

Memorandum

To: CHAIR AND COMMISSIONERS

Date: March 24, 2010

From: BIMLA RHINEHART
Executive Director

Reference No. 4.19
Information

Ref: List of Proposition 1A Project Submittals

Discussion:

Commission staff is providing the Commission an initial look at the submittals received from eligible agencies. Nine of eleven eligible agencies either have made or will make submittals for their portion of the \$950 million available in Proposition 1A for intercity rail, commuter and urban rail projects.

Next month, the eligible agencies will explain their proposals to the Commission. In June, the Commission will consider adoption of the Proposition 1A High-Speed Passenger Train Bond Program.

Currently, staff is reviewing the submittals to:

- Understand the proposed projects' benefit and schedules.
- Ascertain that the funding for the projects is committed.
- Understand the project deliverables that Proposition 1A would fund in proposed multi-year projects that extend beyond the current three-year programming horizon of FY 2010-11 through 2012-13.

PROPOSITION 1A PROJECT SUBMITTALS			
Eligible Agency	Total Requested	Proposed Projects	Benefit
Altamont Commuter Express	\$10.4 million	Stockton Passenger Track Project (Gap Closure). Altamont Corridor Environmental Studies, joint study with High-Speed Rail Authority. Right-of-way Acquisition Altamont Corridor.	Provides dedicated track for passenger rail at Stockton ACE station. Provides joint use rail corridor for trains providing intercity and commuter services, connection with statewide high-speed trains. Purchase segments along the Altamont Rail Corridor that are at risk for development and

Altamont Commuter Express			segments that will allow for the realignment of the existing ACE service, thereby reducing total travel time and increasing speeds between Stockton and San Jose.
		Wifi on all ACE trains.	Build ridership market.
Bay Area Rapid Transit	\$35.0 million	Rail Car Replacement Program.	Replaces some of the existing 669-car fleet with new cars that have more capacity and doors.
		Third Rail Cover Board Enhancement.	Extends life of cover board and thereby reduce major service delays.
		Car Re-Configuration Project.	Provides increased passenger carrying capacity.
Los Angeles County Metropolitan Transportation Authority	\$114.8 million	Regional Connector Transit Corridor, two-mile light rail line to link the Gold, Blue and Green lines.	Improves the regional connectivity of the existing system with the proposed high-speed rail system.
North County Transit District (Coaster)	\$17 million	Positive Train Control from San Onofre to San Diego.	Improves safety and permits higher speeds.
Peninsula Corridor Joint Powers Board (Caltrain)	\$41 million	Corridor Electrification.	Permits higher commuter train speeds. Coordinating design with HSRA's development of service in the corridor.
San Diego Trolley (SANDAG)	\$57.8 million	Blue Line Light Rail Improvements and Rehabilitation from Old Town San Diego to Mexico Border.	Improves existing rail line by replacing rail and track, switches, and signaling, as well as reconstructing station platforms, to improve capacity. Provides regional connectivity.

San Francisco Municipal Transportation Agency	\$27 million	Central Subway light rail line extension of the new line, 1.7 miles from the Caltrain depot and potential high-speed rail station at 4th and King Streets to Chinatown.	Central Subway provides critical unmet connectivity between Caltrain, BART, and proposed high-speed rail lines, under-served southeastern San Francisco neighborhoods, San Francisco downtown, AT&T Field and Moscone Center.
Southern California Regional Rail Authority (Metrolink)	\$97.7 million	Positive Train Control Renovation/ Rehabilitation of line.	Improves safety and permits speeds up to 110 mph.
Caltrans (Formula)	\$139.6 million	Double Track and Track Improvements, Oakland to San Jose, Phase 2. Positive Train Control for Central Valley. Double track from Merced to Le Grand. Positive Train Control, Moorpark to San Onofre.	Increases capacity to increase train frequencies south of Oakland. Improves safety and permits speeds up to 90 mph. Adds capacity and improves reliability. Improves safety and permits speeds up to 90 mph.
Caltrans (Competitive)	\$46.5 million	Roseville Third Main Track/ Sacramento Layover Facility in Placer. Double from Merced to Grand. Positive Train Control, LA to Fullerton. Positive Train Control, San Onofre to San Diego.	Provide dedicated third mainline track for more capacity and train frequencies. Adds capacity and improves reliability. Improves safety and permits speeds up to 90 mph. Improves safety and permits speeds up to 90 mph.

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