State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 23

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25, 2015

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and
Mass Transportation

Subject: **FISCAL YEAR 2014-15 THIRD QUARTER PROPOSITION 1A HIGH SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Second Quarter Proposition 1A High Speed Passenger Train Bond Program Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2014–15 3rd Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Progress Report

SUMMARY:

In 2008, voters approved Proposition 1A Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (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. As set forth in the Streets and Highways Code Section 2704.095, the Commission was 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 Program (Proposition 1A).

The Proposition 1A program is identified under two sub-programs: the Intercity Rail Program and the Urban and Commuter Rail Program.

This report covers the third quarter of the State Fiscal Year 2014–15 for Proposition 1A. There are 15 projects with a total value of $795.850 million in Proposition 1A funds that have been approved for funding by the Commission for this program. This report contains a summary of 15 projects (see Tables 1-3). Currently, there are 13 projects in Construction, 1 project in both Design and Construction phase, and 1 project in Project Approval and Environmental Documentation phase.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of $47.5 million in eligible projects. The California Department of Transportation (Caltrans), in coordination with the public agencies and the passenger rail operators on the intercity rail lines, shall present to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects that were eligible under the formula program and adopted those projects that met the requirements.

The following is the status of the formula program projects. See Table 1 (attached) for specific project information.

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner): The implementing agency is the Southern California Regional Rail Authority who has received $46.550 million for Construction phase. Project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. The Project is on budget; but there have been several delays. However, the project is on schedule to meet the federal mandate to have Positive Train Control fully implemented by December 31, 2015.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission was required to program up to an additional $47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, were required to select projects within each of the three corridors for the remaining twenty-five percent and present them to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system.
- Projects that were eligible for or had committed federal funds.
- Projects that promoted increased ridership, increased on-time-performance and decreased running times.

The following is the status of the competitive program projects. See Table 2 (attached) for specific project information.

Project No. 2

Positive Train Control, San Onofre to San Diego: The implementing agency is the North San Diego County Transit District which has received $24.010 million for Construction phase. The Project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between San Onofre and San Diego. All Proposition 1A Intercity Rail appropriated funding has been allocated. The Project is behind schedule 18 months. The local agency is working diligently to reduce the amount of months they are behind schedule and will have a better projection of the completion date by the end of June 2015.

Project No. 3

Positive Train Control, Los Angeles to Fullerton Triple Track: The Implementing agency is Caltrans which has received $2.940 million for the Construction phase. Project includes the installation of positive train control components, the scope of which includes, but is not limited to, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way; the installation of signal bungalows; and the installation of critical locomotive and cab car on-board equipment. Work remaining includes installation of fiber optics for the positive train control, which will coincide with construction of Segment 8 of the Triple Track project. The project completion date has been delayed due to skilled labor work force required to install the fiber optic line was diverted for emergency work on the BNSF Needles Subdivision due to a casualty flash flood wash-out of both main tracks at various bridge and locations in Southern California. On March 26, 2015, the Commission approved the request to extend the LA to Fullerton Triple Track PTC project completion period. The revised completion date is now December 2015.

Project No. 4

San Joaquin Corridor, Merced to Le Grand Segment 1: The implementing agency is Caltrans which has received $40.750 million for the Construction phase. The project consists of capital improvements to the Merced to LeGrand 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 at 5 public at-grade road crossings); and engineering/civil work. Work to date consists primarily of the purchase and associated costs of track and signal material acquisition and signal engineering, as well as civil construction that began in May 2015. The Project is on schedule with no anticipated delays.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, $760 million was divided among ten eligible recipients using a formula distribution that incorporated track miles, vehicle miles and passenger trips. The funding share totals identified for each eligible agency shall be determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highway Code. The Commission took the following factors under consideration:

- Gave priority to those projects that provide direct connectivity to the high-speed train system.
- Required that the matching funds used by the eligible agencies were non-state funds. Non-state funds were defined as local, private and federal funds, as well as those State funds not under the Commission's purview.

The following is a brief status of projects for the urban and commuter rail program. See Table 3 (attached) for specific project information.

