

Memorandum

Tab 18

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 21, 2014

Reference No.: 4.18
Action

From: ANDRE BOUTROS
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1314-02**

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Proposition 1A Connectivity) guidelines in February 2010 and the initial Proposition 1A Connectivity Program in May 2010. In June 2012, the Commission adopted a significant amendment to the program consistent with the 2012 High-Speed Rail (HSR) Business Plan and its blended system strategy.

Bay Area Regional Transit (BART) proposes to amend their Proposition 1A Connectivity program to delete the Millbrae Station Track Improvement project (the \$5 million portion of the Millbrae Station Track Improvement & Car Purchase project), delete the Operations Central Control project (\$20 million) and program the \$25 million, plus the \$13.639 million of un-programmed balance, on the Maintenance Shop and Yard Improvements project. The amended programming for the Maintenance Shop and Yard Improvements project totals \$78.639 million. The projects being proposed for deletion will instead be funded with other BART District funding when ready for construction.

RECOMMENDATION:

Staff recommends the Commission approve the BART amendments, in accordance with Resolution HST1A-P-1314-02.

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 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 Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program guidelines in February 2010. The initial program of projects was approved in May 2010, with various amendments approved through October 2013.

RESOLUTION HST1A-P-1314-02

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached at its meeting on May 21, 2014.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
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PTC Projects

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
NCTD		Positive Train Control	\$17,833	\$59,982	\$10,500	\$7,333			
SCRRRA		Positive Train Control	\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr.	Positive Train Control	\$9,800	\$9,800	\$9,800				
Caltrans/SCRRRA		Pacific Surfliner Positive Train Control	\$46,550	n/a	\$46,550				
Caltrans		Pacific Surfliner Positive Train Control	\$26,950	\$34,500	\$26,950				
PTC Program Subtotal			\$136,133	\$305,882	\$128,800	\$7,333			

Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
ACE	Stockton Passenger Track Extension (Gap Closure)	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility.	\$10,974	\$24,895		\$10,974			
			\$4,000						
			\$14,974						
LACMTA	Regional Connector Transit Corridor	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	\$114,874	\$1,366,100		\$114,874			
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	\$41,026	\$231,000		\$33,400	\$7,626		
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	\$57,855	\$151,754		\$57,855			

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Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
BART	Millbrae Station Track Improvement & Car Purchase	Lengthen track at Millbrae Station (cross-platform connection to High-Speed Rail) for increased service and longer BART trains (\$5 million), and Purchase new BART cars (\$140 million).	\$140,000	\$285,000			\$140,000		
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	\$38,000	n/a		\$3,800	\$34,200		
	Operations Central Control**	Segment of extension to Berryessa, construct new, larger capacity Operations Control Center	\$20,000				\$2,000	\$18,000	
	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard	\$78,639	\$432,933			\$78,639		
	Future Programming		\$13,639						\$13,639
			\$256,639						
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	\$61,308	\$1,578,300		\$61,308			
SCRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	\$88,707	\$202,899		\$88,707			
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	\$26,419	n/a		\$2,640	\$23,779		
SacRT	Sacramento Intermodal Facility Improvements**	Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.	\$25,223	\$60,368			\$1,752		\$23,471
	Future Programming		\$4,942						\$4,942
			\$30,165						
Caltrans	Capitol Corr. Oakland to San Jose Track Improv., Ph 2*	Construct a series of track improvements to permit an increase in service frequency between Oakland and San Jose from the current 7 weekday round trips to 11 weekday round trips consistent with the State Rail Plan and CCJPA's Vision Plan.	\$46,550	\$247,500				\$46,550	
	San Joaquin Merced to Le Grand Double Track, Seg 1	Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.	\$36,750	\$40,750		\$36,750			
			\$83,300						
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.	\$15,600	\$28,470					\$15,600
	San Joaquin Merced to Le Grand Double Track, Seg 1	see same project above by Caltrans	\$4,000	n/a		\$4,000			

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			\$19,600						
		Non PTC Program Subtotal	\$794,867		\$0	\$414,308	\$285,996	\$46,550	\$48,013
		Program Total	\$931,000		\$128,800	\$421,641	\$285,996	\$46,550	\$48,013

* Project includes less than 5% (\$1.5 million) of Prop 1A funds for pre-construction