

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 21-22, 2015

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Subject: FISCAL YEAR 2014-15 FOURTH QUARTER PROPOSITION 1A HIGH SPEED PASSENGER TRAIN BOND PROGRAM REPORT

Attached is the California Department of Transportation's Fiscal Year 2014-15 Fourth Quarter Proposition 1A High Speed Passenger Train Bond Program Report.



Fiscal Year 2014–15 4th Quarter Report High-Speed Passenger Train Bond Program

**Quarterly Report to the
California Transportation
CTC**



High-Speed Passenger Train Bond Program Progress Report

SUMMARY:

In 2008, voters approved the Safe, Reliable High-Speed Passenger Train Bond Act (Proposition 1A) for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (CTC) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the CTC was required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A.

The Proposition 1A program is identified under two sub-programs: the Intercity Rail Program and the Urban and Commuter Rail Program.

This report covers the fourth quarter of the State Fiscal Year 2014–15 for Proposition 1A. There are 15 projects with a total value of \$795.850 million in Proposition 1A funds that have been approved for funding by the CTC for this program. This report contains a summary of 15 projects (see Tables 1-3). Currently, there are 13 projects in Construction, 1 project in both Design and Construction phase, and 1 project in Project Approval and Environmental Documentation phase.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the CTC was required to program in each of the intercity rail corridors a minimum of \$47.5 million in eligible projects. The California Department of Transportation (Caltrans), in coordination with the public agencies and the passenger rail operators on the intercity rail lines, shall present to the CTC the list of projects for the formula portion up to the minimum allowed per corridor. The CTC reviewed the list of projects that were eligible under the formula program and adopted those projects that met the requirements.

The following is the status of the formula program projects. See Table 1 for specific project information.

Project No. 1

Positive Train Control–Moorpark to San Onofre (Pacific Surfliner): The implementing agency is the Southern California Regional Rail Authority who has received \$46.550 million for the Construction phase. The project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. Southern California Regional Rail Authority (SCRRA) completed the installation, testing and documentation required in order to achieve Federal Railroad Administration (FRA) approval to begin operating Positive Train Control (PTC)–equipped trains in Revenue Service on its

territory. A contract change order with the prime contractor was executed which extended the PTC system-wide in-service date to August 2015. SCRRA is in the process of upgrading its onboard software to a newer version and recently completed an upgrade to the shared regional communications slot plan, which also required a shutdown in functional testing. The overall schedule including the contractor's reliability demonstration and contract close-out is anticipated to be complete by March 2016.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the CTC was required to program up to an additional \$47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, were required to select projects within each of the three corridors for the remaining 25 percent and present them to the CTC for approval. The CTC gave priority to the following projects:

- Projects that provided direct connectivity to the high-speed train system.
- Projects that were eligible for or had committed federal funds.
- Projects that promoted increased ridership, increased on-time-performance and decreased running times.

The following is the status of the competitive program projects. See Table 2 for specific project information.

Project No. 2

Positive Train Control–San Onofre to San Diego: The implementing agency is the North San Diego County Transit District (NCTD) which has received \$24.010 million for Construction phase. The project consists of implementing all aspects of positive train control technology along the Pacific Surfliner Corridor between San Onofre and San Diego. All Proposition 1A Intercity Rail appropriated funding has been allocated. The prime contractor will be submitting recovery schedules showing construction/rehabilitation to be completed by February 2016, and project completion by April 2017. NCTD and FRA coordination efforts have revealed that the estimated one year of FRA review may be reduced by an estimated six months based on progressive Positive Train Control Safety Plan (PTCSP) submittals, rather than a fully complete PTCSP submittal at the conclusion of FRA testing. This has the potential to mitigate approximately six months of project delay.

Project No. 3

Positive Train Control–Los Angeles to Fullerton Triple Track: The Implementing agency is Caltrans which has received \$2.940 million for the Construction phase. The project includes the installation of positive train control components, the scope of which includes, but is not limited to, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way; the installation of signal bungalows; and the installation of critical locomotive and cab car on-board equipment. The work remaining includes installation of fiber optics for the PTC, which will coincide with construction of

Segment 8 of the Triple Track project. Work involving the installation of fiber optic components is underway. In March 2015, the CTC approved the request to extend the Los Angeles to Fullerton Triple Track PTC project completion period to December 2015.

Project No. 4

San Joaquin Corridor–Merced to Le Grand Segment 1: The implementing agency is Caltrans which has received \$40.750 million for the Construction phase. The project consists of capital improvements to the Merced to LeGrand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track; modification and upgrade to signal and track components (including at 5 public at-grade road crossings); and engineering/civil work. Work to date consists primarily of the purchase and associated costs of track and signal material acquisition and signal engineering, as well as civil construction that began in May 2015. The project is approximately 18 percent complete at end of the fourth quarter with Grading and bridge work underway. The project is on schedule with no anticipated delays to report.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, \$760 million was divided among ten eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency shall be determined using the distribution factors gathered from the most current available data in the Federal Transit Administration's National Transit Database. The CTC accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highway Code. The CTC took the following factors under consideration:

- Gave priority to those projects that provide direct connectivity to the high-speed train system.
- Required that the matching funds used by the eligible agencies were non-state funds. Non-state funds were defined as local, private and federal funds, as well as those State funds not under the CTC's preview.

