

## Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** December 5-6, 2018

**Reference No:** 3.6  
Information Item

**From:** STEVEN KECK  
Chief Financial Officer

**Prepared by:** Dara Wheeler, Chief  
Division of Rail and Mass  
Transportation

**Subject:** **FISCAL YEAR 2018-19 - FIRST 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 December 2018 California Transportation Commission (Commission) meeting - Fiscal Year 2018-19 First 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



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

**Quarterly Report to the  
California Transportation  
Commission**



|                                                                                                                                                |
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| <p style="text-align: center;"><b>High-Speed Passenger Train Bond Program</b><br/><b>Fiscal Year 2018-19 First Quarter Progress Report</b></p> |
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**SUMMARY:**

The High-Speed Passenger Train Bond Program (Proposition 1A) is identified under two sub-programs: the Intercity Rail Program and the Urban and Commuter Rail Program.

To date, the California Transportation Commission (Commission) has allocated \$846.553 million in Proposition 1A funds to 18 projects. Currently, 15 projects have received an allocation for the construction phase, one project for both Plans, Specifications and Estimates (PS&E) and the construction phase, one project for PS&E and Right of Way (R/W), and one project for Project Approval and Environmental Documentation (PA&ED) and PS&E. Tables 1-3 provide a summary of all projects having received an allocation.

Please note, the "Project Numbers" in this report are only for reference to indicate the number of projects to have received an allocation. These "Project Numbers" are subject to change in subsequent reports as projects are added.

**INTERCITY RAIL FORMULA PROGRAM:**

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of \$47.5 million in eligible projects for a combined total of \$142 million. The California Department of Transportation (Caltrans), in coordination with public agencies and the passenger rail operators on the intercity rail lines, presented to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects eligible under the formula program and adopted those projects that met the requirements.

The following is the status of projects under the Intercity Rail Formula Program. See Table 1 (attached) for specific project information.

**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. No further action on this project to report.

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

The implementing agency, Caltrans, 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. No further action on this project to report.

**Project No. 3****Capitol Corridor (and ACE) Travel Time Reduction Project**

The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received \$10.180 million for the construction phase. The goal of this project is to reduce the total travel time of the Capitol Corridor service by ten minutes through the removal of station dwell times, implementing super elevating curves, and replacing the existing rail to allow for higher operating speeds.

Construction work by the Union Pacific Railroad (UPRR) on this project has been concluded. The UPRR has begun a public outreach process notifying affected residents of the revised train speeds in the area. Once the public outreach work is complete, the new speeds will be implemented, and a revised timetable for the Capitol Corridor trains can be instituted. This timetable revision is tentatively planned for spring 2019. The project is on schedule to be completed by June 30, 2019, with no anticipated changes in scope or cost.

**INTERCITY RAIL COMPETITIVE PROGRAM:**

Under the Intercity Rail Competitive Program, the Commission was required to program up to \$47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with public agencies and the passenger rail operators on the intercity rail lines, was required to select projects within each of the three corridors for the remaining 25 percent of the \$190 million appropriated to intercity rail under both formula and competitive projects and present the list of projects to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system
- Projects that were eligible for or had committed federal funds
- Projects that promoted increased ridership, increased on-time-performance, and decreased running times

The following is the status of projects under the Intercity Rail Competitive Program. See Table 2 (attached) for specific project information.

**Project No. 4****Positive Train Control, San Onofre to San Diego**

The implementing agency, North County Transit District (NCTD), has received \$24.010 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

In September 2018, the NCTD submitted the PTC Safety Plan to the Federal Railroad Administration (FRA) and received a conditional certification. This conditional certification allows the NCTD to proceed from the Extended Revenue Service Demonstration (RSD) into the Revenue Service Operation (RSO). The NCTD will provide a response to the FRA's conditional certification comments and recommendations. The NCTD has started PTC system interoperability testing with all other tenant railroads: BNSF, Metrolink, PacSun, and Amtrak. The NCTD will transition the operations and maintenance of the PTC System from their current design-build contractor, Herzog Technologies Inc., to Bombardier. The project is on schedule and interoperability testing is anticipated to be complete by December 2018.

**Project No. 5****Positive Train Control, Los Angeles to Fullerton Triple Track**

The implementing agency, Caltrans, has received \$2.940 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. 6****San Joaquin Corridor, Merced to Le Grand Segment 1 and a Portion of Segment 2**

The implementing agency, Caltrans, has received \$40.750 million for the construction phase. 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/telecom.

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 was awarded in December 2017. Project completion is on schedule for October 2020.

