

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 9, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.6, Information Item

Prepared By: Ronald E. Sheppard, Chief (Acting)  
Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2018-19 – FOURTH 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 informational item at the October 2019 California Transportation Commission (Commission) meeting for the Fiscal Year 2018–19 Fourth 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 21<sup>st</sup> 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



# **Fiscal Year 2018–19 Fourth 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 Fourth 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 California 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 the 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 made significant investments across California (State) by allocating \$846.553 million in Proposition 1A funds to 17 projects with \$719.38 million in reported expenditures. The State has been coordinating and will continue to coordinate very closely with all local partners receiving Proposition 1A resources to make sure these regional improvements become a reality.

Four projects have been completed and closed out. Another two projects have fully expended their Proposition 1A funds allocated by the Commission. However, due to the size and complexity of the projects, or the need for continuous testing, these two 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.

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

The implementing agency, Southern California Regional Rail Authority (SCRRA), has received \$46.55 million for the construction phase of the project. 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 of the project. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along the 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 of the project. 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. There is no further action on this project to report.

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

The implementing agency, San Diego Association of Governments (SANDAG), has received \$57.855 million for the construction phase of the project. 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 closed out. 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 (SFMTA), received \$61.308 million for the construction phase of the project. 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, and fully expended. Remaining allocated resources do not present any funding risks to overall project completion; work is continuing at the Central Subway's three subway stations (Yerba Buena Moscone Station, Union Square/Market Street Station, and the Chinatown Station). To date, total project expenditures are \$1.36 billion, which is 86 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 February 2020.

## **Project No. 6**

### **Metrolink Positive Train Control**

The implementing agency, SCRRA has received \$35 million for the construction phase of the project. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated, and fully expended. 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 expansion of operational efficiency with interoperable partners, including Class 1 freights through development of enhanced tools and trouble-shooting techniques. SCRRA also continues to participate in industry events to share project success/information with peers.

## **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 of the project. The goal of this project 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.

A revised timetable for the Capitol Corridor was developed and implemented on June 24, 2019. The schedule saves five minutes of actual travel time. Combined with the prior schedule change enabled by this project in November 2017, the total average travel time savings attributable to the project is seven minutes. There are no anticipated changes in scope or cost. The project is substantially complete. The contract closeout period was amended from June 2019 to June 2020 to allow for final billing within the project closeout period.

**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 of the project. 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. Ongoing invoicing and completion of task orders are proceeding on schedule. The supporting tasks to improve the system and meet higher safety standards are expected to be completed by the end of 2019.

**Project No. 9****San Joaquin Corridor, Merced to Le Grand Segment 1**

The implementing agency, Caltrans, has received \$40.750 million for the construction phase of the project. Proposition 1A expenditure to date is approximately \$39.4 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 comprise construction of second platform at Merced Amtrak Station, 4.1 miles of main track, including but not limited to: two 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 construct Segment 2 was awarded in December 2017. Previously reported potential impacts to the project schedule and budget, for infrastructure modifications, has been resolved without contract amendment. The project remains on track for overall completion as scheduled by October 31, 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 Plans, Specifications and Estimates (PS&E) and the construction phase of the project. The project consists of installing PTC technology along the Caltrain corridor.

The PCJPB project team completed installations of onboard equipment on locomotives, Back-Up Control Facility Integrated Lab installation, development of interoperability test standards with Union Pacific Railroad, and Data Communication Subsystem Testing. The project team continues collaboration with various electrification programs, and delivery coordination efforts at regularly scheduled status and coordination meeting. 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 (LACMTA) was allocated \$114.874 million in Proposition 1A funds for the construction phase of the project. The total project budget is approximately \$1.37 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.

Final Design progress is approximately 99.9 percent, and Construction progress is approximately 55 percent. Work, such as completion of various tunnel cuts and inverts, including initiation of the west station concourse deck at the Historic Broadway Station has occurred throughout the alignment in the fourth quarter. Overall project progress is at 57.5 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, and \$20.2 million is 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 60 stations, as well as expand service to accommodate additional passengers.

SCRRA continued to monitor the deployment of twenty-three locomotives, with seven F125 Tier 4 locomotives in revenue service. Previously reported delays, regarding infancy issues are being negotiated with the contractor to increase the validation testing requirements and include the delivery of updated maintenance and shop manuals that will assist SCRRA in maintaining the new fleet. As SCRRA continued conditional acceptance, fourth quarter work also included SCRRA's expansion of interoperability with Class 1 freights, and advancement of its tools for monitoring and troubleshooting performance. The revised project closeout date of March 2022.

## **Project No. 13**

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

The implementing agency, Sacramento Regional Transit District (SacRT) initially received \$1.752 million for Project Approval and Environmental Documentation (PA&ED), and a cost savings of \$1.176 million was identified, deallocated from PA&ED, and reprogrammed to the construction phase of the project. 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 consists of pedestrian and bicycle connections, relocation of existing light rail train track and platforms, as well as the construction of a Streetcar system including special track work on overhead catenaries, traction power and signal systems, procurement of six vehicles, and a streetcar maintenance facility.

Component 1 National Environmental Protection Agency clearance work order has been placed on hold due to the uncertainty of the Downtown Riverfront Streetcar project. The existing Sacramento Valley Station required relocation from the East-West configuration to the North South configuration to avoid future conflict with possible Streetcar operations. Work accomplished during the fourth quarter for Component 2 included debriefing meetings for proposed bidders to get a better understanding of why construction bids came in significantly higher than expected. Sacramento Regional Transit District is continuing to work with, and anticipates direction from, the Joint Powers Authority, and Cities of Sacramento and West Sacramento before project work can proceed. SacRT also retains \$3,957,000 in future Proposition 1A funding to be allocated to this or another project.

## **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 \$9.260 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 submitted the project draft Categorical Exclusion to the Federal Transit Administration for review and comment. Design efforts continued with retaining wall geotechnical results analysis, receipt and review initiation of Union Pacific Railroad (UPRR) track and structural comments, completion of revised final construction phasing plans based on UPRR comments, and scheduled a 25 percent project completion site walk review with UPRR. The design team also finalized revised handrail details to forestall California Public Utility Commission (CPUC) variance request. As SJRRRC coordination with UPRR continues, PS&E completion is estimated for June 2020, and an executed construction contract is subsequently scheduled to occur in July 2020. Project completion remains projected for June 2022. SJRRRC also retains \$9,260,000 in future Proposition 1A funding to be allocated to this or another project.

## **Project No. 15**

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

The implementing agency, the CCJPA, has received \$5.740 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 2020. Previously reported, 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. CCJPA continued to engage UPRR for its portion of design and project approvals, including temporary assignment of \$1.2 million in CCJPA funds to continue working with UPRR. The project is on schedule and set to be completed in September 2022 with only State and local 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 of the project. 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 continued at the South Yard and Hayward Back Shop embedded track apron, and work on other punch-list and change order items. Stock pile removal and steel frame erection at the Central Warehouse (CW) is nearing completion. CW site work continued on storm drains, and electrical duct-bank from future Substation F. The project design-team completed incorporating comments from the 65 percent design review for the M&E shop. The Vehicle Overhaul and Heavy Repair Shop design package is still on-hold at 35 percent pending availability of funds. Post evaluation of cost savings and phasing options, the project team met with stakeholders, and expects to engage design team for detailed evaluation of cost saving options. The procurement process to replace temporary vehicle lifts in the Hayward Back Shop is underway and the lifts are scheduled to be in operation December 2019. Overall project work completion is 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 its total allocation of \$140 million in Proposition 1A funds for the construction phase of the project. 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 at the car-body manufacturing facility continued according to schedule. Final Qualifications and Acceptance testing for nine production cars is ongoing with no expected delays. Three-Phase Train Operator Trainings are nearly complete at 90 percent. Overall project completion remains on schedule for May 2026.

## High-Speed Passenger Train Bond Program Projects

Project Number	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	Southern California Regional Rail Authority	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	\$ 46,550	100%	CON	Jun-16
2	California Department of Transportation	Positive Train Control, San Joaquin Corridor	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	\$ 9,800	100%	CON	Jan-13
3	California Department of Transportation	Positive Train Control, LA to Fullerton Triple Track	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	\$ 2,940	100%	CON	Dec-15
4	San Diego Association of Governments	Blue Line Light Rail Improvements	\$ 151,754	\$ 57,855	\$ 57,855	\$ 57,855	\$ 57,855	100%	CON	Dec-16
5	San Francisco Metropolitan Transportation Agency	Central Subway	\$ 1,578,300	\$ 61,308	\$ 61,308	\$ 61,308	\$ 61,308	100%	CON	Dec-20
6	Southern California Regional Rail Authority	MetroLink Positive Train Control	\$ 201,600	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	100%	CON	Dec-19
7	Capitol Corridor Joint Powers Authority	Capitol Corridor (and ACE) Travel Time Reduction	\$ 15,500	\$ 10,180	\$ 10,180	\$ 10,180	\$ 8,193	80%	CON	Jun-20
8	North County Transit District	Positive Train Control, San Onofre to San Diego	\$ 59,982	\$ 41,843	\$ 41,843	\$ 41,843	\$ 33,839	81%	CON	Dec-19
9	California Department of Transportation	San Joaquin Corridor, Merced to Le Grand Segment 1	\$ 40,750	\$ 40,750	\$ 40,750	\$ 40,750	\$ 39,430	97%	CON	Oct-20
10	Penninsula Corridor Joint Powers Board	Caltrain Advanced Signal System (CBOSS/PTC)	\$ 231,000	\$ 105,445	\$ 105,445	\$ 105,445	\$ 88,549	84%	PS&E CON	Oct-20
11	Los Angeles County Metropolitan Transportation Authority	Regional Connector Transit Corridor	\$ 1,366,100	\$ 114,874	\$ 114,874	\$ 114,874	\$ 103,387	90%	CON	Oct-21
12	Southern California Regional Rail Authority	MetroLink High-Speed Rail Readiness Program	\$ 202,899	\$ 88,707	\$ 88,707	\$ 88,707	\$ 38,825	44%	CON	Mar-22
13	Sacramento Regional Transit District	Sacramento Intermodal Facility Improvements	\$ 60,368	\$ 30,165	\$ 26,208	\$ 1,208	\$ 579	48%	PA&ED PS&E	Jun-22
14	San Joaqui Regional Rail Commission	Stockton Passenger Track Extension	\$ 24,895	\$ 14,974	\$ 5,714	\$ 5,714	\$ 395	7%	CON	Jun-22
15	Capitol Corridor Joint Powers Authority	Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1.	\$ 82,276	\$ 51,970	\$ 51,970	\$ 5,740	\$ 1,082	19%	PS&E R/W	Sep-22
16	Bay Area Rapid Transit	Maintenance Shop & Yard Improvements	\$ 432,933	\$ 78,639	\$ 78,639	\$ 78,639	\$ 65,916	84%	CON	Jan-24
17	Bay Area Rapid Transit	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>\$ 719,380</b>			