

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 19-20, 2016

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Transportation

Subject: FISCAL YEAR 2015–16 FOURTH QUARTER PROPOSITION 1A HIGH-SPEED
PASSENGER TRAIN BOND PROGRAM REPORT

Attached is the California Department of Transportation's Fiscal Year 2015–16 Fourth Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

Attachment



Fiscal Year 2015–16 4th 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 fourth quarter of the State Fiscal Year 2015–16 for Proposition 1A. There are 17 projects that have received allocation from the Commission, with a total value of \$819.998 million in Proposition 1A funds. Located at the end of the report, Tables 1-3 provide a summary of all projects that have received allocation, including the funding phase, expenditures, and overall project status. Currently, 15 projects have received allocation for the construction phase, 1 project for both the preliminary specification and estimate phase as well as the construction phase, and 1 project for the project approval and environmental documentation phase.

Please note, the “Project Numbers” in this report are only for reference to indicate the number of projects that have received allocation. These “Project Numbers” are subject to change in subsequent reports as projects are added.

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 eligible under the formula program and adopted those projects that met the requirements.

The following is the status of projects under the Intercity Rail Formula Program. See Table 1 (attached) for specific project information.

Project No. 1**Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)**

The implementing agency, Southern California Regional Rail Authority, has received \$46.550 million for the construction phase. The project consists of implementing all aspects of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed June 30, 2016.

Project No. 2**Positive Train Control, San Joaquin Corridor**

The implementing agency, Caltrans, received \$9.8 million for the construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along BNSF Railway Company right-of-way, including signal bungalows.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed March 1, 2013.

Project No. 3**Capitol Corridor (and ACE) Travel Time Reduction Project**

The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA) received \$10.180 million for the Travel Time Reduction project. The goal of this project is to reduce the total travel time of the Capitol Corridor by ten minutes, through the removal of station dwell times, implementing superelevating curves and replacing the existing rail to allow for higher operating speeds.

Currently, the project has been programmed and all Proposition 1A funds have been allocated. CCJPA is in the process of completing contractual paperwork before the project begins. Project completion is expected May 2019.

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 25 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 projects under the Intercity Rail Competitive Program. See Table 2 (attached) for specific project information.

Project No. 4

Positive Train Control, San Onofre to San Diego

The implementing agency, the North County Transit District, has received \$24.010 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

All 17 radios have completed testing and have been installed. The break testing is under review by the Federal Rail Administration. The project is on schedule to be completed by December 2018.

Project No. 5

Positive Train Control, LA to Fullerton Triple Track

The implementing agency, Caltrans, has received \$2.940 million for the construction phase. The project includes the installation of PTC components, 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.

Contract requirements have been completed and all Proposition 1A appropriated funding has been allocated and expended. The project was completed December 2015.

Project No. 6

San Joaquin Corridor, Merced to Le Grand Segment 1

The implementing agency, Caltrans, has received \$40.750 million for the construction phase. The project consists of capital improvements on the Merced to Le Grand 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 five public at-grade road crossings); and engineering/civil work.

In August 2016, the Commission approved a project scope modification to include approximately 4.1 miles of Segment 2 track and signal construction (due to a segment 1 cost overrun). The project is still under construction and on target with no delays. Project completion is expected by October 2016.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, \$760 million was divided among 11 eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were 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 Highways Code. The Commission took the following factors under consideration:

- Priority given to projects that provide direct connectivity to the high-speed train system
- Required matching funds be 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 status of projects under the Urban and Commuter Rail Program. See Table 3 (attached) for specific project information.

Project No. 7**Sacramento Intermodal Facility High-Speed**

The implementing agency, Sacramento Regional Transit District (SacRT), initially received \$1.752 million for the project approval and environmental documentation (PA&ED) phase. At the June 2016 meeting, \$1.152 million was deallocated from PA&ED due to cost savings. In addition, the remaining deallocated balance was reprogrammed to construction phase. A project scope modification was also included and approved by the Commission to add a component of the Sacramento Streetcar project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail.

SacRT plans to move forward with design and request for an allocation of \$632 thousand for plans, specification and estimate (PS&E) phase at the upcoming December 2016 meeting. The remaining balance of \$23.991 million dedicated for construction phase will be requested sometime in Fiscal Year 2017-18. The project is on schedule with no anticipated delays.

Project No. 8**Caltrain Advanced Signal System/Positive Train Control**

The implementing agency, Peninsula Corridor Joint Powers Board, has received \$105.445 million for the PS&E and construction phase. The project consists of installing PTC technology along the Caltrain corridor.

