M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 27-28, 2012

Reference No.: 4.9
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT RESOLUTION HST1A-P-1112-01**

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Prop. 1A Connectivity) guidelines in February 2010 (developed in cooperation with the California Department of Transportation (Department), the High-Speed Rail Authority (HSRA) and regional/local agencies) and the initial Prop. 1A Connectivity Program of projects in May 2010 (with amendments in September 2010 and March 2011.)

HSRA has released a revised 2012 Business Plan detailing a phased strategy for building the high-speed rail system blended with existing rail systems throughout the state. After discussion with HSRA and the Administration, Commission staff committed to work with the Department and regional/local transportation agencies to review and amend the existing program, consistent with the existing guidelines and the revised 2012 Business Plan's blended system strategy.

On April 6, 2012, staff requested Prop. 1A Connectivity recipients to apply (or re-apply) for projects that are consistent with the 2012 Business Plan, in addition to being consistent with the existing guidelines. As of June 1, 2012, eleven applications have been received. Some concerns were identified, and staff worked with HSRA, the Business, Transportation and Housing Agency, Department of Finance, the Department, and regional/local agencies to address concerns in order to bring forward a mutually beneficial program of projects. In anticipation of approval of budget bill language requiring Commission staff to present the proposed program to the HSRA Board, staff presented the attached program of projects to the Board at their meeting held on June 8, 2012 for their review and comment. Board members commented that they appreciated the presentation by the CTC Executive Director, which highlighted the statewide effort to develop an integrated transportation and rail system. Members of the public also commented, with three speakers in opposition to specific projects. CTC staff has received correspondence regarding these projects, copies of which are attached.

Three of the proposed projects include Prop. 1A Connectivity funds for pre-construction. The Capitol Corridor Oakland to San Jose project is proposed for less than 5%, and the SacRT Intermodal Facility and the PCJPB Caltrain PTC projects are proposed for 10% for pre-construction. Guidelines allow 5% for pre-construction and up to 10% with Commission approval.

RECOMMENDATION:

Staff recommends the Commission adopt the attached High-Speed Passenger Train Bond Program amendment, including existing, revised and new projects, in accordance with Resolution HST1A-P-1112-01.

BACKGROUND:

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, 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 or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of $950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (Prop. 1A Connectivity) Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program guidelines in February 2010. The initial program of projects was approved in May 2010, with amendments in September 2010 and March 2011. The Administration supported only the Positive Train Control (PTC) safety projects in the program, and vetoed appropriations accordingly. The Administration directed that projects should instead be programmed and built consistent with a comprehensive statewide rail plan.

HSRA completed and released a revised 2012 Business Plan in April 2012. This plan details a phased strategy for building the high-speed rail system blended with existing rail systems. HSRA, in a letter to the Commission Chair, proposed that the Commission partner with HSRA, the Department and regional/local transportation agencies to develop an integrated and mutually beneficial programming proposal consistent with this revised plan and the existing guidelines. The Commission committed to working with all interested parties to bring a revised program of projects forward for approval at the May or June 2012 Commission meeting.

RESOLUTION HST1A-P-1112-01

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached as requested by the Department of Transportation Division of Rail and the Regional Transit and Commuter Rail Agencies and reviewed by the High-Speed Rail Authority Board at its meeting on June 8, 2012.

Attachment

PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1112-01

Existing, Unchanged Projects

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
NCTD	Positive Train Control		$17,833	$59,982	$10,500	$7,333			
SCRRA	Positive Train Control		$35,000	$201,600	$35,000				
Caltrans	San Joaquin Corr. Positive Train Control		$9,800	$9,800	$9,800				
Caltrans/SCRRA	Pacific Surfliner Positive Train Control		$46,550	n/a	$46,550				
Caltrans	Pacific Surfliner Positive Train Control		$26,950	$34,500	$26,950				
		Existing Program Subtotal	$136,133	$305,882	$128,800	$7,333			

