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CALIFORNIA TRANSPORTATION COMMISSION

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June 8, 2012

Mr. Dan Richard
Chair
High-Speed Rail Authority Board
770 L Street, Suite 800
Sacramento, CA 95814

RE: Proposed Proposition 1A High-Speed Rail Passenger Train Bond Program Amendment

Dear Chair Richard:

As requested by your letter dated February 17, 2012 to Commissioner Dario Frommer, then Chair of the California Transportation Commission (CTC), the CTC has worked collaboratively with the High-Speed Rail Authority (HSRA), the Department of Transportation, the Business Transportation and Housing Agency, the Department of Finance and regional/local transit and commuter rail agencies to propose a revised program of projects for the Proposition 1A Connectivity funds.

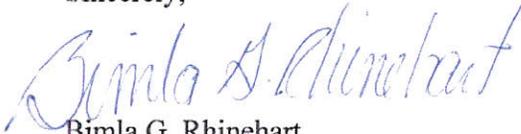
CTC staff requested that the Department and the regional/local agencies propose projects consistent with the blended approach identified in the HSRA's revised 2012 Business Plan and consistent with the Regional Memorandums Of Understanding that the agencies have been negotiating with HSRA. Eleven new or revised project proposals were submitted. CTC staff worked with all of the above mentioned agencies to address any questions and concerns regarding the proposed projects, with the revised projects detailed in the attached documents.

I strongly feel that this cooperative effort has resulted in a mutually beneficial proposal that furthers the blended approach identified in the 2012 Business Plan and is consistent with the Governor's vision for High-Speed Rail in California.

Mr. Dan Richard
June 8, 2012
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In anticipation of approval of proposed budget bill language requiring, among other things, that CTC staff present the draft program of projects to HSRA at a scheduled board meeting, I requested that you place an item on your next meeting agenda. I appreciate this opportunity to present the attached proposal to the HSRA Board and receive any suggestions or comments you may have. If you have any questions, please do not hesitate to contact me at 916-654-4245.

Sincerely,



Bimla G. Rhinehart
Executive Director

Attachments:

cc: Brian Kelly
Brian Annis
Mark Hill
Mark Monroe
Matthew Robinson
Matt Almy
Jeff Morales
Bill Bronte
Marty Tuttle

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 27-28, 2012

Reference No.: 4.9
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT**
RESOLUTION HST1A-P-1112-01

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Prop 1A Connectivity) guidelines in February 2010, in cooperation with the California Department of Transportation (Department), the High-Speed Rail Authority (HSRA) and regional/local agencies, and the initial Prop 1A Connectivity Program of projects in May 2010 (with amendments in September 2010 and March 2011.)

HSRA has released a revised 2012 Business Plan detailing a phased strategy for building the high-speed rail system blended with existing rail systems throughout the state. After discussion with HSRA and the Administration, Commission staff committed to work with the Department and regional/local transportation agencies to review and amend the existing program, consistent with the existing guidelines and the revised 2012 Business Plan's blended system strategy.

On April 6, 2012, staff requested Prop 1A Connectivity recipients to apply (or re-apply) for projects that are consistent with the 2012 Business Plan, in addition to being consistent with the existing guidelines. As of June 1, 2012, eleven applications have been received. Some concerns were identified, and staff worked with HSRA, the Business, Transportation and Housing Agency, Department of Finance (DOF), the Department, and regional/local agencies to address concerns in order to bring forward a mutually beneficial program of projects. In anticipation of approval of budget bill language requiring Commission staff to present the proposed program to the HSRA Board, staff presented the attached program of projects to the Board at their meeting held on June 8, 2012 for their review and comment.

Three of the proposed projects include Prop 1A Connectivity funds for pre-construction. One is proposed for less than 5% and two are proposed for 10% for pre-construction. Guidelines allow 5% for pre-construction and up to 10% with Commission approval.

RECOMMENDATION:

Staff recommends the Commission adopt the attached High-Speed Passenger Train Bond Program amendment, including existing, revised and new projects, in accordance with Resolution HST1A-P-1112-01.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation 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 High-Speed Passenger Train Bond (Prop 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 and March 2011. The Administration supported only the Positive Train Control (PTC) safety projects in the program, and vetoed appropriations accordingly. The Administration directed that projects should instead be programmed and built consistent with a comprehensive statewide rail plan.

HSRA completed and released a revised 2012 Business Plan in April 2012. This plan details a phased strategy for building the high-speed rail system blended with existing rail systems. HSRA, in a letter to the Commission Chair, proposed that the Commission partner with HSRA, the Department and regional/local transportation agencies to develop an integrated and mutually beneficial programming proposal consistent with this revised plan and the existing guidelines. The Commission committed to working with all interested parties to bring a revised program of projects forward for approval at the May or June 2012 Commission meeting.

