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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.

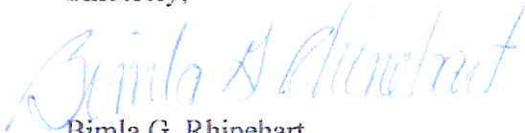
CTC staff requested that the Department and the regional/local agencies propose projects consistent with the blended approach identified in the HSRA's revised 2012 Business Plan and consistent with the Regional Memorandums Of Understanding that the agencies have been negotiating with HSRA. Eleven new 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.

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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		Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
Agency	Project Title								
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				
		Existing Program Subtotal	\$136,133	\$305,882	\$128,800	\$7,333			
2012 New/Revised Agency Proposals		Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
Agency	Project Title								
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
	Future Programming		\$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
PC/PB	Caltrain Advanced Signal System (CBSS/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		\$3,800	\$145,000		
	Future Programming	see same project above by PC/PB	\$38,000	n/a		\$34,200			\$73,639
			\$73,639						
			\$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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2012 New/Revised Agency Proposals		Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
Agency	Project Title								
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 PCJ/PB	\$26,419	n/a		\$2,640	\$23,779		
SacRT	Sacramento Intermodal Facility Improvements** Future Programming	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 \$4,942 \$30,165	\$60,368		\$1,642	\$880	\$22,701 \$4,942	
		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			
		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	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	
					Program Total				
					New/Revised Programming Subtotal				
					\$0 \$300,534 \$224,347 \$71,800 \$198,186				
					\$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