Software development and testing is on-going as part of the Federal Railroad Administration (FRA) system acceptance effort. The project has been delayed due to software delivery issues, as well as coordination needed with the FRA for system testing. The PTC is

expected to be approved, activated, and in-service across the entire system by October 2016. The final acceptance date has been extended to May 2017.

Project No. 9

Central Subway

The implementing agency, San Francisco Municipal Transportation Agency, received \$61.308 million for the construction phase. The project extends the 5.2-mile T-Third light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles.

All Proposition 1A appropriated funding has been allocated and expended; however the project is still ongoing. Excavation continues at Yerba Buena/Moscone Station, Union Square/Market Street Station, and Chinatown Station. There has been no significant change to the project scope, budget, or schedule. Substantial project completion is now expected by February 2018.

Project No. 10

Millbrae Station Track Improvement and Car Purchase

The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received \$140 million for the 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 Millbrae station.

The second and third pilot vehicles have been delivered. The fourth is scheduled to arrive in mid-August. Qualification testing has continued on the first pilot vehicle. Train operator training is still in progress along with Disadvantaged Business Enterprise development. BART has commenced series vehicle production at the manufacturing car body facility and final assembly on the pilot vehicles is ongoing. The project is still delayed 14 months for delivery of pilot vehicles and five months for delivery of production vehicles. Project completion is expected by September 2026.

Project No. 11

Metrolink Positive Train Control

The implementing agency, Southern California Regional Rail Authority (SCRRA), 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 SCRRA has continued to perform software updates and testing to the PTC infrastructure. The Federal Railroad Administration authorized SCRRA to commence "Provisional Revenue Service Operations" of the PTC system known as Interoperable Electronic Train Management System. The change in designation has little impact on the day to day operations of SCRRA's PTC system, but

represents a significant step closer to full system certification. Project completion is expected by mid-2018.

Project No. 12

Regional Connector Transit Corridor

The implementing agency, Los Angeles County Metropolitan Transportation Authority, 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 still reflecting an approximate five-month delay to the revenue service date due to the differing site conditions related to underground utilities. Schedule mitigation measures are being implemented across the alignment to address continuing and new delays precipitated by the utility locations. Major street and intersection closures are being coordinated with the Los Angeles Department of Transportation and the Los Angeles Bureau of Engineering and Council District 14 to facilitate construction plans and schedules. Project completion is expected in June 2021.

Project No. 13

Metrolink High-Speed Rail Readiness Program

The implementing agency, the Southern California Regional Rail Authority, has received \$68.5 million for the construction phase. The project consists of acquisition of 20 high-powered Tier 4 locomotives.

Delivery of the first locomotive occurred in June 2016. All remaining 39 units will be delivered by spring 2018. Assembly and testing of additional locomotives is progressing. The estimated project completion date is May 2019.

Project No. 14

Stockton Passenger Track Extension

The implementing agency, San Joaquin Regional Rail Commission (SJRRRC), initially received \$10.974 million for the construction phase. The project consists of constructing a 2.57 mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the Union Pacific Railroad and the BNSF Railway.

The Commission approved a de-allocation of \$10.579 million at the October 2014 meeting, due to a delay in awarding a third party contract. At the June 2015 meeting, the Commission approved a re-allocation of \$5.319 million for construction phase. However, due to ongoing contract negotiations between Union Pacific Railroad and SJRRRC attorneys, the third party contract is still pending with an anticipated award date of February 2017. Project completion is now anticipated for June 2018.

Project No. 15**Blue Line Light Rail Improvements**

The implementing agency, San Diego Association of Governments, has received \$57.855 million for the 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.

The switch and rail replacement along northbound tracks between 8th Street and 24th Street stations is still ongoing. Contract work is expected to be complete by the end of this calendar year. The project closeout date is expected by December 2016.

Project No. 16**Positive Train Control**

The implementing agency, North County Transit District, has received \$17.833 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Coaster Corridor between San Onofre and San Diego.

All 17 radios have completed testing and have been installed. The break testing is under review by the Federal Railroad Administration. The project is on schedule and completion is expected by December 2018.

Project No. 17**Maintenance Shop and Yard Improvements**

The implementing agency, San Francisco Bay Area Rapid Transit District (BART), 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 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.

Contract Nos. 01RQ-130 and 01RQ-140 are now complete, retention has been released and both contracts are now closed. The construction of a new Component Repair Shop, and the installation of seven new lifts in main shop received notice-to-proceed effective October 2015. Preliminary design is in progress for the Vehicle Overhaul and Heavy Repair Shop, and final design work is in progress for the new Yard Turntable relocation. Project completion is anticipated by May 2020.

