

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 8-9, 2021

From: MITCH WEISS, Executive Director

Reference Number: 4.14, Action

Prepared By: Kacey Ruggiero
Associate Deputy Director

Published Date: November 24, 2021

Subject: Proposition 1A High-Speed Passenger Train Bond Program Amendment Resolution HST1A-P-2122-01, Amending Resolution HST1A-P-2021-01

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the Proposition 1A High-Speed Passenger Train Bond Program (Proposition 1A Program). This amendment will add \$1,967,000 to the Stockton Passenger Track Extension Phase 2A Project in San Joaquin County, which allows the San Joaquin Regional Rail Commission to award the construction contract and complete the construction phase of the project. In addition, as the Commission prepares to close out the Proposition 1A program, Staff recommends all Proposition 1A funds be invoiced on a non-proportional basis to ensure no project savings are accrued at the time of project completion.

Issue:

The Commission allocated \$7,293,000 in Proposition 1A funds for construction of the Stockton Passenger Track Extension Phase 2A Project. The project was advertised, and the bids received were higher than the funding available for the project. An additional \$1,967,000 is needed to successfully award the construction contract and complete the construction phase.

With this amendment the San Joaquin Regional Rail Commission will have programmed the balance of their Proposition 1A Program funds.

The Stockton Passenger Track Extension Phase 2A Project will consist of a 1.3-mile dedicated passenger train track connecting the Robert Cabral Station with the new Altamont Corridor Express Rail Maintenance Facility located to the north. When complete, this dedicated passenger train track will eliminate congestion on the Union Pacific Railroad mainline when maneuvering trains into and out of the maintenance facility.

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 High-Speed Passenger Train Bond Program.

The Commission adopted Proposition 1A Program Guidelines in February 2010 as required by California Streets and Highways Code, Division 3, Chapter 20, Section 2704.095. The initial program of projects was approved in May 2010.

Resolution HST1A-P-2122-01:

Be It Resolved, that the Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program to program \$1,967,000 in the construction phase of the Stockton Passenger Track Extension Phase 2A Project in Fiscal Year 2021-22. Furthermore, all Proposition 1A Program funds must be invoiced on a non-proportional basis.

Attachment

- Attachment A: Revised Program of Projects for the Proposition 1A High-Speed Passenger Train Bond Program
- Attachment B: Request Letter

**HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-2122-01, AMENDING RESOLUTION HST1A-P-2021-01**

Attachment A
December 8-9, 2021
Reference No. 4.14

Agency	Project Title	Project Description	Total Cost	Prop 1A	Prior	2020-21	2021-22	Future	PA&ED	PS&E	R/W	CON	
SJRRC/ACE	Stockton Passenger Track Extension 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.	\$25,232	\$14,974	\$5,714	\$7,293	\$1,967					\$14,974	
			\$32,312										
			Prior Unprogrammed Balance	\$1,967									
	Unprogrammed Balance			\$0									
				\$14,974									
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.	\$1,366,100	\$114,874	\$114,874					\$0		\$114,874	
PCJPB (BART/ SCVTA)	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.	\$231,000	\$105,445	\$105,445					\$8,200		\$97,245	
San Diego MTS	Blue Line Light Rail Improvements	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.	\$151,754	\$57,855	\$57,855							\$57,855	
BART	Rail Cars Purchase	Purchase new BART cars (\$140 million).	\$285,000	\$140,000	\$140,000							\$140,000	
	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	\$432,933	\$78,639	\$78,639							\$78,639	
				\$218,639									
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.	\$1,578,300	\$61,308	\$61,308							\$61,308	
SCRRA	Metrolink High Speed Readiness Program	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	\$202,899	\$88,707	\$88,707							\$88,707	
	Downtown/Riverfront Sac-West Sac Streetcar System	Streetcar system including tracks, platforms and overhead catenary, traction power, signal systems. Pedestrian and bicycle connections and streetcar maintenance facility. Procurement of 6 vehicles.	\$0		\$0							\$0	

**HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-2122-01, AMENDING RESOLUTION HST1A-P-2021-01**

Attachment A
December 8-9, 2021
Reference No. 4.14

Agency	Project Title	Project Description	Total Cost	Prop 1A	Prior	2020-21	2021-22	Future	PA&ED	PS&E	R/W	CON
SacRT	Sacramento Valley Station Loop**	Relocate existing light rail track, passenger platform and associated systems, and construct streetcar system (including track, platforms, procure cars, etc) to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.		\$589	\$589				\$576	\$13		
	Accelerating Rail Modernization and Capital Expansion	Procure low floor light rail vehicles, and modify SacRT Gold Line station platforms to have compatible low rise boarding platforms		\$29,576	\$29,576							\$29,576
				\$30,165								
CCIPA	Capitol Corridor (and ACE) Travel Time Reduction	Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds.	\$15,500	\$10,180	\$8,230							\$8,230
	Capitol Corridor 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.	\$82,276	\$51,970	\$5,740			\$46,230		\$5,492	\$248	\$46,230
	Unprogrammed Balance			\$62,150				\$1,950				
Caltrans	San Joaquin Corridor Merced to Le Grand Double Track, Segment 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.	\$40,750	\$40,750	\$40,750							\$40,750
Non PTC Program Subtotal				\$794,867	\$737,427	\$7,293	\$1,967	\$48,180	\$576	\$13,705	\$248	\$778,388

PTC Projects

Agency	Project Title	Project Description	Total Cost	Prop 1A	Prior	2020-21	2021-22	Future
NCTD	Positive Train Control	PTC Projects	\$59,982	\$17,833	\$17,833			
SCRRRA	Positive Train Control	SCRRRA PTC Projects	\$201,600	\$35,000	\$35,000			
Caltrans/SCRRRA	Pacific Surfliner Positive Train Control	PSPTC Projects	\$46,550	\$46,550	\$46,550			
Caltrans/NCTD	Pacific Surfliner Positive Train Control	PSPTC Projects	\$34,500	\$26,950	\$26,950			
Caltrans	San Joaquin Corr. Positive Train Control	SJCPTC Projects	\$9,800	\$9,800	\$9,800			
PTC Program Subtotal			\$352,432	\$136,133	\$136,133			

Proposition 1A Program Total		\$931,000	\$873,560	\$7,293	\$1,967	\$48,180
-------------------------------------	--	------------------	------------------	----------------	----------------	-----------------

** Project includes less than 5% of Prop 1A funds for pre-construction
Yellow highlights represent change



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**

Chair, **Christina Fugazi**, City of Stockton
Vice Chair, **Leo Zuber**, City of Ripon
Commissioner, **Jose Nuño**, City of Manteca
Commissioner, **Doug Kuehne**, City of Lodi

Commissioner, **Nancy Young**, City of Tracy
Commissioner, **Kathy Miller**, San Joaquin County

Executive Director, **Stacey Mortensen**

Attachment B
December 8-9, 2021
Reference No. 4.14

October 27, 2021

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Stockton Passenger Track Extension – Proposition 1A HSPTB Allocation Request

Dear Mitch,

The San Joaquin Regional Rail Commission (SJRRRC) is the owner/operator of the Altamont Corridor Express (ACE) commuter rail service. On August 27, 2015 the California Transportation Commission allocated \$5,319,000 in Proposition 1A High-Speed Passenger Train Bond (HSPTB) Program funds under Resolution MFP-15-05 to the SJRRRC for the ACE Stockton Passenger Track Extension project. The \$5,319,000 in funding allocated in 2015 has lapsed but is required to complete the construction of the track extension. The project was delayed and funding lapsed due to UPRR delays in approving a construction and maintenance agreement. The COVID-19 Pandemic also caused delays to the project. SJRRRC has worked with the UPRR to finalize the design plans and negotiate the construction and maintenance agreement. SJRRRC is now ready to proceed with advertising the project for construction bids. Therefore, the SJRRRC is pleased to request a total amount of \$14,579,000 in Proposition 1A HSPTB funds for programming at the December 2021 California Transportation Commission Meeting. The total amount allocated will include the 2015 lapsed funds of \$5,319,000, \$7,293,000 of prior year funds allocated at the March 2021 CTC meeting, and an additional \$1,967,000 in new unprogrammed Proposition 1A funding that SJRRRC would like to request to be programmed at this meeting, for a total allocated amount of \$14,579,000.

This project is the second phase of an overall capital investment strategy to reduce train emissions and delays and increase rail transit ridership. The first phase reduced emissions of train idling (from UPRR freight trains and Amtrak trains) by providing track and platform improvements to allow the loading of Amtrak passengers at the Robert Cabral Station platform and reduce instances of trains blocking at-grade road crossings. In Phase 2, a dedicated passenger train track for ACE trains to the new Rail Maintenance Facility will be created via a new bridge over Harding Way and connecting trackwork, thereby eliminating congestion on the UPRR mainline when maneuvering trains into and out of the facility. Phase 2 of the Stockton Passenger Track Extension Project is anticipated to be complete in FY 2023/24.

If you have any questions, or require additional information, please contact Dylan Casper, Associate Planner, at 209-944-6240.

Sincerely,

Brian Schmidt

Director of Equipment Services, San Joaquin Regional Rail Commission

