State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.5, Information Item

Prepared By: Angel Pyle, Chief (Acting)
Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2019-20 – SEMI-ANNUAL – PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

SUMMARY:

The California Department of Transportation (Department) is presenting the Proposition 1A High-Speed Passenger Train Bond Program Report to the California Transportation Commission (Commission) as an information item. This report includes an overall status update from July 1, 2019 through December 31, 2019.

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 Semi-Annual Report High-Speed Passenger Train Bond Program

Semi-Annual Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Fiscal Year 2019-20 Semi-Annual 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 $846.55 million in Proposition 1A funds to 17 projects with approximately $761.83 million in reported expenditures. Four projects have been completed and closed out and another four projects have fully expended the Proposition 1A funds allocated by the Commission. However, due to the size and complexity of the project, or the need for continuous testing, these projects are still ongoing and may be 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

($ in 000's)

Project No.	Agency	Project Name	Project Cost	Appropriated Amount	Programmed Amount	Allocated Amount	Expended Amount	Expended Percent	Allocated Phase	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	$ 57,837	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	Jul-21
6	Southern California Regional Rail Authority	Metrolink Positive Train Control	$ 245,097	$ 35,000	$ 35,000	$ 35,000	$ 35,000	100%	CON	Sep-20
7	Capitol Corridor Joint Powers Authority	Capitol Corridor (and ACE) Travel Time Reduction	$ 15,500	$ 10,180	$ 10,180	$ 10,180	$ 8,229	81%	CON	Jun-20
8	North County Transit District	Positive Train Control, San Onofre to San Diego	$ 87,293	$ 41,843	$ 41,843	$ 41,843	$ 34,142	82%	CON	Dec-21
9	California Department of Transportation	San Joaquin Corridor, Merced to Le Grand Segment 1	$ 40,750	$ 40,750	$ 40,750	$ 40,750	$ 40,750	100%	CON	Oct-20
10	Peninsula 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	$ 239,136	$ 88,707	$ 88,707	$ 88,707	$ 53,192	60%	CON	Apr-25
13	Sacramento Regional Transit District	Sacramento Intermodal Facility Improvements	$ 60,368	$ 30,165	$ 26,208	$ 1,208	$ 587	49%	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 Authority	Sacramento to Roseville 3rd Track Phase 1	$ 82,276	$ 51,970	$ 51,970	$ 5,740	$ 1,385	24%	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
		TOTAL	**$ 4,899,693**	**$ 931,000**	**$ 917,783**	**$ 846,553**	**$ 761,830**			

**Dollar values and percentages are rounded.*

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)
The implementing agency, Southern California Regional Rail Authority, was allocated $46.55 million for the construction phase. Project implementation included installation of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

The project was completed as of June 2016 and was closed out with all funds 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), was allocated $9.8 million for the construction phase. Project implementation included installation of PTC components including links between key transmission stations and multiple control points along the Burlington Northern Santa Fe (BNSF) Railway Company right-of-way as well as installation of signal bungalows.

The project was completed as of January 2013 and was closed out with all funds 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, was allocated $2.94 million for the construction phase. Project implementation included installation of PTC components including 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 was completed as of December 2015 and closed out with all funds expended. There is no further action on this project to report.

Project No. 4

Blue Line Light Rail Improvements
The implementing agency, San Diego Association of Governments (SANDAG), was allocated $57.85 million for the construction phase. Project implementation included 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 was completed as of December 2016 and closed out with all funds expended. Following closeout, the SANDAG performed an internal audit and determined not all expenditures submitted by the contractor were eligible for reimbursement. An overpayment of $18,071 in Proposition 1A funds was repaid to the Caltrans in January 2019. This report reflects the adjusted project expenditures.

Project No. 5

Central Subway

The implementing agency, San Francisco Municipal Transportation Agency (SFMTA), has been allocated $61.3 million for the construction phase. Project implementation extends the 5.2-mile T-Fourth light rail line from its current junction at the Caltrain terminus to south of Union Square and Chinatown by 1.7 miles.

Work continues at the Yerba Buena/Moscone Station, Union Square/Market Street Station, Chinatown Station, along with surface, track and system work. The contractor experienced ongoing challenges with staffing and will need to increase the number of crews assigned to electrical work, allowing concurrent work within the tunnel and at the stations to avoid delays of project completion. SFMTA continues coordination with the contractor to discuss opportunities to mitigate schedule concerns and participated in a workshop with the Federal Transit Administration (FTA) to evaluate risks to the project schedule and project cost at completion. When the report is finalized, the overall budget and project schedule may be revised.

All Proposition 1A bond funds has been expended and reimbursed. The overall project completion is estimated as 90.2 percent complete with revenue service anticipated in Summer 2021.

Project No. 6

Metrolink Positive Train Control

The implementing agency, Southern California Regional Rail Authority (SCRRA), has been allocated $35 million for the construction phase. Project implementation includes installing predictive collision avoidance technology throughout the Metrolink system.

