

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 11-12, 2013

Reference No.: 4.6
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: AMENDMENT TO PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
RESOLUTION ICR1B-P-1314-02, AMENDING RESOLUTION ICR1B-P-1314-01

RECOMMENDATION:

The California Department of Transportation (Department) requests the California Transportation Commission (Commission) consent to amend the Proposition 1B Intercity Rail Improvement Program (ICR1B) project list to delete the Commerce/Fullerton Triple Track - Segment 8 Project, add the Van Nuys North Platform Station Improvement Project, and modify the funding plans for the New Station Track at LA Union Station Project and the Raymer to Bernson Double Track Project and modify the Northern California Maintenance Facility Project.

ISSUE:

The Department requests that the following actions be taken with the Proposition 1B Intercity Rail Improvement Program:

- Deprogram the Commerce/Fullerton Triple Track – Segment 8 project and reprogram \$30,500,000 in unallocated funds to another project.
- Add the Van Nuys North Platform Station Improvements project to be funded with \$30,500,000 from the deprogrammed Commerce/Fullerton Triple Track – Segment 8 project and \$4,000,000 from the New Station Track at LA Union Station project.
- Deprogram \$13,300,000 of unallocated funds from the New Station Track at LA Union Station project and reprogram those funds to other projects.
- Program an additional \$9,300,000 to the Raymer to Bernson Double Track project from the New Station Track at LA Union Station project.
- Modify the project description for the Northern California Maintenance Facility Project to update name, scope and funding plan.

Commerce/Fullerton Triple Track – Segment 8

Segment 8 of the LA to Fullerton triple track effort will complete the rail and signal work contracted with Burlington Northern Santa Fe Railway (BNSF). Segment 8 of the overall project became fully funded through cost savings from previous segments, redirected Traffic Congestion Relief Program (TCRP) funds from the Valley View Grade Separation project and a Federal Railroad Administration (FRA) grant. The unallocated ICR1B funds associated with this project are to be reprogrammed to the Van Nuys North Platform Station Improvements Project.

Van Nuys North Platform Station Improvements

Initial design and environmental clearance for the Van Nuys Station Improvements project has been funded through an FRA grant. Van Nuys is ready to proceed into final design. The project is to be funded with \$30,500,000 from Triple Track Segment 8 and \$4,000,000 from the Union Station New Track project.

The Van Nuys project will improve travel times for Pacific Surfliner intercity passenger service. It will also generate cross modal benefits to the corridor’s commuter and freight rail services and will improve operational reliability. These benefits are consistent with the ICR1B Program guidelines and the State’s intercity passenger rail goals for the corridor.

Funding Source	PA&ED	PS&E	ROW	CON	TOTAL
Local	\$200,000				\$200,000
Federal	\$800,000				\$800,000
Proposition 1B		\$4,000,000		\$30,500,000	\$34,500,000
TOTAL	\$1,000,000	\$4,000,000	\$0	\$30,500,000	\$35,500,000

Los Angeles New Station Tracks

Phases 1 and 2 at Union Station are complete. There are savings of \$13,300,000 in ICR1B funds available for reprogramming to the Van Nuys North Platform Station Improvements project and the existing Raymer to Bernson Double Track project.

Raymer to Bernson Double Track

Initial design and environmental clearance for the Raymer to Bernson Double Track has been funded through an FRA grant. The additional funds to be programmed to this will be used for the completion of the plans specifications and estimate (PS&E) package. The project expects to be ready for a construction allocation with the funding available in the 2015-16 STIP.

The benefits of the Raymer to Bernson Double Track project are consistent with the ICR1B Program guidelines and are consistent with the State’s intercity passenger rail goals for this corridor.

Funding Source	PA&ED	PS&E	ROW	CON	TOTAL
Local	\$391,000				\$391,000
Federal	\$1,564,000				\$1,564,000
Proposition 1B		\$6,500,000		\$10,300,000	\$16,800,000
2015-16 STIP				\$63,500,000	\$63,500,000
TOTAL	\$1,955,000	\$6,500,000	\$0	\$73,800,000	\$82,255,000

Northern California Maintenance Facility

Northern California is served with daily intercity passenger rail services along the Capital and San Joaquin Corridors utilizing a pooled fleet of state owned equipment that consists of both rail cars and locomotives. This equipment requires daily service and cleaning, re stocking of consumable supplies, scheduled preventative maintenance, emergency repairs and a location for nightly layovers while not in service.

Critical aspects of efficient equipment management for a pooled fleet serving two unique routes is to locate a maintenance facility at a shared way point for both corridors, with a terminus point being the most efficient by eliminating or minimizing deadhead moves. Sacramento and Oakland provide a common terminus location for both Corridors, Bakersfield provides a nightly layover facility at the southern terminus of the San Joaquin Corridor.

The existing Oakland facility is nearing operational capacity with impacts to equipment maintenance and operations. Even with additional shifts, overtime or weekend work, the physical constraints of the facility hinder the service needed for all equipment, which will include the 14 Comet Cars being added to the existing Northern California pooled fleet and the new equipment for which the State has currently entered into a contract to build. PA&ED will be achieved utilizing STIP funds to determine the most appropriate design and location for the maintenance services needed for the Northern California railcar fleet.

In addition to ICR1B funds, this project is programmed with interregional funds from the State Transportation Improvement Program (STIP). The period for allocation of the programmed STIP funds for the project were previously extended by Commission action in June 2012 and June 2013.