**Project No. 7****Capitol Corridor – Sacramento to Roseville 3rd Main Track Project**

The implementing agency, 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.

Environmental impact review has been completed. To complete final design, consulting engineering firm Transystems has been contracted and has submitted the 10 percent design for approval by UPPR and the CCJPA. The project is on schedule and set to be completed in September 2022.

**URBAN AND COMMUTER RAIL PROGRAM:**

Under this program, \$760 million was divided among 11 eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highways Code. The Commission took the following factors under consideration:

- Priority given to projects that provide direct connectivity to the high-speed train system
- Required matching funds be non-state funds (local, private, and federal funds, and state funds not under the Commission's purview)

The following is a status of projects under the Urban and Commuter Rail Program. See Table 3 (attached) for specific project information.

**Project No. 8****Sacramento Intermodal Facility Improvements Project**

The implementing agency, Sacramento Regional Transit District, initially received \$1.752 million for 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.

A project scope modification was also included and approved by the Commission to add a component of the Sacramento Streetcar project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail.

In August 2017, \$632 thousand was allocated to PS&E. The scope of the project has been divided into the following components:

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

California Environmental Quality Act clearance has officially been completed with savings identified. Design of the project is expected to be underway in early 2019. Construction is expected to begin in Fiscal Year (FY) 2019-20 and be completed end of FY 2021-22.

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

Both federal and state environmental requirements have been completed. In August 2018, the Guideway project design (Civil/Systems/Stations) was completed, staff submitted Risk Assessment responses to FTA, and Jacobs Engineering selected as Project Controls consultant. Brookville was selected to construct six streetcar vehicles and Notice-to-proceed (NTP) will be issued upon receipt of a federal Small Starts Grant Agreement expected March 2019. Construction is anticipated to be completed by June 2022.

## **Project No. 9**

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

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

After continuous delays and failure to improve performance, the PCJPB terminated its contract with Parsons Transportation Group, the firm initially responsible for designing and implementing the Communications Based Overlay Signal System (CBOSS)/PTC project. The contract has since been awarded to a new system developer, Wabtec. During the past quarter, Wabtec initiated the mandatory FRA brake testing for the two locomotive and two cab car vehicle types owned by Caltrain; testing has been successful to date. Installation of onboard PTC equipment on locomotive and cab cars is ongoing with 24 installations completed through September 2018. The PCJPB continues to work with tenant railroads and the FRA to ensure meeting the revenue service demonstration deadline of December 2018, with project completion estimated for October 2020.

## **Project No. 10**

### **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 and expended; however, the project is still ongoing with work continuing at the Yerba Buena/Moscone Station, Union Square/Market Street Station, and the Chinatown Station. Total project costs to date are \$1.250 billion, 79 percent of the total project budget of \$1.578 billion.

The tunnel contract administrative closeout is ongoing with the Master Project Schedule forecasting the Revenue Service Date of January 2020, and the substantial completion December 2020.

### **Project No. 11**

#### **Millbrae Station Track Improvement and Car Purchase**

The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received \$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.

To date, 10 pilot vehicles and 30 production cars have been delivered. Acceptance testing continues of production cars with the final qualification tests to be completed next quarter. Train operator training continues daily with two shifts. The California Public Utility Commission (CPUC) granted approval to operate the 10 pilot vehicles and the first 20 production cars in revenue service. Series production continues at the car-body manufacturing facility and project completion is still on schedule for May 2026.

### **Project No. 12**

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

The implementing agency, Southern California Regional Rail Authority (SCRRA / Metrolink), 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 and PTC has been implemented. Primary focus continues to be the expansion of interoperable PTC with the SCRRA's railroad partners, particularly Amtrak, NCTD & UPRR. The SCRRA achieved interoperable PTC with UPRR in March and continues to focus on increasing the number of trains and routes covered by PTC operations deploying component upgrades and improving system reliability. Over the quarter, SCRRA continued performing extensive testing and coordination with Amtrak and NCTD, achieving interoperable PTC with Amtrak in July and anticipating the commencement of interoperable PTC with NCTD in October. Upgrades to components were performed and on-going efforts to monitor and improve system reliability and functionality. There are no expected delays or changes to project scope, cost and schedule.

### **Project No. 13**

#### **Regional Connector Transit Corridor**

The implementing agency, Los Angeles County Metropolitan Transportation Authority, has received \$114.874 million for the construction phase. The project consists of constructing a two-mile extension connecting the Metro light rail system to High Speed Rail through downtown Los Angeles, including the construction of three new underground light rail stations.