LETTERS OF NO PREJUDICE:

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

BACKGROUND:

On November 4, 2008, the voters approved Proposition 1A 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.

ATTACHMENTS:

1. Table 1-Intercity Rail Formula Program
2. Table 2-Intercity Rail Competitive Program
3. Table 3-Urban and Commuter Rail Program

This report includes several attachments that provide detailed information on project status. Please note that the “Project Numbers” in these lists are for clarification 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. Currently, there are 17 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 Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
1	Various	SCRRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	-	-	-	Dec-15	CON	100%	\$46,550	\$46,550	\$46,550	Jan-11	Oct-10	▲	▲	▲	Jun-16
2	SJ	Caltrans	Positive Train Control, San Joaquin Corridor	-	-	-	Jan-13	CON	100%	\$9,800	\$9,800	\$9,800	Oct-11	June-12	▲	▲	▲	Mar-13
3	Various	CCJPA	Capitol Corridor (and ACE) Travel Time Reduction Project	-	-	-	May-19	CON	0%	\$10,180	\$10,180	\$0	May-16	N/A	▲	▲	▲	May-19
TOTAL:									85%	\$66,530	\$66,530	\$56,350						

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 Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
4	SD	NCTD	Positive Train Control, San Onofre to San Diego	-	-	-	Dec-15	CON	75%	\$24,010	\$24,010	\$18,122	Jan-11	Aug-11	▲	▲	▲	Dec-18
5	LA	Caltrans	Positive Train Control, LA to Fullerton Triple Track	-	-	-	Dec-15	CON	100%	\$2,940	\$2,940	\$2,940	Nov-11	Dec-11	▲	▲	▲	Dec-16
6	SJ	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	-	-	-	Oct-16	CON	54%	\$40,750	\$40,750	\$21,825	May-13	Nov-13	◆	▲	▲	Oct-16
TOTAL:									64%	\$67,700	\$67,700	\$42,887						

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 of PA&ED	End of PS&E	End of R/W	End of CON	Funding Phase	% of Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
7	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16	-	-	-	PA&ED	94%	\$25,223	\$600	\$562	Oct-13	N/A	◆	▲	▲	Jun-21
8	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	-	Dec -16	-	Aug-16	PS&E/ CON	58%	\$105,445	\$105,445	\$61,139	May-13	Aug-13	▲	▲	◆	May-17
9	SF	SFMTA	Central Subway	-	-	-	Oct-15	CON	100%	\$61,308	\$61,308	\$61,308	Sept-12	Oct-12	▲	▲	◆	Feb-18
10	SF	BART	Millbrae Station Track Improvements and Car Purchase	-	-	-	Jan-17	CON	56%	\$140,000	\$140,000	\$78,122	Oct-13	Jan-14	▲	▲	◆	Sept-26
11	Various	SCRRA	Metrolink Positive Train Control	-	-	-	June-18	CON	70%	\$35,000	\$35,000	\$24,546	Aug-11	Oct-10	▲	▲	▲	Mid 2018
12	LA	LACMTA	Regional Connector Transit Corridor	-	-	-	May-17	CON	90%	\$114,874	\$114,874	\$103,387	May-13	May-14	▲	▲	◆	June-21
13	Various	SCRRA	Metrolink High-Speed Rail Readiness Program	-	-	-	May-17	CON	20%	\$88,707	\$68,500	\$13,371	Jan-14	May-14	▲	▲	▲	May-19
14	SJ	SJRRRC	Stockton Passenger Track Extension	-	-	-	Feb-17	CON	7%	\$10,974	\$5,714	\$395	Aug-15	Pending	▲	▲	◆	June-18
15	SD	SANDAG	Blue Line Light Rail Improvements	-	-	-	May-16	CON	99.87%	\$57,855	\$57,855	\$57,780	Aug-12	May-13	▲	▲	▲	Dec-16
16	SD	NCTD	Positive Train Control	-	-	-	Dec-15	CON	50%	\$17,833	\$17,833	\$8,858	Jan-11	Aug-11	▲	▲	▲	Dec-18
17	ALA	BART	Maintenance Shop & Yard Improvements	-	-	-	Jul-18	CON	12%	\$78,639	\$78,639	\$9,337	Oct-14	July-15	▲	▲	▲	May-20
TOTAL:											\$735,858	\$685,768	\$418,805					

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