RESOLUTION HST1A-P-1112-01

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 as requested by the Department of Transportation Division of Rail and the Regional Transit and Commuter Rail Agencies and reviewed by the High-Speed Rail Authority Board at its meeting on June 8, 2012.

Attachment

PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1112-01

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 New/Revised 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						
			\$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		\$1,100	\$12,100	\$24,370	\$77,304
			\$41,026						
PC/JPB	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. see same project above by PC/JPB	\$145,000	\$290,000		\$3,800	\$145,000		
			\$98,000						
			\$73,639						
			\$256,639						
SF/MUNI	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			

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1112-01**

Agency	2012 New/Revised Agency Proposals Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	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)**	Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.	\$26,419	n/a		\$2,640	\$23,779		
SacRT	Sacramento Intermodal Facility Improvements** Future Programming		\$25,223 \$4,942 \$30,165	\$60,368			\$1,642	\$880	\$22,701 \$4,942
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 CCIPA'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 \$83,300	\$40,750		\$36,750			
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track San Joaquin Merced to Le Grand Double Track, Seg 1	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. see same project above by Caltrans	\$15,600 \$4,000 \$19,600	\$28,470 n/a		\$4,000			\$15,600
New/Revised Programming Subtotal			\$794,867		\$0	\$300,534	\$224,347	\$71,800	\$198,186
Program Total			\$931,000		\$128,800	\$307,867	\$224,347	\$71,800	\$198,186

* 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

APAC Associated Professionals and Contractors of Ca

June 8, 2012
Sacramento, CA

Good Morning Chairman Richard and Authority Board Members. I am Diana LaCome, President of Associated Professionals and Contractors of California. First, I would like to congratulate Mr. Jeff Morales to his recently appointed position as CEO. Many of us have worked with him while at Caltrans and we have tremendous respect for his leadership. The Authority now has a solid credible team to move the project forward.

Today I am re-iterating some points relative to small and disadvantaged businesses and raising some new issues. First the new issues:

1) Prime Contractors are requiring "exclusivity" from small businesses. This limits the chances of small businesses getting contracts if a small business can only submit their bids/qualifications to one prime contractor. This will have a tremendous negative impact on the Authority reaching its 30% Small Business Goal. A small business should be able to respond to all prime's rfps/rfbs. This would ensure that small businesses are utilized on all phases of the project.

2) Business Advisory Council- held its first meeting which was successful thanks to Acting CEO Fellenz and Padilla and Associates. One recommendation is that the Authority reimburse out-of pocket travel/per-diem expenses incurred by volunteer council members. The members provide the Authority with much experience and expertise and it is only fair, that the Authority, at a minimum, like Caltrans, reimburse expenses. If the Authority has the budget to provide large general contractors with compensation for preparing their bids, then The Authority can reimburse Council Member's travel expenses.

3) Two Right-Of-Way Contracts: CEO VanArk made a commitment to break down these contracts in order for small businesses to participate. We want to make sure that this is still moving forward.

4) Utility-Relocation Contracts- APAC has requested from Mr. Van Ark, Chairman Richard and the CHSRA Board that these contracts not be added to the winning team on the First Phase of Construction. These contracts should be "set-aside" for small and DBEs. These are excellent contracts that SBEs/DBEs can prime themselves and have 90-100% SBE/DBE Participation. This will really help in meeting the 30% SBE Goal and provide very positive PR for the CHSRA.

5) APAC thanks the Authority for setting the 30% SBE Goal retroactively on the \$800+Million Dollar contracts already awarded. Since not all tasks have been performed, we (again) recommend that these task orders be set-aside for DBE and Small Businesses.

High Speed Rail: let's do it right!

CX ~~With freight railroads, grades are important. With central power, they aren't. BART easily takes about 3% over Dublin Hill. HSR can't be much different.~~

Run HSR generally along I-5 from LA to Los Banos. Cheaper land. Much of ^{HSR} it at grade in the wide I-5 median (with grade separations already built!) Accessible to Central Valley cities without disrupting them. It'll do for rail what I-5 did for motorists – drastically shave the travel time, cost, and distance between northern and southern California.

grade separations only
North from San Jose, run HSR along the Mulford rail line (long used by Amtrak) to a BART intermodal station in West Oakland, not up Caltrain to San Francisco. HSR could extend to Sacramento along the Capitol Corridor without a costly Bay crossing. No expensive terminal facilities or tunneling would be needed in San Francisco.

Cost ~~Grade separate this line from Santa Clara to West Oakland. (Re-route Capitol Corridor that way too; it's miles shorter and has less curvature and fewer, less busy grade crossings than their Centerville-Decoto line.)~~

From West Oakland, BART trains run every few minutes to San Francisco and the West Bay, and at least four times ^{per} hour to East Bay BART stations.

Drop the "Blended" concept. Don't waste HSR money electrifying Caltrain. HSR on Caltrain would have 43 grade crossings, each with more and faster trains (if the CPUC concurs) than are there now. Low station platforms ^{crowded} with waiting passengers would make this choice even more perilous to the public. It's far too dangerous!

Sure, Caltrain should be electrified. But with 1000 volt third rail as a BART extension south from Millbrae. About 10 of the Caltrain (BART)/UP grade crossings would need conventional separations. Less than 5 miles of shallow box cuts for Caltrain (BART), would bring total grade separation needed for BART, with the UP freight track remaining at grade.

Cut North from Millbrae/SFO the Caltrain route would be ideal for a San Francisco Muni express line to their city's airport.

But this should not be at HSR cost. Instead it should be part of a 5-County BART rail plan for BART around the Bay, to the Golden Gate Bridge, the Carquinez Bridge, Brentwood, and over the Altamont. Just as with BART half a century ago, a plan should come to the voters for unified rail rapid transit under one management.

For both HSR and rail transit, the key to competitive speed is a secure right of way. That is something the "Blended" concept does not bring.



Robert S. Allen

BART Director, District 5 (1974-1988)

Retired, Southern Pacific (Now Union Pacific RR) Western Division,
Engineering and Operations

Lisa Toof

From: HSR Info
Sent: Friday, June 08, 2012 6:08 PM
To: Carey Moore; Lisa Toof
Cc: Thomas Fellenz; Wendy Boykins
Subject: FW: Corrected 2-minute statement at 6/8 Board Meeting
Attachments: 120608 presentation to HSRA in Sacramento .doc

See the attached statement and email from Robert Allen regarding a presentation to the Board.

Thanks - LMB

Lisa Marie Burcar
Assistant Deputy Director of Communications
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916-384-9026 (w)
916-212-8108 (c)



From: Robert Allen [REDACTED]
Sent: Friday, June 08, 2012 5:53 PM
To: HSR Info
Subject: Corrected 2-minute statement at 6/8 Board Meeting

The copies I left for the Board needed last-minute revision. Please give this version to your directors instead of the one I left at the meeting. And please consider the extreme hazards and operating problems of operating HSR on the existing Caltrain tracks. 43 grade crossings and many low crowded station platforms. You need a secure right of way. Grade separating the Mulford line and running HSR to a BART/HSR intermodal station in West Oakland would serve everyone much better.

High Speed Rail: let's do it right!

Run HSR generally along I-5 from LA to Los Banos, much of it at grade in the wide I-5 median (already grade separated) and accessible to Central Valley cities without disrupting them. It'll do for rail what I-5 did for motorists and truckers – drastically shave the travel time, cost, and distance between northern and southern California.

Drop the “Blended” concept. Don't waste HSR money electrifying Caltrain. HSR on Caltrain would have 43 grade crossings, each with more and faster trains (if the CPUC concurs) than would be there just for Caltrain. Low station platforms crowded with waiting passengers would make this choice even more perilous to the public. It's far too dangerous!

Instead, north from San Jose, grade separate and run HSR along the Mulford rail line (long used by Amtrak) to a BART intermodal station in West Oakland, not up Caltrain to San Francisco. HSR could then extend to Sacramento along the Capitol Corridor without a costly Bay crossing. No expensive terminal facilities or tunneling would be needed in San Francisco. From West Oakland, BART trains run every few minutes to San Francisco and the West Bay, and at least four times per hour to East Bay BART stations.

Should Caltrain be electrified? An emphatic YES. But as a BART extension south from Millbrae. And not at HSR cost! Instead it should be part of a 5-County BART rail plan for BART around the Bay, to the Golden Gate Bridge, the Carquinez Bridge, Brentwood, and over the Altamont. Just as with BART half a century ago, a plan should come to the voters – this time of the five counties - for unified rail rapid transit under one management.

For both HSR and rail transit, the key to competitive speed is a secure right of way. That is something the “Blended” concept does not bring.

**Robert S. Allen
BART Director, District 5 (1974-1988)
Retired, Southern Pacific (Now Union Pacific RR) Western Division,
Engineering and Operations**