1							Origi	inal Bud	get (5 0	00'8)						t (\$ 000's mental C	alla							on Top (\$ on Bottom	(\$ 000's						
Fund		Project Mgr. Project Team	Project Status			TOTAL		Gra	A COLUMN TO A STATE OF	ity	Other Match	TOTA	27.00		photo comment and contribution	City	Other Match	WAYALIA ANIA			n 2008-09		el es sel	ay acl -	- 0		- 1	belo	[wo	6.,.	see note
***************************************	No Project Title	Agency/Phone Arson Mangaretten	(as of 01-01-10) Catract to exclude the project in the	District	Categ.	-	Grant	% Sou	rce Pro	op C 5	6 Funds	+-	Gran	1 % S	ource P	rop C %	Funds	TOTAL 99-00 00-0	01-0	2 02-03	03-04 0	4-05 05-0	6 06-07	07-08 0	0 09-	10 10	0-11 11	-12 12-1	13 13-1	4 14-	15 15-1
1907 0910	25 TRAFFIC SIGNAL INSTALLATION - Western Ave. & 37th Place	por	FT.P. City will obligate funds (CTC 7) in FY 11(12)			200	185 1	10 Str		20 1								40							0				19		
IRTS9	And Annual Annua	CHA			n/a	210	250 1	00 Fed			GF							0							0	0		0	0	0	0
Safetee-Lu	30 REGARDO LIZARRAGA ELEMENTARY SCHOOL HPLUL-866()	, same			n/a	9.0		100	-									.0							9	0		0	0	0	0
	INSTALL CENTRAL AVE. HISTORIC CORRIDOR COMPREHENSIVE STREETSCAPE 31 IMPROVEMENTS, LOS ANGELES	Amp.		w.		1,994	1,490	n fee	inst	414 2	ź							i a							0	0		(0)	0	0	
XDD2 CALL	F3858 32 CENTRAL AVENUE HISTORIO GORRIGON STREETSCAPE	Oscar lectr GIA	FY 12-13 project		PI.	2.510	1407	14 ETIP	THE .	230 1	CRA	53						331													421 171
2009 Call	F3649 33 ARTS DISTRICT LITTLE TOXYO GOLD LINE STATION	Erren Yarramoto Chie	FY 12-15 project	- 0	14	2.445	1 1 1 1 1 1 1	40 CM	555	80	CSIA>MIL							0											9	0	0
ER28/9	And the base of the first the second of the				n/a	2,100		-	-	10	CRA							0							9	0	0	0	0	0	0
	38 NEVIN AVENUE ELEMENTARY SCHOOL	Jim Williams	To obligate funds in FY10/11 MOU in progress/ due Dec 2000		n/a	1,100		79 Sto	ite	0 0	PC26	9	+	+	-	_		40.5	_	-		_	1 1		0	-"		210	0	0	
2009 Call	35 WEST ADAMS - ATCS PROJECT	DOT/872-5039	FY-13-14 project	10.	TC	5,161	4,542 6	ta: Prop	10.	124 . 3	CRA	25	-	++	-	-	_	04	-	1	-	-	-	-	- 0	-	124	0	4	-8	. 8
Tata Co	STOCKER! MLH CRENSHAW ACCESS TO EXPO LRT STATION	CHA Shiring Law	50	10	n/a	2,172	1,390 (64 PC	10	366 9	t a	14	+	++	_	-		744	-	-		_	-			01	- 0	. 0	10	174	174
SMISTE	WESTMINSTER ELEMENTARY SCHOOL	859/842-9894	To obligate familia in FY10.	11		522	622 1	on fee	rrai .	9 1		1_	1					0							0	0	0	0	0	0	0
SRTW	ORVILLE WRIGHT ELEMENTARY SIGNOOL	Shidey Lee	To obligate funds or FY10.	11	n/a	625	525 1	an Fed	mai	0 1	or or					_		0							0	0	0	0	0	0	
Safetea-Lu	HPLUE-500E) BURRY OR, WILDHIRE BLVD, TO BANTA MONICA BLVD.	No Wall America Applicated		11	n/a	3.740	3.060	12 Fact		680 1								11					0 40	68		-200		0	0	0	
HSIP! 0709		No PM Agency Assigned	and with the contract and the contract a		ntx	3,190								†				45					1		0	***	- 1	46	1		
2009 Call	DEVONSHIRE ST SIDEWALK IMPROVEMENTS - TOPANGA CYN. BLVD TO HANNA AVE F3171	Irwin Chadash	To onligate funds in FY USFIG. FY 11-12 propert	12	HST)	430	100000	00 Sta		49 1		_						1,400							Ü	-	42	381 2 453 7	202 6		820
HBIPT 0910	DE SOTO AVE. WIDENING - RONALD REGAN FWY TO DEVONSHIRE ST. HSIP3-07-061	OoTro72-5027 Arean Mangasarian	Celtrans to rectade the project in the	1£	nta	11,536	7,496	ts PC	25	4,038 3	5	-	-			-	-	4,619 165				-			8	+			711 1,31	pas t	1,869