The following is a brief status of projects for the urban and commuter rail program. See Table 3 (attached) for specific project information.

Project No. 5

Sacramento Intermodal Facility High-Speed: The implementing agency is the Sacramento Regional Transit District which has received \$1.752 million for Project Approval and Environmental Documentation phase. The Project consists of improvements to the existing regional transit facility and surrounding components to provide connectivity to high-speed rail. An additional \$23.471 million remains programmed for future use on this project. Main activities have been focused on refining the conceptual design and preparation of the environmental document. California Environmental Quality Act clearance is expected to be completed by March 2016.

Project No. 6

Caltrain Advanced Signal System (CBOSS/PTC): The implementing agency is the Peninsula Corridor Joint Powers Board (PCJPB) which has received \$105.445 million for both the Design and the Construction phase. The project consists of installing positive train control technology along the Caltrain corridor. All Proposition 1A appropriated funding has been allocated and expended and project completion is on schedule with no anticipated delays. The project is approximately 85 percent complete. PCJPB's contractor is currently conducting system tests on the corridor as part of the final phase of implementing PTC. To test the system, including the roadway crossings, a test train will run through the corridor. Tests are conducted at night to avoid disruption of regular train service and to properly record results. Testing will be ongoing over the next several months.

Project No. 7

Central Subway: Implementing agency is the San Francisco Municipal Transportation Agency which has received \$61.308 million for the Construction phase. The project consists of construction of 5.2 mile extension of T-Third light rail from the Caltrain terminus area to south of Union Square and Chinatown. All Proposition 1A appropriated funding has been allocated and expended. Project completion is on schedule with no anticipated delays to report at this time.

Project No. 8

Milbrae Station Track Improvement and Car Purchase: The implementing agency is the San Francisco Bay Area Rapid Transit District (BART) which has received \$140 million for Construction phase. The Project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Milbrae station. All Proposition 1A appropriated funding has been allocated and the project is 15 percent complete. No anticipated delays to report at this time.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the SCRRA who has received \$35 million for the Construction phase. The Project consists of installing predictive collision avoidance technology throughout the Metrolink system. All Proposition 1A appropriated funding has been allocated. Over the period, a number of major milestones were achieved on the project. Most importantly, on June 14, 2015, SCRRA achieved the milestone known as PTC System-wide Revenue Service Demonstration (RSD), which signifies that all of the SCRRA-owned lines have PTC operating in revenue service with approval from the Federal Railroad Administration. In conjunction with this milestone, SCRRA has PTC installed and tested on all of its locomotives and cab cars. The SCRRA is the first railroad in the nation to have its entire system (territory, equipment, and crew) in-service with PTC RSD. Accordingly, SCRRA will continue to perform version upgrades to its onboard software and upgrades to other PTC subsystems in order to maintain compatibility and inter-operability.

Project No. 10

Regional Connector Transit Corridor: The implementing agency is the Los Angeles County Metropolitan Transportation Authority which has received \$114.874 million for the Construction phase. The project consists of construction of a two-mile extension that will connect the Metro light rail system to high-speed rail through downtown, including construction of three new underground light rail stations. The project is reflecting a six months potential delay due to advance utility relocation work transferred to the Design/Build contract. The current schedule has construction complete by December 2020, and revenue service date by February 2021.

Project No. 11

Metrolink High-Speed Rail Readiness Program: The implementing agency is the Southern California Regional Rail Authority which has received \$68.5 million for the Construction phase. The project consists of acquisition of 20 high-powered, Tier 4 locomotives. Production on the first locomotive continues and production on the second locomotive has commenced. First Article inspections have been completed on a number of major components. Production of the locomotive electrical locker and roof hatches has been completed. Fabrication of the first locomotive carbody has been completed and has been shipped from Valencia, Spain to the Electro-Motive Diesel assembly facility in Muncie, Indiana. The project is on schedule with no anticipated delays. An additional \$20.207 million remains programmed and will be used for the Locomotive Rehabilitation project.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail CTC which had previously received \$10.974 million for Construction phase. The project consists of construction of 2.57 mile extension, dedicated passenger rail track, north of downtown Stockton interlocking between the Union Pacific and the Burlington Northern/Santa Fe Railroad. The CTC approved the de-allocation of \$10.579 million at the October 2014 agenda meeting. At the August 2015 meeting, the CTC approved a re-allocation of \$5,319,325 and award of a construction contract is expected by February 2016. The additional \$5.26 million that remains de-allocated will be requested at a later date.

