Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 4.13
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT**

ISSUE:

The California Transportation Commission (Commission), in cooperation with the California Department of Transportation (Department), the High-Speed Rail Authority (Authority) and regional/local agencies, adopted High-Speed Passenger Train Bond (HSPTB) Program guidelines in February 2010 and the initial HSPTB Program of projects in May 2010 (with amendments in September 2010 and March 2011.)

The Authority has released a revised 2012 Business Plan detailing a phased strategy for building the high-speed rail system blended with existing rail systems throughout the state. After discussion with the Authority and Administration, Commission staff committed to work with the Department and regional/local transportation agencies to review and amend the existing program, consistent with the existing guidelines and the revised 2012 Business Plan's blended system strategy.

On April 6, 2012, staff requested HSPTB recipients to apply (or re-apply) for projects that are consistent with the 2012 Business Plan, in addition to being consistent with the existing guidelines. As of May 16, 2012, ten applications have been received. Some preliminary eligibility concerns with a few of these applications have been identified. Staff continues to work with the Authority, the Department, and regional/local agencies to address concerns and bring forward a mutually beneficial program of projects. Additional new and/or amended applications may yet be submitted.

RECOMMENDATION:

Staff recommends that this item be deferred to the next meeting as review of the proposals remains ongoing. Staff, in consultation with the Authority, will develop recommendations, present them for comment to the Authority Board at its meeting in June 2012, and then bring them forward for action at the Commission's meeting on June 27-28, 2012.

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, 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 or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of $950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (HSPTB) Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted HSPTB Program guidelines in February 2010. The initial program of projects was approved in May 2010, with amendments in September 2010 and March 2011. The Administration supported only the Positive Train Control (PTC) safety projects in the program, and vetoed appropriations accordingly. The Administration directed that projects should instead be programmed and built consistent with a comprehensive statewide rail plan.

The Authority completed and released a revised 2012 Business Plan in April 2012. This plan details a phased strategy for building the high-speed rail system blended with existing rail systems. The Authority, in a letter to the Commission Chair, proposed that the Commission partner with the Authority, the Department and regional/local transportation agencies to develop an integrated and mutually beneficial programming proposal consistent with this revised plan and the existing guidelines. The Commission committed to working with all interested parties to bring a revised program of projects forward for approval at the May or June 2012 Commission meeting.

The Commission may choose to program any, all or none of the projects brought forward, as the program does not sunset and any un-programmed balance will remain for future programming.

Attachment

High-Speed Passenger Train Bond Program
Agency Proposed Amendment
($,000)