Project No. 5

Sacramento Intermodal Facility High-Speed: The implementing agency is the Sacramento Regional Transit District (SacRT) which has received $1.752 million for Project Approval and Environmental Documentation phase. The Project consists of improvements to the existing regional transit facility and surrounding components to provide connectivity to high-speed rail. An additional $23.471 million remains programmed for future use on this project. The expected completion date for environmental clearance is no later than December 2015. There is a slight delay in completing of the environmental document. The agency anticipates completing CEQA clearance by March 2016.

Project No. 6

Caltrain Advanced Signal System (CBOSS/PTC): The implementing agency is the Peninsula Corridor Joint Powers Board which has received $105.445 million for both the Design and the Construction phase. The Project consists of installing positive train control technology along the Caltrain corridor. All Proposition 1A appropriated funding has been allocated and expended and project completion is on schedule with no anticipated delays.

Project No. 7

Central Subway: Implementing agency is the San Francisco Municipal Transportation Agency which has received $61.308 million for the Construction phase. The Project consists of construction of 5.2 mile extension of T-Third light rail from the Caltrain terminus area to south of Union Square and Chinatown. All Proposition 1A appropriated funding has been allocated expended. Project completion is on schedule with no anticipated delays to report at this time.

Project No. 8

Milbrae Station Track Improvement and Car Purchase: The implementing agency is the San Francisco Bay Area Rapid Transit District (BART) which has received $140 million for 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 Mibrae station. All Proposition 1A appropriated funding has been allocated and the overall project is on schedule; however, there is a three month delay on the purchase and delivery of the pilot cars.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the Southern California Regional Rail Authority who has received $35 million for the Construction phase. The Project consists of installing predictive collision avoidance technology throughout the Metrolink system. All Proposition 1A appropriated funding has been allocated. The Project is currently in the testing phase of all installed technology and equipment. Contractor testing and FRA certification anticipated by mid-2016. Uncertainty concerning Federal Communications Commission approval of dedicated radio bandwidth for PTC communications continues.

Project No. 10

Regional Connector Transit Corridor: The implementing agency is the Los Angeles County Metropolitan Transportation Authority which has received $114.874 million for the Construction phase. The Project consists of construction of a two-mile extension that will connect the Metro light rail system to high speed rail through downtown including construction of three new underground light rail stations. The Project is on schedule and within budget. No anticipated delays to report at this time.

Project No. 11

Metrolink High-Speed Rail Readiness Program: The implementing agency is the Southern California Regional Rail Authority which has received $68.5 million for the Construction phase. The project consists of acquisition of 20 high powered Tier 4 locomotives. An additional $20.207 million remains programmed and will be used for the Locomotive Rehabilitation project. Fabrication of the first locomotive carbody has been completed and has been shipped from Valencia, Spain to the Electro-Motive Diesel assembly facility in Muncie, Indiana. The Project is on schedule with no anticipated delays.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail Commission which had previously received $10.974 million for Construction phase. The Project consists of construction of 2.57 mile extension, dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific and the Burlington Northern/Santa Fe Railroad. The agency has reported that they will not be able to meet the contract award deadline and has since requested that the remaining non-awarded balance be de-allocated. The Commission approved the de-allocation of $10.579 million at the October 2014 agenda meeting. The agency has yet to submit a request for re-allocation of funds.

Project No. 13

Blue Line Light Rail Improvements: The implementing agency is the San Diego Association of Governments which has received $57.855 million for Construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacing worn out rails and tracks; replace/rehabilitate switches and signaling and reconstruction of existing platforms to accommodate low-floor vehicles. All Proposition 1A appropriated funding has been allocated and the project is within budget and on schedule with no anticipated delays. A total of 9 of 12 LRT stations have been completed and approximately 70 percent of the rail has been replaced. Construction is expected to be complete by mid-August 2015. No anticipated delays to report at this time.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North County Transit District which has received $17.833 million for the Construction phase. The Project consists of implementing all aspects of positive train control technology along the LOSSAN rail corridor. All Proposition 1A appropriated funding has been allocated. The Project has experienced several delays. The Project is behind schedule 18 months. The local agency is working diligently to reduce the amount of months they are behind schedule and will have a better projection of the completion date by the end of June 2015.

