

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 9–10, 2015

Reference No.: 3.5
Information Item

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Chief Financial Officer

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Subject: FISCAL YEAR 2015–16 FIRST QUARTER PROPOSITION 1A HIGH-SPEED
PASSENGER TRAIN BOND PROGRAM REPORT

Attached is the California Department of Transportation’s Fiscal Year 2015–16 First Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.



Fiscal Year 2015–16 1st Quarter Report High-Speed Passenger Train Bond Program

Quarterly Report to the
**California Transportation
Commission**



High-Speed Passenger Train Bond Program Progress Report

SUMMARY:

In 2008, voters approved Proposition 1A Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (Commission) 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 Commission was 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 Program (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 first quarter of the State Fiscal Year 2015–16 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 Commission 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 Commission 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 Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission 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 (attached) 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 (SCRRA), who has received \$46.550 million for the Construction phase. The project consists of implementing all aspects of positive train control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. SCRRA completed the installation, testing, and documentation required in order to achieve Federal Railroad Administration (FRA) approval to begin operating PTC-equipped trains in Revenue Service on its territory. A contract change order, with the prime contractor, was executed that extended the PTC system-wide in-service date

to August 2015. SCRRA is in the process of upgrading its onboard software to version 6.10 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 in March 2016. The last status report provided by the project manager included the most current information through September 2015.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission 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 Commission for approval. The Commission gave priority to those projects selected in the following order:

- 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 (attached) 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 the Construction phase. The project consists of implementing all aspects of PTC 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 complete by February 2016 and project completion by April 2017. NCTD and FRA coordination efforts have revealed that the estimated 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, contingent upon the actual occurrence of events. The last status report provided by the Project Manager included the most current information through September 2015.

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 PTC 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. During this period, there continued to be an assessment of scope and material ordering, with minor material received

in September. There has been a minor delay in project activity due to long-term material procurement; however, there is no delay anticipated in project completion.

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 five public at-grade road crossings); and engineering/civil work. During this period, five public at-grade road crossings were upgraded and two bridges were constructed. In addition, grading and sub-base were completed in preparation for track installation, which is scheduled to begin in spring 2016. Signal work is ongoing, and the project is on schedule with no anticipated delays

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 National Transit Database, Federal Transit Administration. The Commission 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 Commission 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 Commission's purview.

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. Similar to the previous quarter, the 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 complete by March 2016.

Project No. 6

Caltrain Advanced Signal System/Positive Train Control (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 87 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: The 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. The Department will not close out the project until project is complete.

Project No. 8

Millbrae 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 Millbrae station. The pilot car delivery is eight to nine months behind schedule. The first pilot vehicle is currently scheduled for delivery in mid to late December. Bombardier is anticipating a two month slip in the production schedule.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the Southern California Regional Rail Authority (SCRRA), which 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. As of this period, SCRRA is successfully operating PTC revenue trains across all SCRRA lines. On August 21, 2015, FRA approved SCRRA to enter into Extended Revenue Service Demonstration (ERSD). As of late August 2015, there have been nearly 8,000 revenue trips on Authority's host territories with PTC system features.

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-month potential delay due to advance utility relocation work transferred to the design-build contract. 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. The first two pilot locomotives are currently under construction. Locomotive #1 is anticipated to be finished, painted, and into validation testing in December 2015, while Locomotive #2 is anticipated to be completed in January 2016. The estimated arrival date for Locomotive #1 to SCRRRA is mid-February 2016, with conditional acceptance scheduled for the end of the second quarter of 2016.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail Commission 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 Commission approved the de-allocation of \$10.579 million at the October 2014 agenda meeting. At the August 2015 meeting, the Commission approved a re-allocation of \$5,319,325, and an 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. The last status report provided by the Project Manager included the most current information through September 2015.

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 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 improvements that remain include slope and trackway reconstruction on the Blue Line south of Beyer Boulevard, replacement of feeder cable on C Street, and rail grinding on the Blue Line. Final close-out of the project is anticipated in July 2016.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North San Diego County Transit District (NCTD), which has received \$17.833 million for Construction phase. The Project consists of implementing all aspects of positive

train control technology along the Coaster Corridor between San Onofre and San Diego. All Proposition 1A Urban Commuter appropriated funding has been allocated. 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 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, contingent upon the actual occurrence of events. The last status report provided by the Project Manager included the most current information through September 2015.

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 (M&E) 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 on schedule. A new storm drain and water lines were installed. Rail and trackwork components were received and stockpiled on site. Design work proceeded on the seismic retrofit and tenant improvements for the Central Warehouse and the M&E Facility and the new turntable and the back-up generator for the Component Repair Shop. Concept design was initiated for the Overhaul Shop.

LETTERS OF NO PREJUDICE:

The Letters 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 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorized by the Commission 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	\$27,012	Jan-11	Oct-10	▲	▲	◆
TOTAL OPEN PROJECTS:										\$46,550	\$46,550	\$27,012					

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	\$253	Oct-13	N/A	▲	▲	◆
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	87%	\$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	Millbrae 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-16	CON	81%	\$35,000	\$35,000	\$24,214	Aug-11	Oct-10	▲	▲	▲
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	9.4%	\$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				Feb-17	CON	3%	\$10,974	\$395	\$395	Oct-12	Feb-14	▲	▲	◆
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	\$373,105					

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