	TRAFFIC SIGNAL INSTALLATION - Descinate 5t. & Reserts Blod.	DOT	FTIP: Gity will attitude funds (CTC P) in FY 11/12.	12	200	271	244	00 Sta		27 1	0							37							a			1/4	23		
3007 Call	F1617 HOLLYWOOD PEDESTRIAN TRANSIT CROSSROADS PH II	Figur Red CNA	11.1011.00	13	PI	977	200	10 STIP	3		Tax		1					0					0.0		0	0	0	0	0	0	0
2007 Call	F1700	Ripp Red .			TOM	1.0		-		-	Yax.		1					6							0	0	0	0	0	0	0
2000 Call	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM F3850	Garine Rins	FY 12-13 project	13	TEA	7,102	1,682			-	CRA-EH BID	20	+	+	_			40	1	-		_	1 1		0	-0	- 4		163 11	112	172
2009 Gall	EAST HOLLYWOOD VERMONT MEDIANS	Freely Chart	FY 12-13 project	13	TEA:	1,144	892	PA STOP	TE	202 1	0	10	+	+	-	-	-	455	+	-	-	\rightarrow	+	-	9	+	+	-	54	56	345
	SUNSET JUNGTION PHASE 2	\$110 (bender		13	Tito	1.126	900	so arror	TE	227 2	0	-	1	-	_	_		1,893	_	-		_	-			_	\rightarrow		27	28	172
2000 Call	F3419 SUNSET JUNCTION PHASE 2	RESIDENCE OF THE	FV 14-15 project	13		4,700	3,786	80 STP	TE	826 2	0							925	_						0						920
Safetea-tur	HPLUL-Scote)	Irwin Chadash	Project will be decologated. The proposed project has already been		N/A																				0	0		0	0	0	
	REALIGN FIRST ST. BETWEEN MISSION RD. AND CLARENCE IN LOS ANGELES	DOT/972-5027	completed as april of the Gold Line Extension by Metro.	14		1,150	300 1	ra Fed	test	250 2	2																				
Seco CHI	80YLE HEIGHTS CHAVEZ AVE STREETSCAPE/ PEDESTINAN IMPROVEMENTS	Erevan Valentunia Cilia	FY 12-14 project	14	m	6,276	2,788	53 mm	TEA	440	CRA 20	00						1,564							9		- 1712		7,31		
2009 Gall	F3161	Just Retmir	FY.13-14 project		PI.						CRA+ MR							"							0	0	. 4		.0	0	0
2000 CWF	EASTRIDE LIGHT RAIL PEDESTRIAN LINKAGE PHASE II F3640	Carlos Rose	FY 32-13 project	14	Pt.	3,365	1,075			-	CD 14	70	+	+				422	1						0	-					100
2000 Call	LANI-EVERGREEN PARK STREET ENHANGEMENT PROJECT P3644	DOT/847-4943	FY 12-13 project	14	PE	1,074	644	78 CM	AG .	222 2	CRA	10	+	++	-	_		222	+	+	_	_		-	0	+	-		0 1	95	100
2000 Cas	BROADWAY HISTORIC THEATER DIST PED ENHANCEMENT (ATH TO 6TH)	CUI CINA	FY 11-12 project	14	TDM	2,823	2,258	80 310	TE.	85	6	50	-	-	_	-	-	66	+	-		-	-	-	o o	-	\rightarrow	79 3	5 2 370 24	20	30
	DOWNTOWN LA WITER-MODAL TRANSIT INFORMATION & WAYFINDING	CITA.	149 KH 5 CC	14	J. S. S.	1,512	1,200	BQ GMAG	Fies	322 3	0	1	+	-	-			313	-	-					0	_	_			130	
3000 C#3	F3722 ANGELS WALK BOYLE HEIGHTS	Branedy Choic Branedy gene	LA 21-13 brobert	16	71558	819	655	00 CMAG	Flux	184 2	0							384							0		1100	37	39	an	
HSIP/ 0708	Highway Safety Improvement Program INSTALL METAL BEAM GUARDINALS	manual Sure	Torobiligativ National in FY 00/10.	15	e/a	470	400	oo Sta	ito	47 1	0							213 AF							0		47	0			
2009 Call	F 3842 WATTS STREETSCAPE ENHANCEMENT	PARTY CRAIN HISTORY AND IN	FY 12-13 project	15	TEA	1.125	900			225 3	0			П				460 225							0				## T		109
2000 Call	F3667 BEVERLY BOULEVARD TRANSPORTATION ENHANGEMENT	Feedy Chan andoles date	FY 13-14 preject	1.0	Pf.	1,374		90 STIP		275 2								350							0					84	490
	Million Association	Jim Williams		400,000	nra	0.000		47 2000		0.10	PERS		1	+		_		567		+					0		567	.0			244
2009 CHS	WILSHIRE EAST - ATGS PROJECT F3845	DOT/972-K039	FY 11-12 project	1.13	TEA	4,204	4,270	99 Pros	18	144	Developer	70	+	++	_	_	_	944	_	1	-	_		-	0	0	144	0	0	0	0
2000 Gail	DOWNTOWN CEBAR CHAVEZ MEDIANS	Carinne Raigh	FY:12-13 project	2,3,4,6,6,8,0,	TC	500	435	73 311	THE .	5 1	PROPA	57	+	++	-	-	-	8	-	-	-	_	-	-	8	0	0	0	0	0	8
