

Proposition 1A

THE HIGH SPEED PASSENGER TRAIN BOND PROGRAM

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

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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.