

Memorandum

To: CHAIR AND COMMISSIONERS

Date: May 5, 2010

From: BIMLA G. RHINEHART
Executive Director

Reference No. 4.17
Information

Ref: Discussion on Proposition 1A High Speed Passenger Train Projects

Discussion:

Last month, the Commission had an initial look at the submittals received from eligible agencies. Nine of eleven eligible agencies submitted projects for their portion of the \$950 million in Proposition 1A bond funds for intercity rail, commuter and urban rail projects.

This month Commission staff is making recommendations regarding the final list of projects submitted by the eligible agencies. In reviewing the projects that will be discussed, Commission staff feels the projects meet the eligibility criteria established in the Commission's Proposition 1A guidelines, as well as being consistent with Proposition 1A.

The Proposition 1A programming requests from the eligible agencies total \$519.1 million for FY 2010-11 through FY 2012-13. Eligible agencies are requesting in:

- FY 2010-11 – \$ 234.4 million.
- FY 2011-12 – \$ 83.3 million.
- FY 2012-13 – \$ 201.4 million.

Each agency with proposed projects is ready to explain its proposals to the Commission. The agencies that intend to present their submittals are listed below in order of presentation:

Intercity Rail

- Caltrans Division of Rail (with Capitol Corridor Joint Powers Authority for the Capitol Corridor).

Commuter Rail

- North County Transit District (Coaster, San Diego).
- Southern California Regional Rail Authority (Metrolink).
- Altamont Commute Express.
- Peninsula Corridor Joint Powers Board (Caltrain).

Urban rail

- San Diego Trolley.
- Los Angeles County Metropolitan Transportation Authority.

- San Francisco Municipal Transportation Agency.
- Bay Area Rapid Transit District.

Each agency's proposed projects are listed in the following table.

PROPOSITION 1A				
INTERCITY, COMMUTER AND URBAN RAIL PROJECTS				
Eligible Agency	Total Project Cost	Funding Requested	Proposed Projects	Benefit
Caltrans (Formula)	\$201.6 million	\$46.5 million	Positive Train Control, Moorpark to San Onofre. (Pacific Surfliner)	Improves safety and permits speeds up to 90 mph.
	\$ 24.5 million	\$ 9.8 million	Positive Train Control for Central Valley, Bakersfield to Port Chicago/Oakley. (San Joaquin)	Improves safety and permits speeds up to 90 mph.
	\$37.6 million	\$27.9 million	Double track from Merced to Le Grand. (San Joaquin)	Adds capacity and improves reliability.
	\$402.9 million	\$46.5 million	Double Track and Track Improvements, Oakland to San Jose, Phase 2. (Capitol)	Increases capacity to increase train frequencies south of Oakland.
Caltrans (Competitive)	\$60.0 million	\$24.0 million	Positive Train Control, San Onofre to San Diego. (Pacific Surfliner)	Improves safety and permits speeds up to 90 mph.
	\$ 5.4 million	\$ 2.9 million	Positive Train Control, LA to Fullerton. (Pacific Surfliner)	Improves safety and permits speeds up to 90 mph.
	\$ 4.1 million	\$ 4.1 million	Double track from Merced to Le Grand. (San Joaquin)	Provide dedicated third mainline track for more capacity and train frequencies.
	\$250.8 million	\$15.4 million	Roseville Third Main Track/ Sacramento Layover Facility in Placer. (Capitol)	Adds capacity and improves reliability.

Eligible Agency	Total Project Cost	Funding Requested	Proposed Projects	Benefit
North County Transit District (Coaster)	\$60 million	\$15.5 million	Positive Train Control from San Onofre to San Diego.	Improves safety and permits higher speeds.
Southern California Regional Rail Authority (Metrolink)	\$201.6 million	\$35.0 million	Positive Train Control	Improves safety and permits speeds up to 110 mph.
	\$105.4 million	\$52.7 million	Renovation and rehabilitation of line	Keep system in a state of good repair to ensure a reliable connection by the future high-speed rail system.
Altamont Commuter Express	\$16.8 million	\$ 4.9 million	Stockton Passenger Track Project to provide dedicated passenger rail track north of the track interlock between UP and BNSF (Gap Closure).	Provides dedicated track for passenger rail at Stockton ACE station.
	\$ 3.5 million	\$ 0.7 million	Altamont Corridor Environmental Studies, joint study with High-Speed Rail Authority	Provides joint use rail corridor for trains providing commuter services, connection with statewide high-speed trains.
Peninsula Corridor Joint Powers Board (Caltrain)	\$18.1 million	\$ 4.1 million	Corridor Electrification. Request is for pre-construction funding to be coordinated with High-Speed Rail Authority ARRA grant.	Permits higher commuter train speeds. Coordinating design with HSRA's development of service in the corridor.
	\$785 million (Total Project)			
San Diego Trolley (SANDAG)	\$115.7 million	\$57.8 million	Blue Line Light Rail Improvements and Rehabilitation from Old Town San Diego to California/Mexico border.	Improves line by replacing rail & track, switches & signaling, & reconstructing station platforms for low floor vehicles, to improve capacity. Provides regional connectivity.

Eligible Agency	Total Project Cost	Funding Requested	Proposed Projects	Benefit
Los Angeles County Metropolitan Transportation Authority	\$1,073 million	\$114.8 million	Regional Connector Transit Corridor, two-mile light rail line to link the Gold, Blue and Green lines.	Improves the regional connectivity of the existing system with the proposed high-speed rail system.
San Francisco Municipal Transportation Agency	\$58.0 million (Tunnel component) \$1,578 million (Total Project)	\$27.0 million	Central Subway light rail line extension of the new line, 1.7 miles from the Caltrain depot and potential high-speed rail station at 4th and King Streets to Chinatown. The tunnel component sets the stage for all the tunneling work associated with the Central Subway.	Central Subway provides critical unmet connectivity between Caltrain, BART, and proposed high-speed rail lines, and under-served southeastern San Francisco neighborhoods, San Francisco downtown, AT&T Field and Moscone Center.
Bay Area Rapid Transit District	\$1,026 million	\$35.0 million	Rail Car Replacement Program Phase 1	Initial match to replace 200 of the existing 669-car fleet with new cars that have more capacity and doors.
	\$ 4.0 million	\$ 2.0 million	Re-Configure 200 existing cars to increase capacity by decreasing seats in favor of standees.	Provides increased passenger carrying capacity.
	\$ 6.0 million	\$ 3.0 million	Third Rail Cover Board Enhancement.	Extends life of cover board and thereby reduce major service delays.