3007 Call	COMMUTER EXPRESS FLEET UPGRADE TO ALTERNATIVE FUEL (CND) P1524	DOT/928-9740 Tim-Frameux	Prop. A	13	DI.	2,324	1,859	NU CM	84	465 2	0	-	+	-	_	-	_	4,395	-	+	-	-		-	9	0	0	4,155	à	0	0
	SAN FERNANDO RO. BIKE PATH PH. BIANUS - CONSTRUCTION	DOT/972-4957	FY 10-11 project	2,6		10,462	8,370	to ch	AQ:	2,002 2		-	-	\vdash		_		2,003	-	-					0	_		2,003	_		_
1009 Call	F3414 DABH CLEAN FUEL - HIGHER CAPACITY VEHICLES	Comme Ralph DOT/928-9749	FY 13-14 project Frop. A	2,6,7,0,0	10	4,000	3,200 1	95 CM	A/C	800 2	A PORT							0						- :	0	0		0	8	0	9
Hatche-Lui	INPLULSORS J IMPLEMENT STREETSCAPE IMPROVEMENTS ALONG WILBUR AVE. TO EXHANCE	roy so also			n/a						QT							.0							9	0	0	0	0	0	
2000 Call	TRAFFIC AND PEDESTRIAN SAFETY	No PM Agency Assigned	(V 12-13 project	3.13	TOM	92	72	78 Fed	test	0 (101	+	++	-	-	-	320	-	+-		-	-	-	0	0	- 0	0	77	79	183
(Joseph M.	ANGELS WALK SILVERLAKE	HSS-Set-duye	That are seen as	4,13	577	844	675	BE CMAD	- Flex	189 2	PC25	-	-				-	353 1,644	-	-		_	-		n n	_	1,444			40	50
	WESTWOOD / WEST LA - ATGS PROJECT	Jim Williams DOT/972-5639	MOU ON FILE	5,11		4,375	3,860	in Prop	10	105	4	20	_					103	-	-							108	0			
2000 Call	8164, P2812 EXPOSITION BL, ROW BIKE PATH - WESTINGS EXTENSION - NORTHVALE REGMENT	Paul Mexisiin DOT		6,11	01	4,416		0 76	A	1371 3	1 2000	66						1,373										120	126 1,01 68 84		162
Saleten Lu	HPLUL-soce()	Irwin Chodash	Propert will be deathgated, invalvenate funding to sold an additional have on Heaked which also would require new ROW. Later enabysis revealed that additional invalitance neare not recoded to		réa.													.0					7	18	th.	-26	.6	0		0	
	HASKELL AVE. WIDENING - CHASE ST. TO ROSCOE BLVD.	001/972-9027	minimal delay/congestion at the intersection.	6,12		184	144	78 Fed	end.	40 2	2												10	14	0	-24	0	0	0	0	. 6
2009 Cull	P3142 EXPOSITION PARK TRAFFIC CIRCULATION IMPROVEMENTS	Michael Hunt DOT/972-5007	FY 11-12 project	0,0	RATI	4,476	2,910	us on	AG	1,556								1,004							ii ii				329 43	629	725
2009 Call	F1910 FIGUEROA CORRIDOR BIKE STATION A CYCLING ENHANGEMENT	Paul Meshkin DOT/572-4959	PY 13-13 project	6.9	81	1,556	6.80	and to the	000	251 1	CRA	00						553 251													43
2009 Call	F3632	Cartos Rios	FY-11-12 project	8,10	15	100	12000		200	295 8								810							a			97 2	243 25	250	777
2007 Call	WESTERN AVE BUS STOP & PEOESTRIAN IMPROVEMENT PROJECT FASAN	DOT/847-4963 Martha D'Andres	MOU ON FILE	-	TC	1,473	-			5245	PROP A	1						8	_	1					9	0	0	0	0	0	0
	DASH DOWNTOWN FLEET CAPACITY INCREASE	Jim Williams	Prop. A MOUse progress	9,14	n/a	4,900	3,020			980 2	PC25	-	1					0,000	-						0			2,528	0	0	.0
	CENTRAL BUSINESS DISTRICT - AYCS PROJECT	DOT/972-5638 Jim Williams	MOU is progress	9,54	in/e	9,216	747	8 Proj	10	1,004		74	-	-		_	-	1,654					-		0		222		147	_	
Salar Com	CENTRAL CITY EAST - ATCS PROJECT	DOT/972-5039		9,14	100	4,555	5,502	tn Prog	111	1977 2		_	-				-	977	-						8	0			200		
2007 Call	COMMUTER EXPRESS FLEET INCREADE	Martha D'Andrea DOT	FY 10-11 project Prop. A	GW	10	4,910	3,934	EG CM	AG .	084 2	PROPA	1						4							0	10	o o	0	0	D D	ė
3003 Catt	FIRST & LAST MUE TRANSIT CONNECTIVITY OPTIONS	Jay Klim DOT/972 8616	FY 11-12 project	CW	TOM	1,641	1319	80 CM	AQ.	326 3	10							338							0			30 5	974 B	150	

