

February 13-14, 2008

Items 4.9

Tab 49

Approval of
Proposition 1B
Intercity Rail Bond
Program List



Intercity Passenger Rail Bond Program

- **Proposition 1B contains \$400 million for Intercity Passenger Rail Improvement projects, including a minimum of \$125 million for intercity rail equipment.**
- **However, Proposition 1B (SB 1266) is silent on role CTC to play in approving projects.**

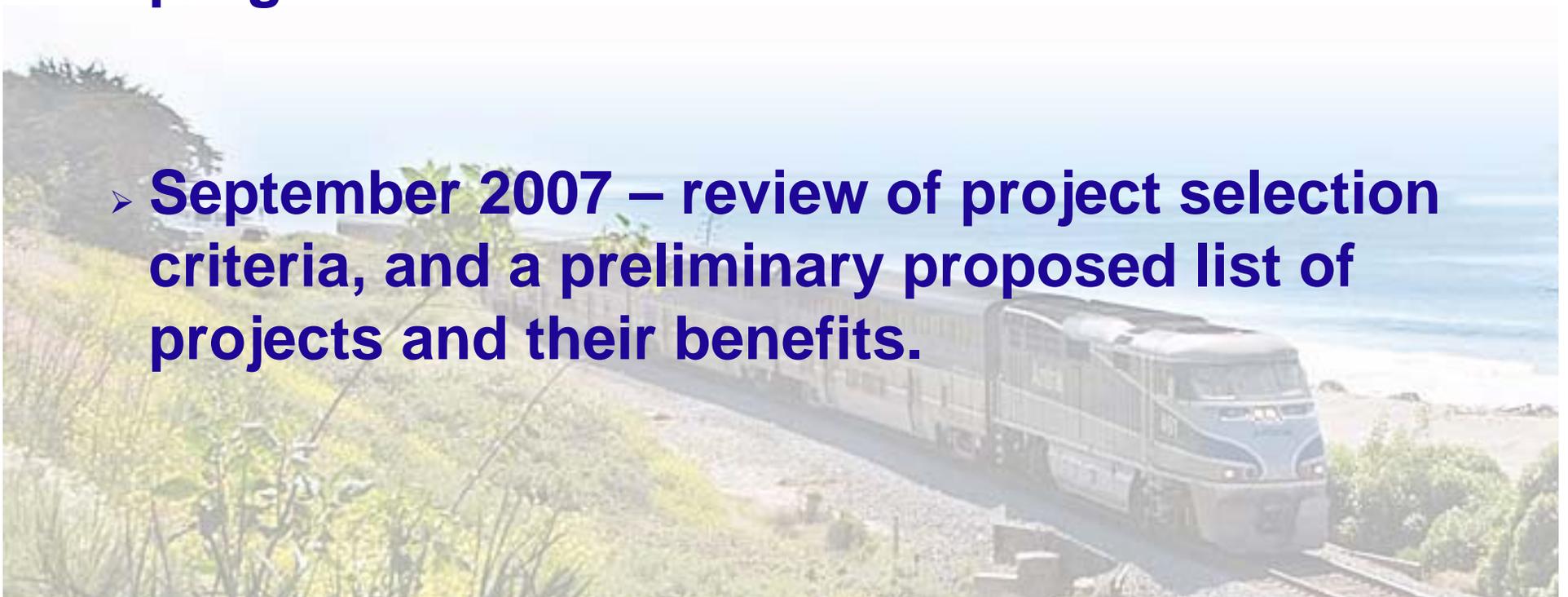


Intercity Passenger Rail Bond Program

The Department presented for the Commission's review:

➤ **June 2007 – initial review of Department's proposed process for development of the program.**

➤ **September 2007 – review of project selection criteria, and a preliminary proposed list of projects and their benefits.**



Intercity Passenger Rail Bond Program

December 2007 – Commission approved Program guidelines.