Project No. 13

Blue Line Light Rail Improvements: The implementing agency is the San Diego Association of Governments which has received \$57.855 million for the Construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including replacing worn out rails and tracks; replace/rehabilitate switches, and signaling and reconstruction of existing platforms to accommodate low-floor vehicles. All Proposition 1A appropriated funding has been allocated and the project is within budget and on schedule with no anticipated delays. All 12 light rail stations have been completed and approximately 100 percent of the rail track has been replaced. The final phase of the project that remains consist of curve straightening north and south of Sampson, which will be complete by the end of September 2015. Anticipated final close-out in October/November 2015.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North County Transit District which has received \$17.833 million for the Construction phase. The project consists of implementing all aspects of positive train control technology along the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency. All Proposition 1A appropriated funding has been allocated. The Project has experienced several delays. The prime contractor will be submitting recovery schedules showing construction/rehabilitation complete by February 2016, and project completion by April 2017. NCTD and FRA coordination efforts have revealed that the estimated one year of FRA review may be reduced by an estimated six months based on progressive PTCSPP submittals rather than a fully complete PTCSPP submittal at the conclusion of FRA testing. This has the potential to mitigate approximately six months of project delay, contingent upon the actual occurrence of events.

Project No. 15

Maintenance Shop and Yard Improvements: The implementing agency is San Francisco Bay Area Rapid Transit District (BART), which has received \$78.639 million for the Construction phase. The Project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop, retrofitting the Maintenance and Engineering storage yard, constructing new trackwork, retaining walls, and soundwalls that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks. All Proposition 1A appropriated funding has been allocated and the overall project is back on schedule. Award of contract was approved in July 2015. Construction is expected to be approximately 30 months in duration.

LETTER OF NO PREJUDICE:

The Letter of No Prejudice (LONP) Guidelines were approved in September 2010, under Resolution LONP1A-G-1011-01. There were 3 projects that were approved for a LONP. All three of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved Proposition 1A for the 21st Century, authorized by the CTC upon appropriation by the Legislature to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 15 projects shown in the tables in this report.

Table 1

Intercity Rail Formula Program																	
Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre				Dec-15	CON	83%	\$46,550	\$46,550	\$27,011	Jan-11	Oct-10	▲	▲	◆
TOTAL OPEN PROJECTS:										\$46,550	\$46,550	\$27,011					

LEGEND:

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance

Table 2

Intercity Rail Competitive Program																	
Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule
2	SD	NCTD	Positive Train Control, San Onofre to San Diego				Dec-15	CON	70%	\$24,010	\$24,010	\$17,295	Jan-11	Aug-11	▲	◆	◆
3	LA	DRMT	Positive Train Control, LA to Fullerton Triple Track				June-15	CON	68%	\$2,940	\$2,940	\$2,100	Nov-11	Dec-11	▲	▲	◆
4	SJ	DRMT	San Joaquin Corridor, Merced to Le Grand Seg 1				Oct-16	CON	1%	\$40,750	\$40,750	\$7,430	May-13	Nov-13	▲	▲	▲
TOTAL OPEN PROJECTS:										\$67,700	\$67,700	\$26,825					

LEGEND:

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance

Table 3

Urban and Commuter Rail Program																	
Project No.	CO	Agency	Project Name	END PA&ED	END PS&E	END R/W	END CON	Funding Phase	% of Phase Completed	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule
5	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16				PA&ED	7.64%	\$25,223	\$1,752	\$230	Oct-13	N/A	▲	▲	◆
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	65.2%	\$105,445	\$105,445	\$38,429	May-13	Aug-13	▲	▲	▲
7	SF	SFMTA	Central Subway				Oct-15	CON	100%	\$61,308	\$61,308	\$61,308	Sept-12	Oct-12	▲	▲	▲
8	SF	BART	Milbrae Station Track Improvements and Car Purchase				Jan-17	CON	45.8%	\$140,000	\$140,000	\$65,605	Oct-13	Jan-14	▲	▲	◆
9	Various	SCRRA	Metrolink Positive Train Control				June-15	CON	81.0%	\$35,000	\$35,000	\$24,214	Aug-11	Oct-10	▲	▲	▲
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	9.40%	\$114,874	\$114,874	\$103,386	May-13	May-14	▲	▲	▲
11	Various	SCRRA	Metrolink High-Speed Rail Readiness Program				May-17	CON	35.0%	\$68,500	\$68,500	\$12,052	Aug-12	May-13	▲	▲	▲
12	SJ	SJRRRC	Stockton Passenger Track Extension				Pending	CON	3.0%	\$10,974	\$394	\$395	Oct-12	Pending	▲	▲	◆
13	SD	SANDAG	Blue Line Light Rail Improvements				May-16	CON	60%	\$57,855	\$57,855	\$57,779	Aug-12	May-13	▲	▲	▲
14	SD	NCTD	Positive Train Control				Dec-15	CON	70%	\$17,833	\$17,833	\$9,684	Jan-11	Aug-11	▲	▲	◆
15	ALA	BART	Maintenance Shop & Yard Improvements				Apr-18	CON	0%	\$78,639	\$78,639	\$0	Oct-14	July-15	▲	▲	◆
TOTAL OPEN PROJECTS:										\$715,651	\$681,600	\$373,082					

LEGEND:

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance