Show me the money: What will SB 1029 buy

California Rail 2020
October 27, 2012
Why are these guys so happy?

Darrell Steinberg and Mark Leno, AP Photo/Rich Pedroncelli)
The math

Construction funds (millions)

$929
$2,321
$3,709
$819

Federal FY 2010
Federal ARRA
Prop 1a Construction
Prop 1a Transit
What do we get?

- $2 billion for assorted transit and intercity capital improvements
- $6 billion for 60 -130 miles of dedicated Amtrak corridor in the Central Valley
- The mysterious Northern California Unified Service
Local Transit funds

<table>
<thead>
<tr>
<th>Commuter and Urban Rail Formula Program</th>
<th>Distribution Factors</th>
<th>Percentages</th>
<th>Share Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Track Miles</td>
<td>Vehicle Miles</td>
<td>Pass Trips</td>
</tr>
<tr>
<td>Altamont Commuter Express</td>
<td>90.0</td>
<td>781.3</td>
<td>706,858</td>
</tr>
<tr>
<td>Los Angeles County Metropolitan Transportation Authority</td>
<td>150.4</td>
<td>14,996.6</td>
<td>82,228,672</td>
</tr>
<tr>
<td>North County Transit District</td>
<td>97.7</td>
<td>1,325.5</td>
<td>1,560,729</td>
</tr>
<tr>
<td>Peninsula Corridor Joint Powers Board</td>
<td>136.7</td>
<td>6,717.9</td>
<td>10,264,225</td>
</tr>
<tr>
<td>Sacramento Regional Transit District</td>
<td>73.1</td>
<td>4,251.3</td>
<td>14,489,691</td>
</tr>
<tr>
<td>San Diego Trolley, Inc.</td>
<td>102.6</td>
<td>8,038.0</td>
<td>35,114,385</td>
</tr>
<tr>
<td>San Francisco Bay Area Rapid Transit District</td>
<td>267.6</td>
<td>66,387.3</td>
<td>109,019,696</td>
</tr>
<tr>
<td>San Francisco Municipal Railway</td>
<td>88.6</td>
<td>5,549.1</td>
<td>48,856,450</td>
</tr>
<tr>
<td>Santa Clara Valley Transportation Authority</td>
<td>79.6</td>
<td>3,537.7</td>
<td>10,278,460</td>
</tr>
<tr>
<td>Southern California Regional Rail Authority</td>
<td>653.4</td>
<td>10,454.9</td>
<td>12,018,859</td>
</tr>
<tr>
<td>Total, Eligible Rail Agencies</td>
<td>1,739.7</td>
<td>122,039.6</td>
<td>324,540,025</td>
</tr>
<tr>
<td>Bond Administration (2%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Bond Authorization</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Projects getting $$$

- New cars for BART
- Various PTC
- CBOSS for Caltrain
- Regional Connector in LA
- Central Subway in SF
$1.1 billion for “Book ends”

- Allocation from $9 billion construction pot
- $600 million for Caltrain electrification
- $500 million for LA
Cost items

- Construction package 1 (Madera – Fresno)
- Moving Hwy 99 in Fresno (Caltrans $200mm)
- Construction package 2 (Fresno – Hanford)
- Construction package 3 (Hanford - ?)
- Construction package 4 (?)
- Trackwork for pkges 1 – 4
- Right of way (1100+ properties)
- Program & construction mgmt / Reserves
Time frame

- Bids due next week
- Will not award for several months
- Limited construction next year
- Over 400 properties to be acquired
- Legal hurdles
Construction Package 1

- Three bridges including San Joaquin River
- Many grade separations
- Trench/tunnel in north Fresno
- Aerial structure south of Fresno station
- Another trench in south Fresno
- Extensive utility relocation
Jacked box construction!
A trestle bridge!
What is NOT in Package 1

- No tracks, ballast or even sub-ballast
- No electrification or signaling
- No soundwalls
- No platforms, station or maintenance facilities
- No right of way acquisition
- Shifting Highway 99 over (Caltrans)
Concerns about RFP

- Getting bid next week on something that just finished comment period for draft EIR
- Unrealistic time frames
- Too much risk shifted to contractors
- Lack of transparency on overall budget
Thoughts

- Neither fish nor fowl
- Merced to San Fernando?
- Public process for Unified Service needed
- Stay involved with political process
Central Valley market potential

### Annual Hotel Revenues

<table>
<thead>
<tr>
<th>Location</th>
<th>Annual Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco</td>
<td>$1,539,371,429</td>
</tr>
<tr>
<td>San Diego</td>
<td>$1,331,128,571</td>
</tr>
<tr>
<td>Palo Alto</td>
<td>$68,429,167</td>
</tr>
<tr>
<td>Palmdale</td>
<td>$26,815,000</td>
</tr>
<tr>
<td>Bakersfield</td>
<td>$57,099,167</td>
</tr>
<tr>
<td>Visalia</td>
<td>$17,321,000</td>
</tr>
<tr>
<td>Hanford</td>
<td>$3,222,500</td>
</tr>
<tr>
<td>Fresno</td>
<td>$70,484,167</td>
</tr>
<tr>
<td>Merced</td>
<td>$7,175,000</td>
</tr>
<tr>
<td>Modesto</td>
<td>$18,220,000</td>
</tr>
<tr>
<td>Stockton</td>
<td>$22,403,750</td>
</tr>
</tbody>
</table>

- **San Francisco**: $1,539,371,429
- **San Diego**: $1,331,128,571
- **Palo Alto**: $68,429,167
- **Palmdale**: $26,815,000
- **Bakersfield**: $57,099,167
- **Visalia**: $17,321,000
- **Hanford**: $3,222,500
- **Fresno**: $70,484,167
- **Merced**: $7,175,000
- **Modesto**: $18,220,000
- **Stockton**: $22,403,750
More information

California High-Speed Rail Authority

Planning and Construction

From planning to construction to the start of regular service, here's where to learn about the process of building California's high-speed rail system.