ATTACHMENT 1 - CITY PROJECT SUMMARY

(March 8, 2010)

>5°							Origin	nal Budge	(a'000 \$)	-11				get (\$ 000's lemental C								ront Fund ching Fun								
Fund	Partial VIII	Project Mgr. Project Team	Project Status (as of 01-01-10)	City Council District			Grant 3	Grant		Other Match Funds			Grant	City	Other Match	TOTAL 98	ani na n			n 2008-09			07] 07.0	no no	400000		be	[wole	ws, also	
rog. N	o Project Title	Agency/Phone	(as of 01-01-10)	District	Categ.		Grant	e Source	Prop C 9	runus	-	Grant	Source	Prop G %	Punas	ICHAL BO	-00 00-0	01-02	02-03	02-04 (04-00	09-06 06	-07 07-0	0 00-03	08-10	10-11	11-12 1	2-10 10	1-14 14-	10 10-
tTS/2	BAFE ROUTES TO SCHOOL - Walls (9 ELEMENT, & 2 MID. SCHOOLS)	ccvr		GW	n/s	250	250 10	III Federal	0 1							200									80	100	100			
ns Call	F3845 WHAT A RE-LEAF	Materia Dartiell E-AM VIII-AMAR	FY 11-12 project	GW	TEA	1,129	859 7	s snere		MTLA	81.					314											107	107		
U7 Call	F1822 BIRE SAFE SULADWAY GRATES	Boran Shw (Indicates 446)		cw	111	944	696 6	e CMAQ		SPAF	40					0 8									0	8	0	0	0	0
09 Call	F3314 INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM	Jun Williams DOT/972-5039	Fy 12-13 project	cw	55861	5,493	4,394 0	e cmag	1,009 2	,						1,600								0				1,200 641	934 234	124
OD CAR	F3315 CITY COUNTY TRAFFIC MANAGEMENT INTEGRATION PIC 2 PROJECT	Jim Villiams DOT/972-5039	FY 13-13 project	CW	85861	1,672	1,338 8	0 PC28	335 2	,						300								2					935	
	TOTAL PRE-DESIGN					221,383	148,805 6	,	43,499 2	29,7	79	n a				10,470	9	0	0	0	104	32	609 A 435 S	21 -51	-471 208	4,430	11,702 A,718	6,170 U	9,888 14	L911
	may the selection of the contraction of the contrac														TOTAL P	NOTOSIGN	0	0 0	9	.0	300	1211	000 1,0	75 -1,263	-1,007	6,807	17,503	7,76h 21	3,653 31,	,120
					ì	200	****		400 700 4	1920	1	J		Del 000 00	50.000	173,866	0 57	2,652	6,165	9,218	8,497	10,614 21,	252 11,3	5,239	10,030	24,665	17,416	8,265 14	4,575 16,4	419
						751,251	430,432 5	7	128,798 1	192,0	Xil 197,61	7 52,584 3	10	26,935 20	58,008	379,092	0 277	9,510	3,400	0,000	7,003	17,000 75	711 20,1	11 25.655	99.050	35,223	36,572 11	F-400 35	7,188 31,5	546

