

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.9  
Action

From: WILL KEMPTON  
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
RESOLUTION HST1A-P-1516-01**

## **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.

San Joaquin Regional Rail Commission (SJRRRC), owner/operator of the Altamont Corridor Express (ACE) commuter rail service, proposes to amend their Proposition 1A Connectivity program to rename and change the scope of the Stockton Passenger Track Extension (Gap Closure) project. In addition, the implementing agency is being changed to SJRRRC/ACE. The original project was programmed for \$10,974,000, but much of the project has been completed with other funds. The project is now proposed as the Stockton Passenger Track Extension (Gap Closure) Phase 2A project, to construct new track, including a single track bridge over Harding Way. Phase 2A is proposed to be programmed for \$5,714,000 (\$395,000 already allocated and spent for previous work). The remaining funds, totaling \$5,260,000, are to be added to the unprogrammed balance, for a total unprogrammed balance of \$9,260,000.

SJRRRC/ACE is requesting a concurrent allocation of \$5,319,000 for Phase 2A.

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the SJRRRC/ACE amendment, in accordance with Resolution HST1A-P-1516-01.

## **BACKGROUND:**

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21<sup>st</sup> 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 in the years since.

**RESOLUTION HST1A-P-1516-01**

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 August 27, 2015.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
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August 27, 2015  
Item 4.9

**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			
SCRRA		Positive Train Control	\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr.	Positive Train Control	\$9,800	\$9,800	\$9,800				
Caltrans/SCRRA		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	2015-16	future
SJRR/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, <b>including a 90 foot single track bridge over Harding Way.</b>	\$10,974							
			\$5,714	\$24,895		\$395		\$5,319		
			\$4,000							
			\$9,260							\$9,260
			\$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				
BART	Car Purchase	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			
	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			
			\$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				

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August 27, 2015  
Item 4.9

**Agency Proposals**

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	2015-16	future
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							
			\$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				
			\$19,600							
Non PTC Program Subtotal			\$794,867		\$0	\$403,729	\$285,996	\$46,550	\$5,319	\$53,273
<b>Program Total</b>			<b>\$931,000</b>		<b>\$128,800</b>	<b>\$411,062</b>	<b>\$285,996</b>	<b>\$46,550</b>	<b>\$5,319</b>	<b>\$53,273</b>

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