Work continues on the Positive Train Control Safety Plan (PTCSP) 3.0 and submission to the Federal Railroad Administration (FRA) is anticipated by the end of February 2020 with FRA approval anticipated in Fall of 2020. The BNSF has distributed their PTCSP guidelines with SCRRA and has been shared with SCRRA's contractors for revisions. Coordination with PTC system owners continued to ensure information is accurate and reflects current operations. SCRRA continues progress towards interoperability with freight railroads entering SCRRA property by way of Union Pacific Railroad and BNSF.

All Proposition 1A bond funds have been expended and reimbursed. Project costs have increased to $245,097,252 since allocation. The overall project completion is estimated as 80.0 percent complete and is on track for completion by September 2020.

Project No. 7

Capitol Corridor and Altamont Corridor Express (ACE) Travel Time Reduction Project

The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), has been allocated $10.18 million for the construction phase. Project implementation will reduce the total travel time on 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.

The project improvements have been completed with travel time savings implemented on the

Capital Corridor and implementation in process for the ACE and Amtrak San Joaquin services. Final billing is underway with closeout anticipated by June 2020.

Project No. 8

Positive Train Control, San Onofre to San Diego
The implementing agency, North County Transit District (NCTD), has been allocated $41.84 million for the construction phase. The project includes implementation 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 December 31, 2018 and has continued to create responses to the FRA's conditional certification comments and recommendations. Efforts continue to focus on improved reliability and effectiveness of the overall PTC system, while troubleshooting and resolving system performance issues through coordination between NCTD and its maintenance contractors. In the next quarter, execution of the PTC maintenance contract with Herzog Technologies, Inc. is anticipated.

The overall project completion is estimated as 89 percent complete. Due to ongoing coordination efforts needed with FRA, including the additional time needed to respond and implement changes, the estimated project completion date has been extended to December 2021. While no changes to the budget have occurred, this report reflects an adjusted project cost consistent with the project cost at the time of allocation.

Project No. 9

San Joaquin Corridor, Merced to Le Grand Segment 1
The implementing agency, Caltrans, received $40.75 million for the construction phase. The project implements capital improvements on the Merced to Le Grand Double Track, Segment 1, Segment 2, and Segment 2b. Segment 1 constructs double mainline track between milepost 1041.99 and 1050.4 and includes approximately 8.41 miles of track, modification and upgrades to signal and track components (including five public at-grade road crossings), and engineering/civil work. Segment 2 constructs double mainline track between milepost 1050.2 and 1056.4 and includes approximately 4.1 miles of track, modification and upgrade to signal and track components including three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecommunications. Segment 2b constructs double mainline track between milepost 1039.88 and 1056.45 and includes approximately 4 miles of track, intertrack fencing, siding upgrade, and design/construction of a second platform opposite of the existing platform at the Merced Amtrak Station.

The construction of Segment 1 and 2 has been completed. Segment 2b track work and construction of the second platform at the Merced Amtrak Station continues and the BNSF receiving bid packages for the second platform engineering with anticipation of contract execution in early 2020. Segment 2b is approximately 48 percent complete and the project is on track for overall project completion by October 2020.

Project No. 10

Caltrain Advanced Signal System/Positive Train Control
The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has been allocated

$105.44 million for the Plans, Specifications and Estimates (PS&E) and Construction phases. Project implementation includes installing PTC technology along the Caltrain corridor.

As part of FRA testing, Caltrain began operating PTC equipped trains during revenue service. Caltrain successfully completed interoperable testing with UP for UP equipped trains on the Caltrain corridor and Caltrain PTC equipped trains on UP right of way. This milestone was successfully achieved in advance of the December 31, 2019 deadline. Additionally, Caltrain achieved PTC Interoperable Operations with ACE and interoperable testing with Amtrak is also underway. The project is on track for completion by October 2020 and project is an estimated 87 percent complete.

Project No. 11

Regional Connector Transit Corridor

The implementing agency, Los Angeles County Metropolitan Transportation Authority (Metro) was allocated $114.87 million for design-build under the Construction phase. Project implementation constructs a two-mile light rail extension, connecting the Metro light rail system to future High-Speed Rail through downtown Los Angeles including construction of three new underground light rail stations. Implementation will provide a seamless connection with the Metro Gold, Metro Blue, and Metro Exposition light rail lines through downtown Los Angeles, serving Los Angeles County.

During the reporting period, construction work for the Regional Connector focused on critical path work at both the Grand Avenue Arts/Bunker Hill and the Little Tokyo/Arts District Station. Final Design completion remains at 99.9 percent, with the approval of Civil Segment B for Construction Design Submittal occurring during this reporting period, only minor open design-related engineering changes remain.

At Grant Avenue/Bunker Hill Station, construction of the concourse level walls was completed, as well as the Cavern concrete exterior walls. At the Little Tokyo/Arts District Station, the Cut & Cover Tunnel Roof Deck were completed in the Wye area. Metro completed lower ancillary and track level station exterior walls at both Little Tokyo/Arts District Station and along 1st Street, and completed the west ancillary level deck at Little Tokyo/Arts District Station. Metro also completed the LA Department of Water Power (LADWP) Duco Yard Storage Rack System necessary to facilitate LADWP facility relocation to accommodate construction of the Alameda Tunnel and U-Channel.