NOTE: FOR PROJECTS WITHOUT CASH FLOW (ITALIC NUMBERS), THE FRONT-FUNDING IS ESTIMATED TO BE 84% OF THE GRANT, AND THE MATCH IS THE CITY'S REQUIRED MATCH FOR THE GRANT AMOUNT.

PROPOSITION C FORECAST - 2010-2011 PROPOSED BUDGET

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	2008-09	2009-10 Estimated	2010-111 Pronosed	2011-12	2012-13	2013-14	2014-15	2015-16
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Definition Cost Bolono	40.7	0 9	000	and the land and t		00	7 00	0 04
Degillinig dasti balarice	1.01	ว่ใน	7.0	710.0	2.0	0.0	1000	
Prop C Sales Tax Receipts	40.7	4	0.74	restandente de se	48.0	2.1.6	27.7	53.2
TG Reimbursements (front funding)	70.6	23.	15.0	California de de California de	25.5	65.5	40.2	43.1
Prop C, Reimbursements Other Agencies	10.9	e,		1.1	1.1	1.1	. .	1.1
Miscellaneous	0.2		0.3	0.2	0.2	0.2	0.2	0.2
Interest	0.8	0.5	9.0	0	0.5		0.8	2.1
Interest Transferred from TG Fund	0.0	4.4	4.4	2.0	1.0	1.0	1.0	1.0
Total Revenue	26.62	83.6	67.5	58.4	76.3	119.0	133.9	151.3
Expenditures	And the second s	oran (Principles (Beautition) of Principles (1811) of Physics	rious del tele u i els s'ultered des landus itasi undituribrilario	langual an agus an ann ann an an ann an ann ann an ann	poli sentantialella del marada utuni esta elemente	also and diffusional polarized i december comment of commerce mode	AT PART OF THE PAR
Departmental Appropriations (Does not include	to make lange of the equity the cults and manage land	oraniculario de la aposta de la companya del companya de la companya de la companya del companya de la companya	Automobile de des contratos de la contratos de	Annual value of the second of	Parameter Bullet Betracket Bullet Bullet Bullet	Torritorial administration of the season of		
(1) BSS Street Resurfacing, or (2) TG on-budget								
costs)	11.6	9.8	13.7	14.0	13.4	13.7	14.0	14.3
Transportation Demand Management	1.2	1.4	1.4		1.4	1.5	1.5	1.5
Operating Programs	1.1	5.7	0.2		0.2	0.2	0.2	0.2
Support Programs	6.9		8.7	8.3	8.6	8.8	9.1	9.4
Street Resurfacing	10.2	10.	1.1	7	-	11.1	7	11.1
	1.1		9.0		0.5	9.0	0.5	0.5
Bridge Program	12.0	4.						
Transportation Grant Fund Annual Work Program	27.0	14.9	20.3	22.7	40.4	44.1	46.2	49.0
Temple Street Widening	0.3			and rate				
2nd Street Widening	0.5	The state of the control of the state of the		- Carlotte		THE REPORT OF THE PARTY OF THE		ALL PROPERTY OF THE PROPERTY O
US Hwy 101 Corridor Congestion Relief	0.2							
Exposition Light Rail	A CONTRACTOR OF THE PARTY OF TH	23.7	11.3	}				
Street Lighting Project Unit XI	0.9	1.3	0.1		0.5	0.5	0.5	0.5
Wilshire Bus Lane Phase II		0.2		0.2	0.2	0.2	0.2	0.2
Advantable (14 of 14 of	The second secon				-		To the second	
Total Expenditures	73.0	83.4	67.5	58.4	76.3	80.6	83.3	86.7
Ending Balance	6.9	0.2	0.0	0.0	0.0	38.4	50.6	64.5
Total TGFAWP in Budget/Forecast	27.0	14.9	20.3			44.1	46.2	49.0
Estimated Cash Flow Needs		23.3		35.4	40.4	44.1	46.2	49.0
Difference	the specific of the Scientific State of	(8.4)*	(18.7)		eri sassed en Manda i andre administração	The second second section of the second section of the second section	Live .	
		(Account)	v+ P+*			n effection		

