M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No: 3.10
Information Item

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Subject: **FISCAL YEAR 2018-19 - SECOND 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 March 2019 California Transportation Commission (Commission) meeting - Fiscal Year 2018-19 Second 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 Second Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Fiscal Year 2018-19 Second Quarter Progress Report

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 highspeed 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 $710.736 million in reported expenditures.

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 project, 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.

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	$ 7,492	74%	CON	Jun-19
8	NCTD	Positive Train Control, San Onofre to San Diego	$ 59,982	$ 41,843	$ 41,843	$ 41,843	$ 33,093	79%	CON	Dec-19
9	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	$ 40,750	$ 40,750	$ 40,750	$ 40,750	$ 35,796	88%	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	$ 37,445	42%	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
		TOTALS:	**$ 4,792,647**	**$ 931,000**	**$ 917,783**	**$ 846,553**	**$ 710,736**			

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, 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. 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 $2.940 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. 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: 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. 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 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. To date, total project expenditures are $1.250 billion which is 79 percent of the overall project budget of $1.578 billion. The tunnel contract administrative closeout is ongoing with the Master Project Schedule forecasting Revenue Service to begin in January 2020, and overall project completion by the end of December 2020.

Project No. 6

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. Full implementation of the Federal Railroad Administration's (FRA) certified and interoperable PTC system in accordance with the statutory mandate has been achieved. Continuing progress on increasing system reliability, performance and operational efficiency with interoperable partners through development of enhanced tools and trouble-shooting techniques. There are no expected delays or changes to project scope, cost and schedule.

Project No. 7

Capitol Corridor and Altamont Corridor Express (ACE) Travel Time Reduction Project
The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received $10.180 million for the construction phase. 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, 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 completed, the new speeds will be implemented and a revised timetable for the Capitol Corridor trains can be instituted. This timetable revision is planned for the Spring of 2019. The project is on schedule to be completed 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. 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 expected to be completed by the end of 2019.

Project No. 9

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. 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. The project consists of installing PTC technology along the Caltrain corridor.

After continuous delays and failure to improve performance, the PCJPB terminated its initial contract 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. Installation of onboard PTC equipment on locomotive and cab cars is ongoing with 44 installations having been completed. Training of Caltrain staff by Wabtec was completed in December 2018 and the PCJPB has submitted an Alternative Schedule Request to achieve revenue service demonstration to the FRA for review and approval. 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, has received $114.874 million for the construction phase. The project is to construct 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.

Various operations are underway throughout the alignment including guideway and station box support of excavation, settlement monitoring, and utility relocations. Completed to date are: the tunnel walkways between Flower St (4th) and Grand Avenue Arts/Bunker Hill Station, the concourse mezzanine slab at the Grand Avenue Arts/Bunker Hill Station, the remaining excavation of the Little Tokyo/Art District Station, the west station invert concrete of the Historic Broadway Station. Work initiated: tunnel walkways between the Little Tokyo/Art District Station and Historic Broadway Station, inverted concrete and concourse mezzanine slab for the Little Tokyo/Art District Station. Overall project progress is at 55 percent and is scheduled for completion in October 2021.

Project No. 12

Metrolink High-Speed Rail Readiness Program

The implementing agency, Southern California Regional Rail Authority (SCRRA / Metrolink), 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 locomotives, $20.2 million is for the refurbishment of 20 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 have been delivered. 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, quality assurances and demonstration of reliability to resolve these issues so that all locomotives can be put into revenue service by the end of July 2021, with a revised project closeout date of December 2021.

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). 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. 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 with a notice-to-proceed to be issued upon receipt of a federal Small Starts Grant Agreement expected in March 2019. However, with construction bids being significantly higher than expected, SacRT is now considering options of revising project scope and determining additional fund sources to move forward with the project.

Project No. 14

Stockton Passenger Track Extension
Of the $14.974 million appropriated to the project, the implementing agency, San Joaquin Regional Rail Commission (SJRRC), has received $5.714 million for the construction phase, and plans 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 SJRRC submitted an encroachment permit to conduct the Noise Analysis required to complete the CE. The Noise Analysis occurred in October 2018, however it was determined there would be no impacts associated with the project as the dominant noise source would continue to be from the main railway track with higher volume freight train operations. In coordinating with the UPRR on design plans, the UPRR has requested additional geotechnical information for soil conditions. Due to this request, the SJRRC anticipates PS&E to be completed in May 2019 and to advertise the construction contract by June 2019, with project completion still projected for June 2022.

Project No. 15

Capitol Corridor – Sacramento to Roseville 3rd Main Track Project
The implementing agency, the CCJPA, has received $5.740 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, the consulting engineering firm, Transystems, has been contracted and has submitted the 10 percent design for approval by UPRR and the CCJPA. The project is on schedule and set to be completed in September 2022.

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 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.

The new CRS was granted partial substantial completion and the California Public Utilities Commission granted Safety Certification allowing occupancy and use of the facility for production. BART Rolling Stock & Shops has moved into a portion of the facility and began production work. Work continues in the Hayward Shop south yard, and work was completed in the Hayward Shop north yard. Work is in progress on the concrete floor slab and foundation for the new Central Warehouse. The 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 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.

Continued operation of pilot vehicles and production vehicles in revenue service. Qualification testing continued with both pilot and production vehicles with final qualification tests estimated to be completed in the next quarter. Train operator training continues with two shifts per day, six days a week. Series production continues at the car-body manufacturing facility and project completion is still on schedule for May 2026.