The project is on track for completion in October 2021 and is an estimated 62 percent complete.

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 towards the purchase and testing of 20 new Tier IV locomotives, and $20.2 million for the refurbishment of 20 passenger cars. The locomotives and refurbished rail cars will operate on the Metrolink commuter rail service across a network of seven Southern California routes serving six counties and sixty stations.

To date, all 20 Tier IV locomotives have been delivered and are on site. Meetings were held to discuss the Preliminary Design Review for the refurbishment of the passenger cars and design proposal approval is anticipated by mid-March 2020. Since allocation, the project costs have increased to $239,136,198 and the project has experienced delays during vehicle

delivery and testing, resulting in an extended completion date of January 2024 for the Tier IV locomotives and a delay in awarding the third-party contract award for the passenger cars, resulting in an extended overall completion date of April 2025.

Project No. 13

Sacramento Intermodal Facility Improvements
The implementing agency, Sacramento Regional Transit District (SacRT) was allocated $1.75 million for the Project Approval and Environmental Documentation (PA&ED) and PS&E phases and adjusted to $1.2 million after cost savings were identified and reprogrammed to the Construction phase. Initial project intent was to implement the Sacramento Valley Station (SVS) Loop, which included relocation of existing light rail track, passenger platforms, and the Downtown Riverfront Streetcar which would have constructed a streetcar maintenance facility, procurement of six streetcars, and construction of special track work with overhead catenary, traction power and signal systems to support the streetcar system. Initial project scope would have supported connections to the new Sacramento Intermodal Facility and future High-Speed Rail terminal.

However, in October 2019, SacRT's Board approved repurposing unspent Prop1A SVS Loop and Downtown Riverfront Streetcar funds, including a submittal for the March 2020 Commission agenda meeting to reprogram these unspent funds in accordance with the new direction proposed by SacRT. As part of the reprogramming request, funds from the Sacramento Intermodal Facility Improvements project will be re-directed to the Accelerating Rail Modernization and Expansion in the Capital Region project, which includes the acquisition of new low floor light rail vehicles and supporting infrastructure. Impacts to the project schedule and budget are pending further evaluation and approval of proposed scope revision.

Project No. 14

Stockton Passenger Track Extension
The implementing agency, San Joaquin Regional Rail Commission (SJRRC), has been allocated $5.71 million for construction. The project will construct a 2.57-mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the Union Pacific Railroad and the BNSF.

SJRRC continues coordination with FTA on the draft Categorical Exclusion (CE) review. A coordination meeting with the City of Stockton to discuss Oak Street and Park Street crossing improvements, as well as traffic control for Oak, Park, and Harding Way construction, recently took place. Utility relocation planning activities continues and. completion of final design has been delayed due to pending FTA approval of the CE. However, PS&E is still scheduled to completed by June 2020. Project completion is estimated as 30 percent complete and remains on track for completion by June 2022.

Project No. 15

Capitol Corridor – Sacramento to Roseville 3rd Main Track Project
The implementing agency, CCJPA, has been allocated $5.74 million for PS&E and Right-of-Way (R/W) to support relocation of the Roseville Station and construct a fourth track, to increase service frequency, reduce freight train conflicts, accommodate freight train growth, and provide two additional round trips serving Roseville.

Union Pacific Railroad (UP) re-organization and staff reduction has impacted the response time for design reviews and responding to questions and during geotechnical exploration, a diesel pipeline was struck requiring repair and site clean-up resulting in delays. The final track alignment identified at 10 percent design is in the process of being re-evaluated due to terrain and drainage requirements that may also contribute to the need for expanded right of way. An alternative track alignment has been submitted to UP for consideration and potential budget impacts are in the process of being evaluated.

Design is at 25 percent completion with 30 percent completion anticipated by December 2020.

Project No. 16

Maintenance Shop and Yard Improvements
The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has been allocated $78.63 million for the construction phase. The project expands the existing Main Shop to support back shop double-ended operations, 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.

Modifications to Hayward Back Shop were completed to support the CRS. Acceptance of the fire alarm and elevator system is anticipated at the CRS and substantial completion of the CRS and Central Warehouse are anticipated before May 2020. The M&E design is at 65 percent complete and the Vehicle Overhaul and Heavy Repair Shop continues at 35 percent design where both components remaining on hold until additional funding can be secured.

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 been allocated $140 million for the construction phase. The project includes procurement of an additional 46 new rail cars to provide new service from Millbrae directly to the San Francisco International Airport, including lengthening of all three of BART's rail storage tracks immediately south of the Millbrae Station.

As of December 2019, 141 cars were on site for acceptance testing and 124 have been released for revenue service. Acceptance testing continues on production cars, while Bombardier continues maintenance demonstrations on vehicles, and series production continues at the car-body shop manufacturing facility. A new vehicle supplier opened a final assembly/test facility in Pittsburg, CA and will transition from Plattsburg, NY throughout 2020. Project completion is still on track for May 2026.