Funding Source	PA&ED	PS&E	ROW	CON	TOTAL
Proposition 1B			\$900,000	\$18,251,000	\$19,151,000
2012-13 STIP	\$6,600,000				\$6,600,000
2014-15 STIP			\$18,850,000		\$18,850,000
TOTAL	\$6,600,000	\$0	\$19,750,000	\$18,251,000	\$44,601,000

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B, provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects.

This \$400 million program is part of the \$4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of Section 8879.50 of the Government Code, the Department is the administrative agency for the PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. The guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The necessary changes are reflected in strikethrough and bold underline in the revised Proposition 1B Intercity Rail Projects list.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)

Project/Description	Corridor	Funding Request
Procure New Rail Cars: ¹ Purchase bi-level intercity rail cars and locomotives (est. 42 cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6	Pacific Surfliner, Metrolink	\$ 32,000,000
Commerce/Fullerton Triple Track - Segment 8:¹ Construct third main track from MP 157.4 to MP 158.8	Pacific Surfliner, Metrolink	\$ 30,500,000 \$ 0
New Station Track at LA Union Station: ¹ Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 35,100,000 \$ 21,800,000
San Onofre to Pulgas Double Track Project – Phase 1: ¹ Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1.	Pacific Surfliner	\$ 30,000,000
Northern California Sacramento Maintenance Facility: Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 19,151,000
Oakley to Port Chicago: ¹ Construct double track.	San Joaquin	\$ 25,450,000
Coast Daylight Track and Signal: Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
Kings Park Track and Signal Improvements: ¹ Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: ¹ Install a wireless communication network on the Northern California IPR fleet for passenger amenity, support of safety and security, and expand ADA compliance for on-train communications.	Capitol Corridor, San Joaquin	\$ 3,750,000
Raymer to Bernson Double Track: Construct double track from MP 453.1 to MP 446.8 in Los Angeles County.	Pacific Surfliner, Metrolink LAMTA	\$ 7,500,000 \$ 16,800,000
Van Nuys North Platform: Construct Second Platform in Los Angeles County.	Pacific Surfliner, LAMTA	\$ 34,500,000
Santa Margarita Bridge and Double Track: ¹ Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
Emeryville Station and Track Improvements: ¹ Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
Bahia Benicia Crossover: ¹ Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
SCRRRA Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
SUB-TOTAL ALL PROJECTS		\$ 392,157,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 7,843,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Projects with CTC allocations (full or partial).
2. Bond Issuance Cost is 2 percent of the Bond amount.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)

Project/Description	Corridor	Funding Request
Procure New Rail Cars: ¹ Purchase bi-level intercity rail cars and locomotives (est. 42 cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
Commerce/Fullerton Triple Track - Segment 6: ¹ Construct third main track from MP 154.5 to MP 157.6	Pacific Surfliner, Metrolink	\$ 32,000,000
New Station Track at LA Union Station: ¹ Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 21,800,000
San Onofre to Pulgas Double Track Project – Phase 1: ¹ Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1.	Pacific Surfliner	\$ 30,000,000
Northern California Maintenance Facility: Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 19,151,000
Oakley to Port Chicago: ¹ Construct double track.	San Joaquin	\$ 25,450,000
Coast Daylight Track and Signal: Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
Kings Park Track and Signal Improvements: ¹ Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: ¹ Install a wireless communication network on the Northern California IPR fleet for passenger amenity, support of safety and security, and expand ADA compliance for on-train communications.	Capitol Corridor, San Joaquin	\$ 3,750,000
Raymer to Bernson Double Track: Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	\$ 16,800,000
Van Nuys North Platform Construct second platform at the Van Nuys station	Pacific Surfliner, LAMTA	\$ 34,500,000
Santa Margarita Bridge and Double Track: ¹ Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
Emeryville Station and Track Improvements: ¹ Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
Bahia Benicia Crossover: ¹ Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
SCRRA Sealed Corridor: ¹ Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
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Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ²		\$ 7,843,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Projects with CTC allocations (full or partial).
2. Bond Issuance Cost is 2 percent of the Bond amount.

CALIFORNIA TRANSPORTATION COMMISSION

**Commission Advice and Consent
Proposition 1B Intercity Rail Capital Program Amendment**

**Resolution ICR1B-P-1314-02,
Amending Resolution ICR1B-P-1314-01**

- 1.1 WHEREAS, Proposition 1B, passed by California voters on November 7, 2006, called for \$4 billion to be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account; and
- 1.2 WHEREAS, of the \$4 billion, \$400 million was designated, to be available upon appropriation by the Legislature, for intercity rail capital projects, including at least \$125 million for the purchase of additional rail cars and locomotives; and
- 1.3 WHEREAS, the California Transportation Commission (Commission) approved at its December 2007 meeting, the “Guidelines for Intercity Passenger Rail Projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account”, that provide guidance on the implementation of the Proposition 1B Intercity Passenger Rail Program; and
- 1.4 WHEREAS, the guidelines state the California Department of Transportation (Department) can return to the Commission to request formal approval to modify the project list and project scope; and
- 1.5 WHEREAS, the initial Intercity Rail Proposition 1B project list was approved at February 2008 Commission meeting; and
- 1.6 WHEREAS, the amended Intercity Rail Proposition 1B projects list includes \$392.2 million in intercity rail projects and \$7.8 million in bond issuance costs; and
- 1.7 WHEREAS, all projects on the attached amended Proposition 1B project list are consistent with the guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission does hereby provide its consent to the amended list of Intercity Rail Proposition 1B projects; and
- 2.2 BE IT FURTHER RESOLVED that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B intercity passenger rail projects as part of the Department’s quarterly delivery report.