Varied operations are underway throughout the alignment including guideway and station box support of excavation, settlement monitoring, and utility relocations. Completed to date are: the station box excavation and entrance structure invert of the Historic Broadway Station, the east hammer head invert at Grand Avenue Arts/Bunker Hill Station, as well as the excavation and initiated concrete invert of Flower North (4th and 5th). Overall project progress is at 52 percent with completion scheduled for October 2021.

### **Project No. 14**

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

The implementing agency, Southern California Regional Rail Authority (SCRRA / Metrolink), has received their full allocation, \$68.5 million is being applied toward the purchase and testing of new locomotives, \$20.2 million for the refurbishment of the passenger cars. The project consists of acquisition of new high-powered Tier 4 locomotives and the reconditioning/refurbishing of passenger cars.

To date, 15 locomotives funded through Prop 1A have been delivered. Deployment into revenue service is slower than planned, but continues through a structured approach to ensure full compliance with federal requirements, quality assurances and demonstration of reliability. To date five locomotives are accepted and in revenue service. The delivery, testing, and acceptance of all new locomotives will continue through July 2021. The refurbishing of passenger cars is to be completed by December 2019.

### **Project No. 15**

#### **Stockton Passenger Track Extension**

The implementing agency, San Joaquin Regional Rail Commission (SJRRRC), initially received \$5.714 million for the construction phase, and plan to program and allocate the remaining \$9.260 million in FY 2018-19. 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.

After having received comments from the FRA on the NEPA Categorical Exclusion (CE), the SJRRRC has submitted an encroachment permit to conduct a Noise Analysis, which is required to complete the CE. The Noise Analysis will occur in October 2018. The SJRRRC continues to coordinate with UPRR on design plans. There are currently no expected delays and the SJRRRC still anticipates PS&E to be completed in March 2019. Construction is estimated to begin by June 2019, with project completion estimated for June 2022.

### **Project No. 16**

#### **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: replacing worn out rails and tracks, replace/rehabilitate 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. No further action on this project to report.

### **Project No. 17**

#### **Positive Train Control**

The implementing agency, NCTD, has received \$17.833 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

All existing locomotives have been equipped with PTC technology. The NCTD's Safety Plan was conditionally certified by the FRA in September 2018, and interoperability testing has begun with tenant railroads. Complete implementation is expected by December 2018.

### **Project No. 18**

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

The implementing agency, BART, has received \$78.639 million for the construction phase. The 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.

Floor finishes, final painting, and signage installation are in progress for the CRS. Training regarding building components and specialty equipment is underway in conjunction with the substantial completion inspections being performed in various areas of the facility. Existing building demolition has been completed with the NTP issued for the contract for the new Central Warehouse Facility at the Hayward Back Shop, work has continued on the north yard apron with work beginning on the south yard apron. However, due to an increased quantity of revenue vehicle maintenance needs, resequencing of the south yard trackwork and installation of four vehicle lifts in the Hayward Back Shop will be delayed for several months. The new vehicle overhaul and heavy repair shop has been placed on-hold at 35 percent design due to funding concerns with completion of its construction still projected for January 2024.

### **ATTACHMENTS:**

1. Table 1-Intercity Rail Formula Program
2. Table 2-Intercity Rail Competitive Program
3. Table 3-Urban and Commuter Rail Program

**Table 1: Intercity Rail Formula Program**

| Project No.    | Co.     | 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 | Contract Award Date | Project Completion Date |
|----------------|---------|----------|--------------------------------------------------------------------|---------------------------------------|---------------------------------|-------------------------------|------------------------------|-----------------------------|-------------------------------|-------------------------|---------------------|-------------------------|
| 1              | Various | SCRRA    | Positive Train Control, Moorpark to San Onofre (Pacific Surfliner) | \$ 46,550                             | \$ 46,550                       | \$ 46,550                     | \$ 46,550                    | \$ 46,550                   | 100%                          | CON                     | Oct-10              | Jun-16                  |
| 2              | SJ      | Caltrans | Positive Train Control, San Joaquin Corridor                       | \$ 9,800                              | \$ 9,800                        | \$ 9,800                      | \$ 9,800                     | \$ 9,800                    | 100%                          | CON                     | Jun-12              | Jan-13                  |
| 3              | Various | CCJPA    | Capitol Corridor (and ACE) Travel Time Reduction                   | \$ 15,500                             | \$ 10,180                       | \$ 10,180                     | \$ 10,180                    | \$ 5,715                    | 56%                           | CON                     | Jun-16              | Jun-19                  |
| <b>TOTALS:</b> |         |          |                                                                    | <b>\$ 71,850</b>                      | <b>\$ 66,530</b>                | <b>\$ 66,530</b>              | <b>\$ 66,530</b>             | <b>\$ 62,065</b>            |                               |                         |                     |                         |

