non-state match must be matched to the phase programmed with Proposition 1A funds. Further, the match for commuter and urban rail projects begins with expenditures that date from the adoption of the program.

2.4 BE IT FURTHER RESOLVED that the Commission intends to follow the schedule for adopting the HSPTB Program at its May 2010 meeting as contained in the adopted guidelines.