- Outlines sequential planning and programming process to develop projects.**
- Lists specific project criteria for Proposition 1B projects.**
- Specifies project list will be approved by Commission, and Department can subsequently request modification of the list.**



Intercity Passenger Rail Bond Program

Draft project list has been presented to intercity rail groups. Letters of support received from:

- Capitol Corridor Joint Powers Authority
- Coast Rail Coordinating Council
- Los Angeles, San Diego, San Luis Obispo Rail Corridor Agency
- Santa Barbara County Association of Governments
- San Joaquin Valley Rail Committee
- San Luis Obispo Council of Governments
- Ventura Council of Governments

List includes:

- New projects - \$353.2 million
- Projects reprogrammed from 2006 STIP - \$39 million
- Bond issuance costs of \$7.8 million



Intercity Passenger Rail Bond Program

New Projects

PROJECT	CORRIDOR	FUNDING REQUEST (\$000)
Procure New Rail Cars	Pacific Surfliner, San Joaquin, Capitol Corridor	\$150.0
Commerce/Fullerton Triple Track	Pacific Surfliner, Metrolink	\$70.0
New Station Track at LA Union Station	Pacific Surfliner, Metrolink	\$35.1
Track Project SD County – Sorrento – Miramar or Onofre - Pulgas	Pacific Surfliner	\$30.0
Sacramento Maintenance Facility	San Joaquin, Capitol Corridor	\$30.0
Coast Daylight Track and Signal	Pacific Surfliner, Coast Daylight	\$25.0
Fresno Layover Facility	San Joaquin	\$13.1
	All New Projects	\$353.2

Intercity Passenger Rail Bond Program

Projects Reprogrammed from 2006 STIP

PROJECT	CORRIDOR	FUNDING REQUEST (\$000)
Santa Margarita Bridge and Double Track	Pacific Surfliner	\$16.2
Emeryville Station and Track Improvements	San Joaquin, Capitol Corridor	\$10.0
Merced Crossover	San Joaquin	\$5.0
Bahia Benicia Crossover	Capitol Corridor	\$4.8
SCRRA Sealed Corridor	Metrolink	\$3.0
	All Projects	\$392.2
	Bond Issuance Costs	\$7.8
	TOTAL	\$400.0

Intercity Passenger Rail Bond Program

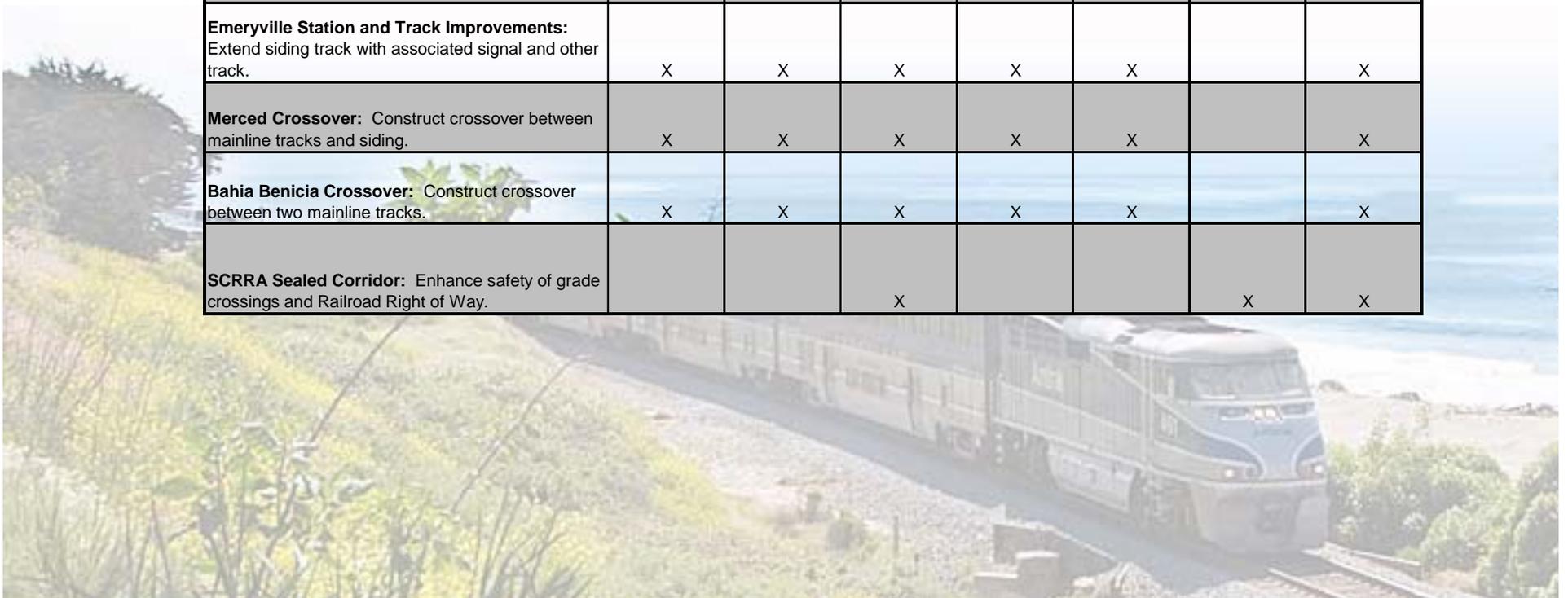
Project Goals

Project/Description	Capital Project Goals						
	Increase Capacity	Reduce Travel Time	New/Updated Facilities	Increase Farebox Ratio	Expand Service	Improve Safety or Security	Improve Operation Efficiency or Mobility
Procure New Rail Cars: Purchase bi-level intercity rail cars and locomotives (estimate 36 cars and 6 locomotives).	X	X	X	X	X	X	X
Triple Track: Construct 7 miles of triple track between Commerce/Fullerton.	X	X	X	X	X		X
Construct New Station Track in LA Union Station: Build new track, platform and renovate canopies.	X	X	X	X	X	X	X
Track Project SD County - Sorrento- Miramar or San Onofre - Pulgas: Pending modeling to identify project with greatest time savings.	X	X	X	X	X		X
Sacramento Maintenance Facility: Design and build storage track and related facilities.	X		X	X	X		X
Coast Daylight: Construct new track or extend sidings to connect Pacific Surfliner to Capitol Corridor.	X	X	X	X	X		X
Fresno Layover Facility: Design and build storage track and related facilities.	X		X	X	X		X

Intercity Passenger Rail Bond Program

Project Goals

Project/Description	Capital Project Goals						
	Increase Capacity	Reduce Travel Time	New/Updated Facilities	Increase Farebox Ratio	Expand Service	Improve Safety or Security	Improve Operation Efficiency or Mobility
Santa Margarita Bridge and Double Track: Replace bridge with 2-track bridge and add additional double track.	X	X	X	X	X		X
Emeryville Station and Track Improvements: Extend siding track with associated signal and other track.	X	X	X	X	X		X
Merced Crossover: Construct crossover between mainline tracks and siding.	X	X	X	X	X		X
Bahia Benicia Crossover: Construct crossover between two mainline tracks.	X	X	X	X	X		X
SCRRA Sealed Corridor: Enhance safety of grade crossings and Railroad Right of Way.			X			X	X