**Table 2: Intercity Rail Competitive Program**

| Project No.    | Co.     | 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 | Contract Award Date | Project Completion Date |
|----------------|---------|----------|-----------------------------------------------------------------------|---------------------------------------|---------------------------------|-------------------------------|------------------------------|-----------------------------|-------------------------------|-------------------------|---------------------|-------------------------|
| 4              | SD      | NCTD     | Positive Train Control, San Onofre to San Diego                       | \$ 59,982                             | \$ 24,010                       | \$ 24,010                     | \$ 24,010                    | \$ 22,062                   | 92%                           | CON                     | Aug-11              | Dec-18                  |
| 5              | LA      | Caltrans | Positive Train Control, LA to Fullerton Triple Track                  | \$ 2,940                              | \$ 2,940                        | \$ 2,940                      | \$ 2,940                     | \$ 2,940                    | 100%                          | CON                     | Dec-11              | Dec-15                  |
| 6              | SJ      | Caltrans | San Joaquin Corridor, Merced to Le Grand                              | \$ 40,750                             | \$ 40,750                       | \$ 40,750                     | \$ 40,750                    | \$ 33,684                   | 83%                           | CON                     | Nov-13              | Oct-20                  |
| 7              | Various | CCJPA    | Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1 | \$ 82,276                             | \$ 51,970                       | \$ 51,970                     | \$ 5,740                     | \$ 127                      | 2%                            | PS&E R/W                | N/A                 | Sep-22                  |
| <b>TOTALS:</b> |         |          |                                                                       | <b>\$ 185,948</b>                     | <b>\$ 119,670</b>               | <b>\$ 119,670</b>             | <b>\$ 73,440</b>             | <b>\$ 58,813</b>            |                               |                         |                     |                         |

**Table 3: Urban and Commuter Rail Program**

| Project No. | Co.                                                                                                                 | 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 | Contract Award Date | Project Completion Date |
|-------------|---------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------------------|---------------------------------------|---------------------------------|-------------------------------|------------------------------|-----------------------------|-------------------------------|-------------------------|---------------------|-------------------------|
| 8           | SAC                                                                                                                 | SacRT  | Sacramento Intermodal Facility Improvements          | \$ 60,368                             | \$ 30,165                       | \$ 26,208                     | \$ 1,208                     | \$ 576                      | 48%                           | PA&ED PS&E              | N/A                 | Jun-22                  |
|             | * SacRT retains \$3,957 in future Proposition 1A funding to be programmed and allocated to this or another project. |        |                                                      |                                       |                                 |                               |                              |                             |                               |                         |                     |                         |
| 9           | Various                                                                                                             | PCJPB  | Caltrain Advanced Signal System (CBOSS/PTC)          | \$ 231,000                            | \$ 105,445                      | \$ 105,445                    | \$ 105,445                   | \$ 84,045                   | 80%                           | PS&E CON                | Aug-13              | Oct-20                  |
| 10          | SF                                                                                                                  | SFMTA  | Central Subway                                       | \$ 1,578,300                          | \$ 61,308                       | \$ 61,308                     | \$ 61,308                    | \$ 61,308                   | 100%                          | CON                     | Oct-12              | Dec-20                  |
| 11          | SF                                                                                                                  | BART   | Millbrae Station Track Improvements and Car Purchase | \$ 285,000                            | \$ 140,000                      | \$ 140,000                    | \$ 140,000                   | \$ 117,573                  | 84%                           | CON                     | Jan-14              | May-26                  |
| 12          | Various                                                                                                             | SCRRA  | Metrolink Positive Train Control                     | \$ 201,600                            | \$ 35,000                       | \$ 35,000                     | \$ 35,000                    | \$ 35,000                   | 100%                          | CON                     | Oct-10              | Dec-18                  |
| 13          | LA                                                                                                                  | LACMTA | Regional Connector Transit Corridor                  | \$ 1,366,100                          | \$ 114,874                      | \$ 114,874                    | \$ 114,874                   | \$ 103,387                  | 90%                           | CON                     | May-14              | Oct-21                  |
| 14          | Various                                                                                                             | SCRRA  | Metrolink High-Speed Rail Readiness Program          | \$ 202,899                            | \$ 88,707                       | \$ 88,707                     | \$ 88,707                    | \$ 33,344                   | 38%                           | CON                     | May-14              | Dec-19                  |
| 15          | SJ                                                                                                                  | SJRRC  | Stockton Passenger Track Extension                   | \$ 24,895                             | \$ 14,974                       | \$ 5,714                      | \$ 5,714                     | \$ 395                      | 7%                            | CON                     | Feb-14              | Jun-22                  |
|             | * SJRRC retains \$9,260 in future Proposition 1A funding to be programmed and allocated to this or another project. |        |                                                      |                                       |                                 |                               |                              |                             |                               |                         |                     |                         |
| 16          | SD                                                                                                                  | SANDAG | Blue Line Light Rail Improvements                    | \$ 151,754                            | \$ 57,855                       | \$ 57,855                     | \$ 57,855                    | \$ 57,855                   | 100%                          | CON                     | May-13              | Dec-16                  |
| 17          | SD                                                                                                                  | NCTD   | Positive Train Control                               | \$ 59,982                             | \$ 17,833                       | \$ 17,833                     | \$ 17,833                    | \$ 11,031                   | 62%                           | CON                     | Aug-11              | Dec-18                  |
| 18          | ALA                                                                                                                 | BART   | Maintenance Shop & Yard Improvements                 | \$ 432,933                            | \$ 78,639                       | \$ 78,639                     | \$ 78,639                    | \$ 64,414                   | 82%                           | CON                     | Jul-15              | Jan-24                  |

**TOTALS: \$ 4,594,831 \$ 744,800 \$ 731,583 \$ 706,583 \$ 568,928**

# Proposition 1A

THE HIGH SPEED PASSENGER TRAIN BOND PROGRAM

Update to the California Transportation Commission  
December 5-6, 2018

Kyle Gradinger – Assistant Division Chief  
Caltrans Division of Rail and Mass Transportation



# Background:

- ▶ On November 4, 2008, voters approved Proposition 1A. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approving the issuance of \$9.95 billion of general obligation bonds.
- ▶ The California Transportation Commission (Commission) was authorized to program and allocate \$950 million of the Proposition 1A funds (minus 2% administration costs, \$931M net). These funds are directed to capital projects on existing passenger rail lines to provide connectivity to the high-speed train system, for capacity enhancements and safety improvements to those lines.

# Commission Actions to Date

The Commission has appropriated \$931 million to 18 projects, of which:

- \$917 million has been programmed
- \$847 million has been allocated, and
- \$690 million has been expended.

# Allocation Details

## \$760M - Commuter and Urban Rail (10 Agencies)

- ▶ Altamont Commuter Express
- ▶ Los Angeles County Metropolitan Transportation Authority
- ▶ North County Transit District
- ▶ Peninsula Corridor Joint Powers Board
- ▶ Sacramento Regional Transit District
- ▶ San Diego Trolley, Inc.
- ▶ San Francisco Bay Area Rapid Transit District
- ▶ San Francisco Municipal Railway
- ▶ Santa Clara Valley Transportation Authority
- ▶ Southern California Regional Rail Authority

## \$190M – Intercity Passenger Rail

- ❑ Pacific Surfliner
- ❑ San Joaquin
- ❑ Capitol Corridor

# Project Progress

- ▶ Of the 18 projects Approved and Allocated by the Commission
  - ▶ Four have been fully completed
    - ▶ SCRRRA PTC on Surfliner Corridor
    - ▶ San Joaquin PTC
    - ▶ Caltrans BNSF Triple Track
    - ▶ SANDAG Blue Line
  - ▶ Two have fully expended Prop 1A funds; however, these complex projects are still in progress with other funding
    - ▶ SCRRRA PTC System Wide
    - ▶ SFMTA Central Subway
- ▶ Seven projects in the 1A program pertain to the implementation of Positive Train Control.
  - ▶ Six projects are on schedule to meet the Federally-mandated implementation by the December 31, 2018, deadline
  - ▶ A seventh project - Caltrain Advanced Signal System/Positive Train Control - is working with Federal Railroad Administration on approval for a 2020 implementation.

# Project Highlights

## ► **Central Subway, Downtown San Francisco (in progress)**

- **Total project cost: \$1.578 billion/ Prop 1A: \$61 million (fully expended)**
- Providing a direct, rapid transit link between downtown and the existing T-Third Line route on 3rd Street, bypassing heavy traffic on congested 4th and Stockton Street.  
Revenue Service Date: January 2020

## ► **Metrolink Positive Train Control (PTC)**

- **Total project cost: \$202 million/ Prop 1A: \$35 million (fully expended)**
- First passenger rail operation in the nation to operate life-saving Positive Train Control (PTC) technology across the entire network

# Next Steps/Future Spending

- ▶ Caltrans is actively working with rail agencies to put the remaining Prop 1A funds for work in a manner that promotes connectivity or improves safety.