State of California California State Transportation Agency
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 4-5, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.5, Information Item

Prepared By: Kyle Gradinger, Chief (Acting)
Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2019-20 – 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 informational item at the December 2019 California Transportation Commission (Commission) meeting for the Fiscal Year 2019-20 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 from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2019–20 First Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Fiscal Year 2019-20 First 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 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 allocated $846.553 million in Proposition 1A funds to 17 projects with approximately $751.125 million in reported expenditures. Four projects have been completed and closed out. Another three 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 three 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 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 Authoriity	Capitol Corridor (and ACE) Travel Time Reduction	$ 15,500	$ 10,180	$ 10,180	$ 10,180	$ 8,212	81%	CON	Jun-20
8	North County Transit District	Positive Train Control, San Onofre to San Diego	$ 59,982	$ 41,843	$ 41,843	$ 41,843	$ 34,139	82%	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	$ 40,439	99%	CON	Oct-20
10	Penninsula Corridor Joint	Caltrain Advanced Signal System (CBOSS/PTC)	$ 231,000	$ 105,445	$ 105,445	$ 105,445	$ 89,635	85%	PS&E CON	Oct-20
11	Los Angeles County Metropolitan Transportation	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	$ 42,841	48%	CON	Mar-22
13	Sacramento Regional Transit District	Sacramento Intermodal Facility Improvements	$ 60,368	$ 30,165	$ 26,208	$ 1,208	$ 582	48%	PA&ED PS&E	Jun-22
14	San Joaquin 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 Authoriity	Sacramento to Roseville 3rd Track Phase 1	$ 82,276	$ 51,970	$ 51,970	$ 5,740	$ 1,348	23%	PS&E R/W	Sep-22
16	Bay Area Rapid Transit	Maintenance Shop & Yard Improvements	$ 432,933	$ 78,639	$ 78,639	$ 78,639	$ 76,694	98%	CON	Jan-24
17	Bay Area Rapid Transit	Millbrae Station Track Improvements and Car Purchase	$ 285,000	$ 140,000	$ 140,000	$ 140,000	$ 140,000	100%	CON	May-26
		TOTALS:	**$ 4,792,647**	**$ 931,000**	**$ 917,783**	**$ 846,553**	**$ 751,125**			

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 consisted 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 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 included the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF right-of-way, installation of signal bungalows, and 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 of the project. The project consisted 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 platforms to accommodate low-floor vehicles.

The project has been completed and is now operational. 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, expended, and closed out. Work continued at the Yerba Buena/Moscone Station, Union Square/Market Street Station, and the Chinatown Station. Contractor (TPC) staffing considerations resulted in project delays. SFMTA continued meeting with TPC to discuss schedule concerns. Project schedule and costs were reevaluated; and the revised schedule was evaluated with the Federal Transit Administration (FTA) during a risk schedule workshop in October. Total project expenditures, of the overall budgeted cost of $1.578 billion, were approximately $1.39 billion. Overall project completion was approximately 87.5 percent. The Master Project Schedule forecasts' substantial completion by July 2020, and Revenue Service Date of Summer 2021.

Project No. 6

Metrolink Positive Train Control
The implementing agency, SCRRA has received $35 million in Proposition 1A bond funds 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, expended, and all reimbursements have been sent to SCRRA; the PTC has been implemented, and now closed out. Full implementation of the Federal Railroad Administration's certified and interoperable PTC system in accordance with the statutory mandate has been achieved. SCRRA is continued progress on interoperability with partners, increasing system reliability, and performance efficiency. SCRRA completed federation with Pacific Sub Railroad in the lab and production environment. Comments and revisions were made to the draft Safety Plan 3.0, and it will be submitted to the Federal Railroad Administration (FRA) for unconditional certification in the first quarter of 2020.

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 elevated 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. The CCJPA awaits final billing from contractor to expend the remaining 19 percent of unexpended Proposition 1A allocation.

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. Proposition 1A expenditure to date is approximately $33.8 million. 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. Work on task orders proceeded as scheduled. First quarter efforts remained focused on improving reliability and effectiveness of the PTC system and meet higher standards of safety are expected to be completed by the end of December 2019.

Project No. 9

San Joaquin Corridor, Merced to Le Grand Segment 1

The implementing agency, Caltrans, received $40.750 million for the construction phase of the project. Proposition 1A expenditure at the end of the first quarter was approximately $40.4 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. Segment 2 remains under construction as Burlington Northern Santa Fe Railway continued progress in processing the second platform design request-for-bid package. 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 the Plans, Specifications and Estimates (PS&E), and Construction phases of the project. The project consists of installing PTC technology along the Caltrain corridor.

Caltrain ran the first four trains, with passengers, in revenue service, enforced by the PTC. Increasing numbers of trains will steadily be placed under Caltrain's PYC enforcement until every train on Caltrain property is implemented into the PTC and signal system. 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 was allocated $114.874 million in Proposition 1A funds for the construction phase of the project. The total project budget is approximately $1.366 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.

Construction progress is approximately 58 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 nearly 60 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, with $20.2 million 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 sixty stations.

To date, 22 locomotives have been delivered with locomotives conditionally accepted and in revenue service. Two locomotives were placed into simulated service. Regarding refurbishment of passenger cars, a notice to proceed was issued at the beginning of the first quarter; and a project kick-off meeting was held at SCRRA Central Maintenance Facility. Near the end of the first quarter five Bombardier passenger cars were shipped from the manufacturer and arrived at the Talgo location in California. The project remained scheduled for closeout in December 2021.

Project No. 13

Sacramento Intermodal Facility Improvements Project

The implementing agency, Sacramento Regional Transit District (SacRT) initially received $1.752 million for the Project Approval and Environmental Documentation (PA&ED) phase of the project, and 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 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 construction of a Streetcar system including special track work with overhead catenary, traction power and signal systems, procurement of six vehicles, and a streetcar maintenance facility.

- **Component # 1 – Sacramento Valley Station Loop**
  There has been no change in status for work accomplished during the third quarter that included preparation to execute a work order for Phase 1 of National Environmental

Protection Agency (NEPA) documentation. The clearance work order has been placed on hold due to the uncertainty of Component #2. Relocation of the existing station, to avoid streetcar operations conflicts, is also on hold pending decision on Component #2.

- **Component #2 – Downtown-Riverfront Streetcar**
  SacRT continued to seek guidance from the Federal Transit Administration on the feasibility of a revised scope to preserve grant funds associated with the project. A high-level estimate of a preferred option has been developed, and the revised project scope, costs, and schedule will be discussed at an upcoming meeting.

Project No. 14

Stockton Passenger Track Extension
The implementing agency, San Joaquin Regional Rail Commission (SJRRC), has received $5.714 million for construction out of $14.974 million appropriated to the project, and plans to program and allocate an additional $7 million in FY 20-21, of the remaining $9.26 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.

SJRRC submitted the project draft Categorical Exclusion to the Federal Transit Administration for review and comment. As part of efforts to make progress in the design phase, the project team coordinated with stakeholders for grade crossing improvements and utility relocation project components. Project completion remains projected for June 2022.

Project No. 15

Capitol Corridor – Sacramento to Roseville 3rd Main Track Project
The implementing agency, the CCJPA, has received $5.74 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.

The project team reached 25 percent design. The project remained on schedule, and still 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. Stock pile removal and steel frame erection at the Central Warehouse (CW) was completed in the 1st quarter and site work on storm drains, and electrical duct-bank steadily moved forward.

Overall construction of the CW remained scheduled for March of 2020. The Vehicle Overhaul and Heavy Repair Shop design package remained 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 remained underway. Overall project construction 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 a total allocation of $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.

Series production continued at the car-body manufacturing facility. Acceptance testing of production cars continued, and final qualification tests are estimated to be completed in the fourth quarter of Fiscal Year 18/19. Maintenance demonstrations and training continued at Bombardier Transportation's rail car assembly site. Project completion is still on schedule for May 2026.