- Pacific Surfliner in coordination with Metrolink and the Coaster to program positive train control (PTC) projects from Moorpark to San Diego. Caltrans' proposal will improve safety along the line and permits speeds up to 90 mph. PTC is required by the federal government with an implementation deadline of 2015. PTC will improve safety, passenger train headways, provide the potential for increased frequencies, and on-time performance on the interconnected intercity and commuter regional rail system in the southern California basin. PTC will help the regional and intercity rail system become more robust. Patrons of the proposed high-speed rail system would be more likely to use high-speed rail system if they know they can take a regional/intercity rail system or transit on to their final destination.
- San Joaquin to install positive train control and double tracking from Merced to Le Grand. PTC will improve safety, passenger train headways, potentially increased frequencies, and on-time performance on the intercity system that will connect at several stations with the proposed high-speed rail system. Double tracking will permit increased average speed, trip time reductions, and increased on-time performance.
- Capitol, with operating agency the Capitol Corridor Joint Powers Agency, double tracking and improvements between Oakland and San Jose, as well as a third main track on the north end of the line in Roseville and a layover facility. Double tracking will permit increased average speed, trip time reductions, and increased on-time performance. Double tracking will eliminate most of the single-tracking between Oakland and San Jose. The proposed high-speed rail system is proposed to stop at the San Jose Diridon station, which is also the terminus for the Capitol.

Commission staff recommends that the eight projects be programmed.

COMMUTER RAIL

North County Transit District (Coaster) is proposing to program:

• Positive train control from San Onofre to San Diego for \$15.5 million.

North County Transit District, Caltrans and Metrolink are coordinating their proposals to program positive train control projects from Moorpark to San Diego. As described earlier, PTC will improve safety, passenger train headways, potentially increased frequencies, and on-time performance on the interconnected intercity and commuter regional rail system.

Commission staff recommends that the project be programmed.

Southern California Regional Rail Authority (Metrolink) is proposing to program two projects:

- Positive train control on the 215-mile Metrolink system, \$45 million; and
- Renovation and rehabilitation of the existing system, \$52.7 million.

Positive train control is the highest priority for Metrolink. Metrolink is looking at PTC technology that will permit train speeds up to 110 miles per hour. Even with the increased speed, PTC will allow safer track usage and connections at higher speeds between joint stations for the Metrolink and the proposed

high-speed rail system. PTC is mandated by the federal 2008 Rail Safety Improvement Act and passenger railroads will not be permitted to operate after 2015, if PTC is not implemented.

Renovation and rehabilitation of the existing Metrolink system is the agency's second highest priority. Metrolink must keep its system in a state of good repair. Similar to the highway system, a rail system will deteriorate over time with use. Metrolink is proposing to use the Proposition 1A programming in conjunction with matching revenues controlled by its member agencies to renovate/rehabilitate the 215-mile system with regard to its signals, control points, voice and data network, crossings, dispatch center and its rail fleet.

Commission staff recommends that the projects be programmed. Commission staff further recommends that prior to allocation that Metrolink submit a detailed list of proposed projects by fiscal year that make up the renovation and rehabilitation program.

Altamont Commuter Express (ACE) is proposing two projects for programming:

- A gap closure (Stockton Passenger Track Project) that will provide a dedicated passenger rail track north of the track interlock between UP and BNSF (\$4.9 million).
- Joint environmental studies of the corridor with High-Speed Rail Authority in order to select an alignment suitable for ACE train service and the proposed high-speed rail service. (\$0.75 million).

