



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2c(iii)

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Memorandum

TO: Legislation Committee

DATE: May 4, 2012

FR: Executive Director

W. I. 1131

RE: SB 1189 (Hancock) High Speed Rail Connectivity Funding

Background

SB 1189 appropriates \$523 million in funds for local rail projects from Proposition 1A (the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century passed by the voters in 2008) for allocation by the California Transportation Commission (CTC) pursuant to its guidelines.

Recommendation: Support

Discussion

As you know, Proposition 1A authorized the issuance of a total of \$9.95 billion in bonds, \$9 billion of which would be used in conjunction with federal and private funds for the planning and construction of the first phase of California's proposed high-speed rail system. The remaining \$950 million, known as Proposition 1A "connectivity funds," would be made available for commuter, urban and intercity rail projects that either: (a) provide or improve connectivity to the state's high-speed rail system; or (b) enhance the capacity and improve the safety of commuter, urban and intercity rail systems. Of this amount, \$150 million is designated for intercity rail, with the remainder available for local rail systems.

In 2010, the CTC adopted guidelines for Proposition 1A connectivity funds, as well as an initial three-year program of projects. For the past several fiscal years, the Legislature has appropriated Proposition 1A connectivity funds in the Budget Act consistent with the CTC's program of projects. However, all of these appropriations, except for the amounts programmed by the CTC for positive train control projects, have been vetoed by the governor. In the recent MOU that MTC entered into with the High Speed Rail Authority and key rail operators in support of the "blended system," BART, Caltrain and VTA combined their share of connectivity funds in support of a \$105 million contribution towards electrification of Caltrain.

These connectivity funds are a critical element of the MOU's early investment strategy totaling \$1.5 billion for the Peninsula Corridor. By appropriating funding the Proposition 1A connectivity funds, SB 1189 would allow us to move forward with this strategy and warrants our support.

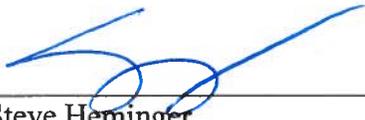
Known Positions

Support

Santa Clara Valley Transportation Authority

Oppose

None



Steve Heminger