

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.10  
Action

From: ANDRE BOUTROS  
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
RESOLUTION HST1A-P-1314-01**

## **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 of projects in May 2010 (with amendments in September 2010 and March 2011). 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. This June 2012 amendment included the programming of the Sacramento Intermodal Facility Improvements project.

Sacramento Regional Transit District (SacRT) proposes to amend the Sacramento Intermodal Facility Improvements project to program all PA&ED funds (\$1,752,000) in fiscal year 2013-14, and delay PS&E and Construction to 2016-17 and 2017-18 respectively. The delay is based on a worst case scenario assumption that a single environmental document will be prepared for the entire Green Line. If this is not the case, and separate documents can be done, the project can be delivered earlier.

SacRT is requesting a concurrent allocation of PA&ED.

## **RECOMMENDATION:**

Staff recommends the Commission approve the amendment to the Sacramento Intermodal Facility Improvements project, in accordance with Resolution HST1A-P-1314-01.

## **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 amendments in September 2010, March 2011 and an amendment consistent with the HSR Business Plan blended strategy in June 2012.

**RESOLUTION HST1A-P-1314-01**

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 October 8, 2013.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
RESOLUTION HST1A-P-1314-01**

October 8, 2013  
Item 4.10

**Existing, Unchanged 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			
SCRRRA		Positive Train Control	\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr.	Positive Train Control	\$9,800	\$9,800	\$9,800				
Caltrans/SCRRRA		Pacific Surfliner Positive Train Control	\$46,550	n/a	\$46,550				
Caltrans		Pacific Surfliner Positive Train Control	\$26,950	\$34,500	\$26,950				
Existing Program Subtotal			\$136,133	\$305,882	\$128,800	\$7,333			

**2012-13 Agency Proposals**

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future	
ACE	Stockton Passenger Track Extension (Gap Closure)	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility.	\$10,974	\$24,895		\$10,974				
			\$4,000							\$4,000
			\$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	Millbrae Station Track Improvement & Car Purchase	Lengthen track at Millbrae Station (cross platform connection to High-Speed Rail) for increased service and longer BART trains, and purchase new BART cars.	\$145,000	\$290,000						
			\$38,000							n/a
		Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB							
		Operations Central Control**	Segment of extension to Berryessa, construct new, larger capacity Operations Control Center	\$20,000				\$2,000	\$18,000	
		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	\$40,000				\$40,000		
	Future Programming		\$13,639						\$13,639	
			\$256,639							

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October 8, 2013  
Item 4.10

**2012-13 Agency Proposals**

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
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			
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	\$880	\$23,471
		Future Programming	\$4,942						\$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					
New/Revised Programming Subtotal			\$794,867		\$0	\$414,308	\$254,357	\$64,550	\$61,652
<b>Program Total</b>			<b>\$931,000</b>		<b>\$128,800</b>	<b>\$421,641</b>	<b>\$254,357</b>	<b>\$64,550</b>	<b>\$61,652</b>

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

\*\* Project includes 10% of Prop 1A funds for pre-construction