The proposed Stockton Passenger Track project would permit ACE passengers at the Stockton station to board and deboard safely without being exposed other rail traffic.

ACE is working with the California High-Speed Rail Authority (HSRA) to upgrade the regional rail services between Stockton and San Jose. The goal is to provide a connector to the future high-speed rail line in the Central Valley, while improving the connectivity of the ACE train service with the Bay Area Rapid Transit (BART) and the Santa Clara Valley Transportation Authority (VTA) light rail system. The HSRA is proposing to program \$2 million from its share of Proposition 1A.

Commission staff recommends that both projects be programmed.

Peninsula Corridor Joint Powers Board (PCJPB) is proposing to program:

• Pre-construction phase of a corridor electrification project (\$4.1 million)

The PCJPB is proposing to electrify the 52-mile corridor from San Jose to San Francisco. Electrifying the corridor will permit trains to operate with reduced travel times, thereby encouraging more ridership, as well as reducing pollutant emissions and noise by replacing the existing diesel locomotive fleet. The PCJPB is coordinating with the California HSRA on a federal American Recovery and Reinvestment Act (ARRA) grant to jointly design electrification of the Peninsula Corridor. How the ARRA revenues are distributed is yet unclear. Accordingly, the PCJPB is only requesting funding for the pre-construction activities. The PCJPB may request capital funding from Proposition 1A once the ARRA grant distribution becomes clear, by either requesting an amendment to the FY 2011/12 three-year program or in later programming cycles.

The PCJPB is also requesting that the Commission permit it to program 9.9 percent of its share for preconstruction (\$4.1 million) rather than the 5 percent (\$2 million) set forth in the Commission's guidelines. The Commission can program up to 10 percent of an agency's share for pre-construction activities under its guidelines. Programming \$4.1 million towards pre-construction is not unreasonable; since the proposed project's total cost is estimated to be \$785 million.

Commission staff recommends that the project be programmed and that the Commission permit the PCJPB to program up to 10 percent of its share for preconstruction.

URBAN RAIL

San Diego Trolley (SANDAG) is proposing to program:

• The rehabilitation of its light rail Blue Line from Old Town State Park to the California/Mexico border for \$57.8 million.

The Blue line was originally built in the late 1970s and began service in 1981. The proposed project is to rehabilitate the line by replacing worn rail and track, replace or rehabilitate switches and signaling and reconstruct the existing station platforms to accommodate low-floor vehicles. The proposed rehabilitation will improve the speed, reduce headways and improve service flexibility and reliability. Further, the proposed high-speed rail system will extend from Los Angeles to San Diego via the Inland Empire and is considering the Santa Fe Depot in downtown San Diego for its terminus. The Blue Line will provide future high-speed rail patrons with a connection to the border, as well as to other major destinations in south and east San Diego County.

Commission staff recommends that the project be programmed.

Los Angeles Metropolitan Transportation Authority (MTA) is proposing to program:

• A two-mile light rail project (Regional Connector Transit project) that will link the Metro light rail Blue, Gold and Green lines in downtown Los Angeles so that the lines are seamless (\$114.9 million). By linking the lines, the number of transfers will be reduced and congestion at various stations can be reduced. The Regional Connector Transit project will have direct connectivity with the proposed high-speed rail system at Union Station.

Although the Regional Connector Transit project is in the draft environmental review phase, MTA is requesting that the Commission program both the pre-construction (\$5.7 million) and construction components (\$109.1 million) of the project. MTA is requesting the programming of the \$109.1 million so that it can demonstrate to the Federal Transit Administration (FTA) that it has the financial capacity with local (and state) funds to fully fund the proposed Connector Transit project. Without the programming, MTA will not be able to pursue the federal New Starts transit funds it is seeking.

The Commission is in a similar position and asks that the local agency demonstrate that a project, phase or component is fully funded. Commission policy is to maximize federal funds being sought for California's transit projects. As a funding partner, the Commission has over the years showed the State's commitment to funding large transit projects. Under Proposition 1A, each eligible agency has a defined share. Accordingly, those funds could be programmed in a manner to show FTA that MTA has the funding capacity needed.

Chair and Commissioners May 10, 2010 Page 4 of 6 Commission staff recommends that the Regional Connector Transit project be programmed as follows:

- The pre-construction phase for environmental work is programmed as requested.
- The construction phase is programmed in FY 2012/13 with the following condition. Prior to receiving an allocation for construction, MTA must demonstrate to the Commission's satisfaction that the project is fully funded and that MTA has successfully secured from FTA an agreement to provide federal funds or permission to begin expending funds with later federal reimbursement. If MTA does not have the federal funding secured, then the state programming in FY 2012/13 will be re-programmed.

San Francisco Municipal Transportation Agency (Muni) is proposing to program:

• The tunnel component (\$27 million) of its Central Subway light rail line (Phase 1) that starts at the Caltrain (PCJPB) depot and goes north to Chinatown. The Central Subway will be the first major north-south rail connection to the east-west BART/Muni subway at Market.

Muni is proposing to extend the connectivity of its system with the existing BART system, the Caltrain system and the proposed high-speed rail system. The connectivity should increase ridership and reduce travel times, similar to the benefits that would occur with Los Angeles' Regional Connector. The tunnel component will permit Muni to begin the tunneling.

Commission staff recommends that the project be programmed.

Bay Area Rapid Transit District (BART) is proposing to program:

- A Phase 1 of a car replacement program for \$30 million.
- A car reconfiguration project for \$1 million.
- A cover board enhancement project for \$ 3 million.

BART is requesting the initial match of \$30 million with the intent of replacing 200 of its original 669 vehicle fleet over the next 16 years. BART will be making future programming requests. BART worked with the Metropolitan Transportation Commission to secure the majority of the federal funds needed for replacing its vehicles. The Proposition 1A programming will be used as part of the 20 percent match for the federal funds to purchase the first 200 vehicles. The replacement of the fleet will enable the users of the future high-speed rail system to connect with the BART system at common stations and travel onto their destination on a reliable regional system.

BART's car reconfiguration project is intended to increase the carrying capacity of its fleet. The reconfiguration will remove eight seats and permit more people to stand in the cars, as well as handling more luggage, bicycles, strollers and wheelchairs. The standees will have more stability with more hand straps and rails.

BART's cover board enhancement project is intended to protect the system's third rail. The existing cover boards are failing and cause system delays throughout the entire 104 mile system. The proposed

project will reinforce 22 miles of the double main and increase the overall system reliability and on-time performance.

Commission staff recommends that the three projects be programmed.

Background:

Proposition 1A, a rail bond for \$9.95 billion, was passed by the voters in November 2008. Proposition 1A partially funds a \$40+ billion, 800-mile high-speed train under the supervision of the California High-Speed Rail Authority. The initial segment of the high-speed rail system is between San Francisco and Los Angeles, with Anaheim, California as the designated southern terminus of the initial segment. \$950 million is available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines.

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CALIFORNIA TRANSPORTATION COMMISSION Adoption of the Program of Projects for the High-Speed Passenger Train Bond

RESOLUTION HST1A-P-0910-01

- 1.1 WHEREAS, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (Commission) upon appropriation by the Legislature to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems 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 as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) or that provide capacity enhancements and safety improvements; and
- 1.2 WHEREAS, in accordance with Streets and Highways Code Section 2704.095 the Commission, at its February 2010 meeting, adopted the High-Speed Passenger Train Bond Program Guidelines which provide direction to project sponsors for programming the net proceeds of \$ 950 million in bonds authorized under Proposition 1A; and
- 1.3 WHEREAS, the High-Speed Passenger Train Bond Program Guidelines directed agencies to submit project applications by March 15, 2010; and
- 1.4 WHEREAS, the guidelines require that projects proposed for funding from either the Intercity Rail Program or the Commuter and Urban Rail Program will be usable or provide usable segments and be a reasonable expenditure, even if the high-speed train system as identified in the Streets and Highway Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) is delayed, postponed or cancelled; and
- 1.5 WHEREAS, the guidelines require that the useful life of a project under the High-Speed Passenger Train Bond Program shall not be less than the required useful life (15 years or more) for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code; and
- 1.6 WHEREAS, the Commission staff has reviewed the project applications in accordance with the guidelines and published their recommendations; and

- 1.7 WHEREAS, the Commission has considered comments regarding the staff recommendations; and
- 2.1 NOW THEREFORE BE IT RESOLVED THAT the Commission hereby adopts the High-Speed Passenger Train Bond Program of projects for funding as presented by Commission staff.