Project No. 15

Maintenance Shop and Yard Improvements: The implementing agency is BART, which has received $78.639 million for the Construction phase. The Project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop, retrofitting the Maintenance and Engineering storage yard, constructing new trackwork, retaining walls, and soundwalls that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks. All Proposition 1A appropriated funds have been allocated. However, BART was unable to award a 3rd party contract within the 6 month deadline and recently requested a four month time extension at the March Commission meeting. Contract award is expected by August 2015.

LETTERS OF NO PREJUDICE:

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010 under Resolution LONP1A-G-1011-01. There were 3 projects that were approved for a LONP; all 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorized by the Commission upon appropriation by the Legislature to allocate funds for the capital improvements to intercity, commuter, and urban rail lines 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.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the “Project Numbers” in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These “Project Numbers” are subject to change in subsequent reports as projects are added and deleted. Currently there are 15 projects shown in the tables in this report.

Table 1

Intercity Rail Formula Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre				Dec-15	CON	83%	$46,550	$46,550	$27,011	Jan-11	Oct-10	▲	▲	♦
									TOTAL OPEN PROJECTS:	**$46,550**	**$46,550**	**$27,011**					

LEGEND:

▲ **Project is on-time, on-budget, and /or within scope**

● **Allocation request is late or construction start date has been delayed**

♦ **Schedule or cost is changing, pending review and acceptance**

Table 2

Intercity Rail Competitive Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
2	SD	NCTD	Positive Train Control, San Onofre to San Diego				Dec-15	CON	70%	$24,010	$24,010	$17,295	Jan-11	Aug-11	▲	♦	♦
3	LA	DRMT	Positive Train Control, LA to Fullerton Triple Track				June-15	CON	68%	$2,940	$2,940	$2,100	Nov-11	Dec-11	▲	▲	♦
4	SJ	DRMT	San Joaquin Corridor, Merced to Le Grand Seg 1				Oct-16	CON	1%	$40,750	$40,750	$4,713	May-13	Nov-13	▲	▲	▲
									TOTAL OPEN PROJECTS:	$67,700	$67,700	$24,108					

LEGEND:

▲ **Project is on-time, on-budget, and /or within scope**

● **Allocation request is late or construction start date has been delayed**

♦ **Schedule or cost is changing, pending review and acceptance**

Table 3

Urban and Commuter Rail Program

Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule
5	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16				PA&ED	7.64%	$25,223	$1,752	$182	Oct-13	N/A	▲	▲	♦
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	65.2%	$105,445	$105,445	$31,839	May-13	Aug-13	▲	▲	▲
7	SF	MUNI	Central Subway				Oct-15	CON	100%	$61,308	$61,308	$61,308	Sept-12	Oct-12	▲	▲	▲
8	SF	BART	Milbrae Station Track Improvements and Car Purchase				Jan-17	CON	45.8%	$140,000	$140,000	$64,873	Oct-13	Jan-14	▲	▲	♦
9	Various	SCRRA	Metrolink Positive Train Control				June-15	CON	81.0%	$35,000	$35,000	$22,700	Aug-11	Oct-10	▲	▲	▲
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	9.40%	$114,874	$114,874	$103,386	May-13	May-14	▲	▲	▲
11	Various	SCRRA	Metrolink High-Speed Rail Readiness Program				May-17	CON	35.0%	$68,500	$68,500	$8,288	Aug-12	May-13	▲	▲	▲
12	SJ	SJRRC	Stockton Passenger Track Extension				Pending	CON	3.0%	$10,974	$394	$117	Oct-12	Pending	▲	▲	♦
13	SD	SANDAG	Blue Line Light Rail Improvements				May-16	CON	60%	$57,855	$57,855	$55,632	Aug-12	May-13	▲	▲	▲
14	SD	NCTD	Positive Train Control				Dec-15	CON	70%	$17,833	$17,833	$9,684	Jan-11	Aug-11	▲	♦	♦
15	ALA	BART	Maintenance Shop & Yard Improvements				Apr-18	CON	0%	$78,639	$78,639	$0	Oct-14	Pending	▲	●	♦
									TOTAL OPEN PROJECTS:	**$715,651**	**$681,600**	**$358,009**					

LEGEND:

▲ **Project is on-time, on-budget, and /or within scope**

● **Allocation request is late or construction start date has been delayed**

♦ **Schedule or cost is changing, pending review and acceptance**