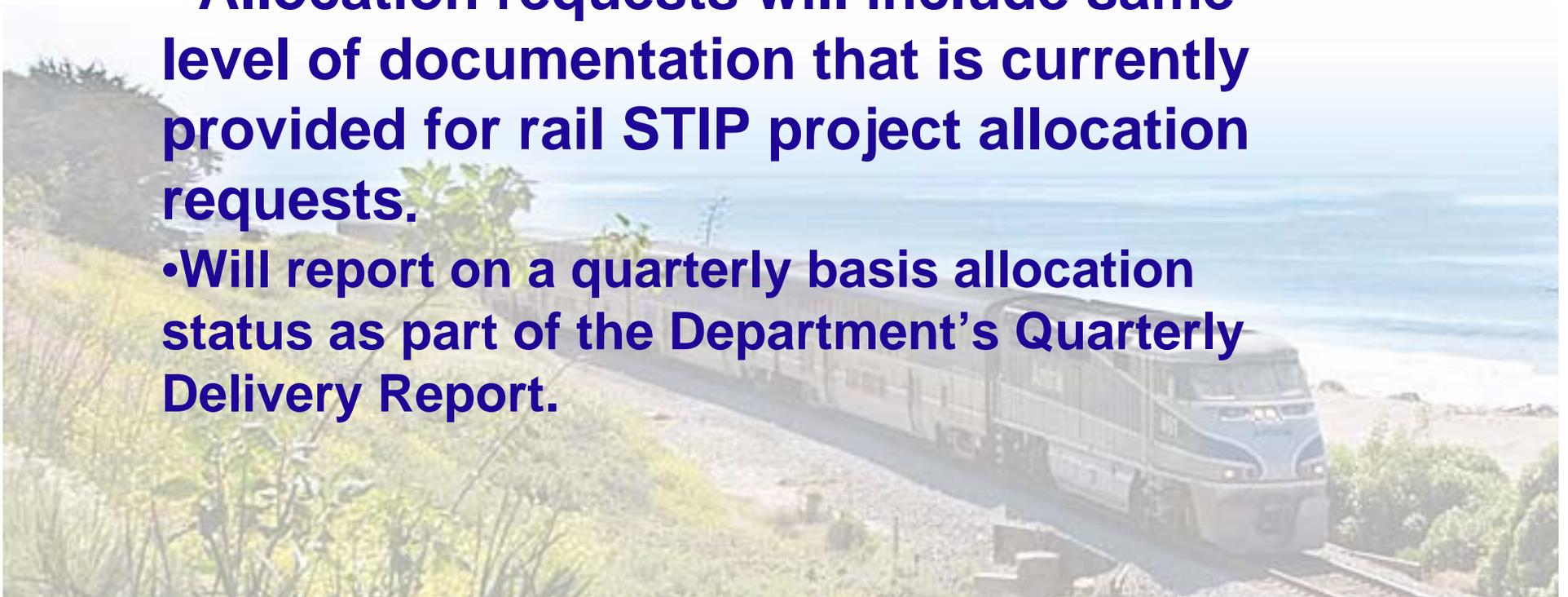


Intercity Passenger Rail Bond Program

Next Steps

The guidelines specify:

- **CTC approves allocations.**
- **Allocation requests will include same level of documentation that is currently provided for rail STIP project allocation requests.**
- **Will report on a quarterly basis allocation status as part of the Department's Quarterly Delivery Report.**



Intercity Passenger Rail Bond Program

Once the Department receives advice and consent on project list:

- The Department will request allocation of reprogrammed STIP projects at April 2008 CTC meeting.
- And allocation of other projects at the earliest possible date.



Intercity Passenger Rail Bond Program

Questions?



STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4015
(916) 445-8081 FAX



Item 49

California State Senate

ABEL MALDONADO

FIFTEENTH SENATE DISTRICT

February 8, 2008

Mr. James Ghielmetti and Commissioners
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Re: Proposition 1B - Proposed Intercity Rail Proposition 1B Projects

Dear Chairman Ghielmetti and Commissioners:

We, the undersigned State Legislators strongly support the Department's \$25 million identified for capital improvements along the Coastal Rail Corridor between San Francisco and Los Angeles.

A coalition of agencies has been working to establish new train services between downtown San Francisco and downtown Los Angeles based on direction from the State Assembly since the early 1990's (House Resolution 39).

Two transportation planning agencies have programmed a combined \$1 million in Regional Transportation Improvement Program (RIP) funds for preliminary engineering of the required capital improvements. The Union Pacific Railroad Company and other host railroads are cooperating with the project.

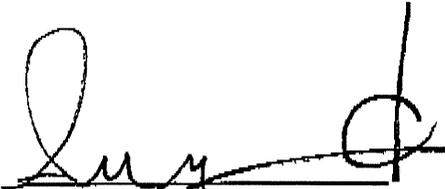
Over 20 transportation and local government agencies have passed resolutions of support for this service, including;

- The Caltrain Board of Directors in the north,
- The Los Angeles-San Luis Obispo-San Diego Rail Corridor Agency (LOSSAN) in the south,
- And regional transportation planning agencies and cities along the corridor.

This service will connect to two most populated cities in California, promote economic development, reduce greenhouse gas emissions, and close a gap in service as recognized in the adopted California State Rail Plan.

Sincerely,

(The attached list of State Senators and Assemblymembers)



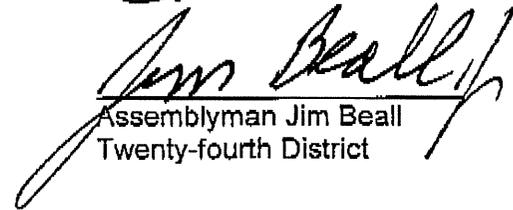
Senator Abel Maldonado
Fifteenth District



Senator Sheila James Kuehl
Twenty-third District



Senator Jeff Benham
Twelfth District



Assemblyman Jim Beall
Twenty-fourth District

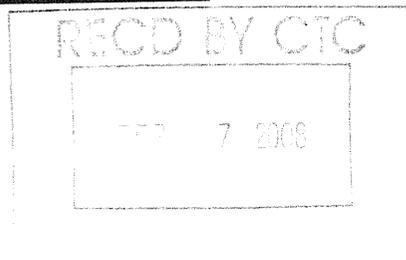


Assemblywoman Anna Marie Caballero
Twenty-eighth District

FROM THE DESK OF DAVID WEISMAN

February 4, 2008

Mr. James Ghielmetti and Commissioners
California Transportation Commission
1120 N Street,
Room 2221 (MS-52)
Sacramento, CA 95814



SUPPORT FOR THE DEPARTMENT'S INTERCITY RAIL PROPOSITION 1B PROJECTS

Dear Chairman Ghielmetti and Commissioners:

I understand that the Commission will be reviewing the Department's list of intercity rail projects in the near future in connection with the electorate's passing of Proposition 1B. As a supporter of 1B and I wish to take this opportunity to express my strong support for the **entire** list of projects, and especially the \$25 million for the Coast Corridor.

