# Adopted Program of Proposition 1A Intercity, Commuter, and Urban Rail Projects

#### **INTERCITY RAIL**

#### Caltrans Division of Rail:

- Positive Train Control, Moorpark to San Onofre. (Pacific Surfliner, \$46.55 million, formula).
- Positive Train Control, San Onofre to San Diego. (Pacific Surfliner, \$24.01 million, competitive).
- Positive Train Control, LA to Fullerton. (Pacific Surfliner, \$2.94 million, competitive).
- Positive Train Control for Central Valley. (San Joaquin, \$9.8 million, formula).
- Double track from Merced to Le Grand. (San Joaquins, \$36.75 million, formula).
- Double track from Merced to Le Grand. (San Joaquins, \$4.116 million, competitive).
- Double Track and Track Improvements, Oakland to San Jose, Phase 2. (Capitol, \$46.55 million, formula).
- Roseville Third Main Track/ Sacramento Layover Facility in Placer. (Capitol, \$15.484 million, competitive).
- Pacific Surfliner in coordination with Metrolink and the Coaster to program positive train control (PTC) projects from Moorpark to San Diego. Caltrans' proposal will improve safety along the line and permits speeds up to 90 mph. PTC is required by the federal government with an implementation deadline of 2015. PTC will improve safety, passenger train headways, provide the potential for increased frequencies, and on-time performance on the interconnected intercity and commuter regional rail system in the southern California basin. PTC will help the regional and intercity rail system become more robust. Patrons of the proposed high-speed rail system would be more likely to use high-speed rail system if they know they can take a regional/intercity rail system or transit on to their final destination.
- San Joaquin to install positive train control and double tracking from Merced to Le Grand. PTC will improve safety, passenger train headways, potentially increased frequencies, and on-time performance on the intercity system that will connect at several stations with the proposed high-speed rail system. Double tracking will permit increased average speed, trip time reductions, and increased on-time performance.
- Capitol, with operating agency the Capitol Corridor Joint Powers Agency, double tracking and improvements between Oakland and San Jose, as well as a third main track on the north end of the line in Roseville and a layover facility. Double tracking will permit increased average speed, trip time reductions, and increased on-time performance. Double tracking will eliminate most of the single-tracking between Oakland and San Jose. The proposed high-speed rail system is proposed to stop at the San Jose Diridon station, which is also the terminus for the Capitol.

### **COMMMUTER RAIL**

## North County Transit District (Coaster):

• Positive train control from San Onofre to San Diego for \$15.5 million.

North County Transit District, Caltrans and Metrolink are coordinating their proposals to program positive train control projects from Moorpark to San Diego. As described earlier, PTC will improve safety, passenger train headways, potentially increased frequencies, and on-time performance on the interconnected intercity and commuter regional rail system.

Southern California Regional Rail Authority (Metrolink):

- Positive train control on the 215-mile Metrolink system, \$45 million; and
- Renovation and rehabilitation of the existing system, \$52.7 million.

Positive train control is the highest priority for Metrolink. Metrolink is looking at PTC technology that will permit train speeds up to 110 miles per hour. Even with the increased speed, PTC will allow safer track usage and connections at higher speeds between joint stations for the Metrolink and the proposed renovation and rehabilitation of the existing Metrolink system is the agency's second highest priority.

#### Altamont Commuter Express (ACE):

- A gap closure (Stockton Passenger Track Project) that will provide a dedicated passenger rail track north of the track interlock between UP and BNSF (\$4.9 million).
- Joint environmental studies of the corridor with High-Speed Rail Authority in order to select an alignment suitable for ACE train service and the proposed high-speed rail service. (\$0.75 million).

The Stockton Passenger Track project would permit ACE passengers at the Stockton station to board and de-board safely without being exposed other rail traffic.

ACE is working with the California High-Speed Rail Authority (HSRA) to upgrade the regional rail services between Stockton and San Jose. The goal is to provide a connector to the future high-speed rail line in the Central Valley, while improving the connectivity of the ACE train service with the Bay Area Rapid Transit (BART) and the Santa Clara Valley Transportation Authority (VTA) light rail system. The HSRA is proposing to program \$2 million from its share of Proposition 1A.

#### **URBAN RAIL**

#### San Diego Trolley (SANDAG):

• The rehabilitation of its light rail Blue Line from Old Town State Park to the California/Mexico border for \$57.8 million.

The Blue line was originally built in the late 1970s and began service in 1981. The proposed project is to rehabilitate the line by replacing worn rail and track, replace or rehabilitate switches and signaling and reconstruct the existing station platforms to accommodate low-floor vehicles. The proposed rehabilitation will improve the speed, reduce headways and improve service flexibility and reliability. Further, the proposed high-speed rail system will extend from Los Angeles to San Diego via the Inland Empire and is considering the Santa Fe Depot in downtown San Diego for its terminus. The Blue Line will provide future high-speed rail patrons with a connection to the border, as well as to other major destinations in south and east San Diego County.

#### Los Angeles Metropolitan Transportation Authority (MTA):

• A two-mile light rail project (Regional Connector Transit project) that will link the Metro light rail Blue, Gold and Green lines in downtown Los Angeles so that the lines are seamless (\$114.9 million). By linking the lines, the number of transfers will be reduced and congestion at various stations can be reduced. The Regional Connector Transit project will have direct connectivity with the proposed high-speed rail system at Union Station.

#### San Francisco Municipal Transportation Agency (Muni):

• The tunnel component (\$27 million) of its Central Subway light rail line (Phase 1) that starts at the Caltrain (PCJPB) depot and goes north to Chinatown. The Central Subway will be the first major north-south rail connection to the east-west BART/Muni subway at Market.

Muni is proposing to extend the connectivity of its system with the existing BART system, the Caltrain system and the proposed high-speed rail system. The connectivity should increase ridership and reduce travel times, similar to the benefits that would occur with Los Angeles' Regional Connector. The tunnel component will permit Muni to begin the tunneling.

#### Bay Area Rapid Transit District (BART):

- A Phase 1 of a car replacement program for \$30 million.
- A car reconfiguration project for \$1 million.
- A cover board enhancement project for \$ 3 million.

BART is requesting the initial match of \$30 million with the intent of replacing 200 of its original 669 vehicle fleet over the next 16 years. BART will be making future programming requests. BART worked with the Metropolitan Transportation Commission to secure the majority of the federal funds needed for replacing its vehicles. The Proposition 1A programming will be used as part of the 20 percent match for the federal funds to purchase the first 200 vehicles. The replacement of the fleet will enable the users of the future high-speed rail system to connect with the BART system at common stations and travel onto their destination on a reliable regional system.

#### **Background:**

Proposition 1A, a rail bond for \$9.95 billion, was passed by the voters in November 2008. Proposition 1A partially funds a \$40+ billion, 800-mile high-speed train under the supervision of the California High-Speed Rail Authority. The initial segment of the high-speed rail system is between San Francisco and Los Angeles, with Anaheim, California as the designated southern terminus of the initial segment. \$950 million is available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines.