



High-Speed Rail Connectivity and Bookends

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operation of the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. By 2029, the system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

2012-13 BUDGET ACT (SENATE BILL 1029): CONNECTIVITY AND BOOKEND INVESTMENTS

California's High-Speed Rail system includes billions of dollars in infrastructure investment throughout the state. These funds will strengthen and improve existing rail networks, while also connecting them with California's future high-speed rail system. Senate Bill (SB)1029, passed by the California Legislature and signed by Governor Brown in July 2012, invests almost \$2 billion from the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A) into transit, commuter, and intercity rail projects across the state. This funding leverages approximately \$5 billion in additional funding for these projects.

The following is a summary of rail infrastructure investments made throughout the state as a result of high-speed rail program:

NORTHERN CALIFORNIA

CALTRAIN - ELECTRIFICATION

SB 1029 provides \$705 million to install an electric rail system that will enable the replacement of diesel trains and connect the system with high-speed rail, resulting in cleaner, faster travel. The state investment of these dollars will leverage funding to bring the total investment to \$1.5 billion. (Bookend/Connectivity)



BART – MILLBRAE STATION TRACK IMPROVEMENTS & CAR PURCHASE

SB 1029 provides \$145 million to lengthen track at the Millbrae Station (cross platform connection to high-speed rail), and for the purchase of new BART cars. The state investment will be matched by other funding for a total investment of \$290 million. BART is also contributing \$38 million of its share for the design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, and computer systems on the Caltrain Corridor as part of Caltrain's advanced signaling system. (Connectivity)

SF MUNI – CENTRAL SUBWAY

SB 1029 provides \$61 million to construct a 1.7-mile extension of light rail line from 4th & King Streets to Chinatown (downtown San Francisco). The state investment in SB 1029 helps leverage a total investment of \$1.6 billion into this project, with other matching funds. (Connectivity)

CALTRANS – CAPITOL CORRIDOR (AMTRAK), OAKLAND TO SAN JOSE

SB 1029 provides \$47 million to help construct a series of track improvements to permit an increase in service frequency between Oakland and San Jose from the current 7 weekday round trips to 11 weekday round trips. The state investment in SB 1029 brings the total investment to \$248 million, with other matching funds. (Connectivity)

CALTRAIN - ADVANCED SIGNALING SYSTEM (POSITIVE TRAIN CONTROL)

SB 1029 provides \$42 million (\$106 million total including Bay Area Rapid Transit (BART) and Santa Clara Valley Transportation Authority (SCVTA) contributions) for the design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, and computer systems on the Caltrain Corridor as part of Caltrain's advanced signaling system. This system is required by federal regulation and allows trains to travel at higher speeds when safe to do so. The state investment helps bring the total dollars for this project to \$231 million, with other matching funds. (Connectivity)

CALTRANS – SAN JOAQUIN CORRIDOR (AMTRAK), MERCED TO LE GRAND

SB 1029 provides \$41 million to Amtrak's San Joaquin for construction of 8.4 miles of double track between Le Grande and west Planada to increase service and reduce freight conflicts. (Connectivity)

SACRAMENTO REGIONAL TRANSIT (RT) – SACRAMENTO INTERMODAL FACILITY IMPROVEMENTS

SB 1029 provides \$30 million for the relocation of existing light rail track, passenger platform and associated systems to connect to a new Sacramento Intermodal Facility and future high-speed rail terminal. The state investment in SB 1029 brings the total investment to \$60 million, with other matching funds. (Connectivity)

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (SCVTA) – CALTRAIN ADVANCED SIGNALING SYSTEM (POSITIVE TRAIN CONTROL)

SCVTA is contributing \$26 million for the design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, and computer systems on the Caltrain Corridor as part of Caltrain's advanced signaling system required. (Connectivity)



CALTRANS – CAPITOL CORRIDOR (AMTRAK), SACRAMENTO TO ROSEVILLE

SB 1029 provides \$16 million to Amtrak's Capitol Corridor station in Roseville for a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projects, consists of relocation of the Roseville station and addition of a third track. This investment brings the total to \$28 million, with other matching funds. (Connectivity)

ALTAMONT COMMUTER EXPRESS (ACE) – STOCKTON PASSENGER TRACK EXTENSION (GAP CLOSURE)

SB 1029 provides the Altamont Commuter Express (ACE) train with nearly \$11 million in high-speed rail connectivity funds to extend an existing ACE platform so Amtrak passengers have direct access to it. The project will also provide additional track work for a new ACE maintenance facility. This investment brings the total to \$25 million, with other matching funds. (Connectivity)

SOUTHERN CALIFORNIA

SOUTHERN CALIFORNIA MEMORANDUM OF UNDERSTANDING

SB 1029 provides \$500 million for regional rail projects that improve local networks and facilitate high-speed rail travel to Southern California. Projects will be selected by local transit agencies, in conjunction with the High-Speed Rail Authority, and state funding will be matched by additional investments to make the total investment in these projects \$1 billion. (Bookend)

LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY (METRO) – REGIONAL RAIL CONNECTOR

SB 1029 provides \$115 million to help construct a 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the high-speed rail system. SB 1029 helps leverage \$1.4 billion in funding for this project. (Connectivity)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK) – NEW OR IMPROVED LOCOMOTIVES/CARS

SB 1029 provides \$89 million to repower and/or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars. The state investment of \$89 million will help leverage a total investment of \$203 million for this purpose. Metrolink also received approximately \$35 million for advanced signaling system work from Proposition 1A in previous appropriations. (Connectivity)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (TROLLEY) – BLUE LINE LIGHT RAIL IMPROVEMENTS

SB 1029 provides \$58 million to rehabilitate grade crossings, track, and switches and ties, add track work and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability. This investment helps bring a total investment of \$152 million to update and modernize San Diego's Blue Line light rail system. (Connectivity)

SAN DIEGO NORTH COUNTY TRANSIT DISTRICT (COASTER) – ADVANCED SIGNALING SYSTEM (POSITIVE TRAIN CONTROL)

SB 1029 adds \$7.3 million to a previously appropriated \$10.5 million of Proposition 1A funds to a Positive Train Control project for the North County Transit District in the San Diego Area. The funds are to build an advanced signaling system to track the location of trains in order to avoid collisions. The state investment will help bring the total investment in this project to \$60 million. (Connectivity)



STATEWIDE RAIL MODERNIZATION

EARLY INVESTMENTS/STATEWIDE BENEFITS