As both the official Amtrak Station Host at San Luis Obispo, and the chairman of the Morro Bay Community Promotions Committee, I have witnessed the increasing ridership to the central coast since the expansion of the Surfliners. People from Santa Barbara and south are now using the trains to take "day trips" to our county, and these added trips bring us tourism revenue, while reducing congestion on the 101 freeway, which is particularly bad in the Santa Barbara area.

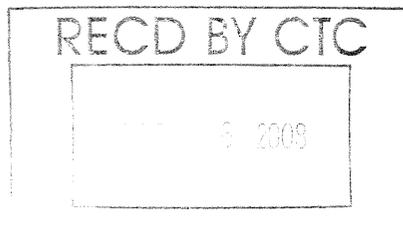
I have proposed introducing local programs such as the "car free" getaway weekend, which will require more reliability of schedules and increased frequency of services, and, just as with a highways, our railroads need more capacity and improvements to track and signaling to allow better performance.

The proposed Coast Daylight service between Los Angeles and San Francisco is especially important on the central coast. Tourism drives our local economy, and to date we have been unable to use "rail" as a way to tap into possible tourists extending from the Monterey to the San Francisco Peninsulas. A dedicated, local train, with a reliable schedule would have enormous potential—especially for Bay Area students traveling to and from Cal Poly University/SLO. I urge you to support funding for this and the other intercity rail passenger routes in California.

Yours truly,

David Weisman

**540 Piney Way # C, Morro Bay, CA 93442 tel/fax: (805) 772-7077
e-mail: davidweisman@charter.net**



960 Aspen Street
Chico, California 95928

4 February 2008

Mr. James Ghielmetti and Commissioners
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, California 95814

Dear Mr. Ghielmetti and Commissioners:

At your upcoming meeting on February 14th I would like to urge you to fund intercity rail projects to the fullest extent possible.

California faces transportation gridlock with crowded freeways and airports and one of the means of helping to cope with stress in those systems is to expand intercity passenger rail.

In particular, I would ask for the Commission to consider providing the \$25 million requested for infrastructure improvements so that the Coast Daylight service (San Francisco-Los Angeles via the coastal route) can be launched as soon as possible.

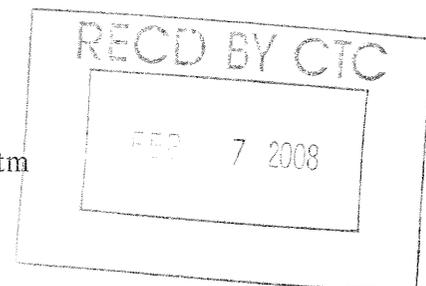
The Coast Daylight service will restore intercity passenger service to San Francisco, and link that city directly with Los Angeles for the first time in more than 35 years. Other intermediate cities served will include San Jose, Salinas, San Luis Obispo and Santa Barbara.

This train will serve not only our fellow Californians but help significantly in attracting visitors from around the world anxious to travel easily (and not by car or by air) within our beautiful state.

Very truly yours,

Greg Fischer

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February 2, 2008

Mr. James Ghielmetti and Commissioners
California Transportation Commission (CTC)
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Ghielmetti:

I am writing to ask you and your associates to support *inter city rail initiatives* for our state.

I know that the electorate has recently approved bond-funding (1B) for improving infrastructure and transportation within the state boundaries and I want to encourage you to fund appropriate rail projects, such as the Amtrak Coast Daylight service.

I recently attended a meeting in San Luis Obispo where RailPAC (www.railpac.org) provided information and justifications for improving rail services.

I was very impressed and I want to convey to you as well as my local elected state representatives that I hope there will not be any further delays in funding these projects.

I anticipate that these transportation and infrastructure projects will stimulate our state economy and keep people working at a critical time in our state financial situation.

Further delays will only escalate project costs and result in less return on our investments.

Thank you for considering my thoughts.

Sincerely,

Arthur James "A.J." Farrar, M.S.

AjfJamesGhielmettiCTC1BInterCityRailSupportLtr-2-2-08

Xcs: Assemblyman John Laird; Assemblywoman Anna Caballero; Senator Abel Maldonado; Senator Jeff Denham; Governor Arnold Schwarzenegger; TAMC; TRAC; Railpac;