2010 APPROVED PROGRAM (as amended)		2012 AGENCY PROPOSALS		
Project Title	Amount	Project Title	Amount	Total Cost
Altamont Commuter Express - $14,974				
Stockton Gap Closure	$4,900	Stockton Passenger Track Extension (Gap Closure)	$10,974	$24,895
Altamont Corridor Environmental	$750			
	$5,650			
Los Angeles County MTA - $114,874				
Regional Connector Transit Corridor	$114,874	Regional Connector Transit Corridor	$114,874	$1,366,100
North Coast Transit District - $17,833				
Positive Train Control	$17,833	Positive Train Control	$17,833	$59,982
Peninsula Corridor Joint Powers Board - $41,026				
No Project		Caltrain Advanced Signal System (CBOSS/PTC)**	$41,000	$231,000
San Diego Metropolitan Transit System - $57,855				
Blue Line Light Rail	$57,855	Blue Line Light Rail	$57,855	$151,754
Bay Area Rapid Transit District - $256,639				
Rail Car Replacement	$150,000	Millbrae Station Track Improvement & Car Purchase	$145,000	$290,000
Reconfigure Existing Cars	$2,000	Caltrain Advanced Signal System (CBOSS/PTC)**	$38,000	see above
Third Rail Cover Board	$3,000			
	$155,000		$183,000	
San Francisco Municipal Transportation Agency - $61,308				
Central Subway	$27,090	Central Subway	$61,308	$1,578,300
Southern California Regional Rail Authority - $123,707				
Positive Train Control	$35,000	Positive Train Control	$35,000	$201,600
Renovation/Rehabilitation	$52,707	TBD		
	$87,707		$35,000	
Santa Clara Valley Transportation Authority - $26,419				
No project		Caltrain Advanced Signal System (CBOSS/PTC)**	$26,400	see above
Sacramento Regional Transit District - $30,165				
No project		Sacramento Intermodal Facility Improvements**	$25,223	$60,368
Department of Transportation - Formula - $139,650				
Capitol Corridor Track Improvements	$46,550	Capitol Corr. Oakland to San Jose Track Improv., Ph 2*	$46,550	$247,500
San Joaquin Corr. Positive Train Control	$9,800	San Joaquin Corr. Positive Train Control	$9,800	$9,800
San Joaquin Double Track	$36,750	San Joaquin Merced to Le Grand Double Track, Seg 1	$36,750	$40,750
Pacific Surfliner Positive Train Control	$46,550	Pacific Surfliner Positive Train Control	$46,550	see above
	$139,650		$139,650	
Department of Transportation - Competitive - $46,550				
Capitol Corridor Roseville 3rd Track	$15,600	Capitol Corr. Sacramento to Roseville 3rd Main Track	$15,600	$28,470
San Joaquin Double Track	$4,000	San Joaquin Merced to Le Grand Double Track, Seg 1	$4,000	see above
Pacific Surfliner Positive Train Control	$26,950	Pacific Surfliner Positive Train Control	$26,950	$34,500
	$46,550		$46,550	
	$652,209		$759,667	$4,325,019

Highlighted projects have been allocated.
North Coast Transit District project has been allocated $10,500, with $7,333 remaining to be allocated in 2012-13.
* Propose to use less than 5% of the 1A funds for pre-construction.
**Propose to use 10% of the 1A funds for pre-construction.

<nesad58@aol.com>
05/04/2012 08:41 AM

To <laurel_janssen@dot.ca.gov>
cc
bcc
Subject Fwd: The Proper Allocation of Connectivity Funds

History: This message has been replied to.

Dear Ms. Janssen....We meant to refer you to your letter dated April 6th, not April 20th. Sorry for the mix-up....SM&S...

From: nesad58@aol.com
To: laurel_janssen@dot.ca.gov
BCC: harringtonk@att.net, David@Schonbrunn.org
Sent: 5/3/2012 10:31:31 P.M. Pacific Daylight Time
Subj: The Proper Allocation of Connectivity Funds

Dear Ms. Janssen:

In your letter dated April 20, 2012 to Bill Bronte and representatives of many of California's transit agencies, you appropriately state that:

"Clearly, the current program of projects remains unacceptable to the Administration and will not be funded. Consequently, it must be replaced. ***Projects may be proposed again only if they can be shown to be consistent with the blended system strategy.*** *Of course, any proposed programming must also be consistent with the existing CTC High-Speed Passenger Train Bond Program guidelines, which state that the* ***Commission will give priority to those projects that provide direct connectivity to the high-speed train system"***

Many of the projects that were on the original list clearly do not meet one or both of the above two requirements. One project that was not on the list and should have been is eminently qualified to receive connectivity money based upon both its consistency with the blended system and its connectivity to many local and regional rail and bus lines.....and that is the pending extension of Caltrain. For this project not to receive a substantial HSR connectivity allocation would subject the entire Prop. 1A allocation process to ridicule and **almost certainly result in a lawsuit from individuals who have been waiting for decades for Caltrain to be extended into downtown San Francisco.**

You are urged to make certain that the Caltrain Extension is granted the connectivity money it obviously deserves. It is already clear that this short extension would do more than virtually any other project in Northern California to connect HSR to other bus and passenger rail lines serving virtually all of the greater Bay Area.

Please convey this message to the appropriate parties within the California Department of Transportation and High Speed Rail Authority. Thank you.

Respectfully,

Steven Vahn II
Mark E. Green
Susan Tilsen

all of San Francisco