2012 New/Revised Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
ACE	Stockton Passenger Track Extension (Gap Closure)	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility.	$10,974	$24,895		$10,974			
	Future Programming		$4,000						$4,000
			$14,974						
LACMTA	Regional Connector Transit Corridor	Construct 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.	$114,874	$1,366,100		$1,100	$12,100	$24,370	$77,304
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	$41,026	$231,000		$33,400	$7,626		
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	$57,855	$151,754		$57,855			
BART	Millbrae Station Track Improvement & Car Purchase	Lengthen track at Millbrae Station (cross platform connection to High-Speed Rail) for increased service and longer BART trains, and purchase new BART cars.	$145,000	$290,000			$145,000		
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	$38,000	n/a		$3,800	$34,200		
	Future Programming		$73,639						$73,639
			$256,639						
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	$61,308	$1,578,300		$61,308			

PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1112-01

2012 New/Revised Agency Proposals

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2012-13	2013-14	2014-15	future
SCRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	$88,707	$202,899		$88,707			
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	$26,419	n/a		$2,640	$23,779		
SacRT	Sacramento Intermodal Facility Improvements**	Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.	$25,223	$60,368			$1,642	$880	$22,701
	Future Programming		$4,942						$4,942
			$30,165						
Caltrans	Capitol Corr. Oakland to San Jose Track Improv., Ph 2*	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 consistent with the State Rail Plan and CCJPA's Vision Plan.	$46,550	$247,500				$46,550	
	San Joaquin Merced to Le Grand Double Track, Seg 1	Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.	$36,750	$40,750		$36,750			
			$83,300						
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.	$15,600	$28,470					$15,600
	San Joaquin Merced to Le Grand Double Track, Seg 1	see same project above by Caltrans	$4,000	n/a		$4,000			
			$19,600						
		New/Revised Programming Subtotal	$794,867		$0	$300,534	$224,347	$71,800	$198,186
		Program Total	**$931,000**		**$128,800**	**$307,867**	**$224,347**	**$71,800**	**$198,186**

* Project includes less than 5% ($1.5 million) of Prop 1A funds for pre-construction
** Project includes 10% of Prop 1A funds for pre-construction

May 31, 2012 Robert S. Allen 223 Donner Avenue, Livermore, CA 94551-4240 (925) 449-1387

Caltrain – with open pedestrian and vehicular access to its tracks at many low station platforms and 43 grade crossings – is too dangerous for High Speed Rail (HSR). Yet rail planners – seeking to slash the soaring cost of HSR – call for "Blended" rail that would run many and fast HSR trains on those tracks. Their "Blended" rail would spend nearly $1.5 billion of HSR and other funds to electrify Caltrain, but do little about the hazards of adding HSR.

Better for HSR: Upgrade and grade separate UP's Mulford line (long used by Amtrak's Coast Starlight) for HSR and Capitol Corridor north from San Jose to an HSR/BART transfer station in Oakland. (BART trains run every few minutes to West Bay stations, and every 15 minutes to all of East Bay BARTland.) This would eliminate costly tunneling in San Francisco and allow later HSR extension to Sacramento without a new trans-Bay tube. It would rid the East Bay of many hazardous grade crossings.

MTC's ill-vetted "Regional Rail Plan" falls far short of its potential for transit. Regional rapid transit aims at ***"…moving people – not moving cars…a co-ordinated sytem…operating on its own rights-of-way, removed from conflict with vehicular traffic…a comprehensive, unified network under one management…"*** (SFBARTC 1957 "Report to the Legislature")

Five populous counties ring San Francisco Bay. A balanced 5-County BART plan updating the Report like this could serve them well:

- Grade separate Caltrain south of Millbrae and convert it to BART;
- Link it to the BART line being built to Berryessa in San Jose;
- Convert Caltrain north of Millbrae to an SF Muni express airport line;
- Extend BART in San Francisco to the Golden Gate Bridge;
- Extend BART along I-80 from del Norte to the Carquinez Bridge;
- Extend <u>real</u> BART to Brentwood; and
- Extend BART to Livermore and over the Altamont to the Central Valley.

A JPA (joint powers agency) to develop the plan would bring it to the voters for their approval and funding, just as BART came to the voters of three counties half a century ago.

Robert S. Allen
BART Director, District 5 (1974-1988)
Retired, SP RR (now UP) Western Division, Engineering/Operations

<Cautn1@aol.com>
06/04/2012 07:03 PM

To <laurel_janssen@dot.ca.gov>
cc <harringtonk@att.net>, <bobf@att.net>, <wongaia@aol.com>, <ruthow1@gmail.com>
bcc
Subject S.F. Central Subway's ineligibility for a HSR connectivity allocation

History: This message has been forwarded.

SaveMuni.com

June 4, 2012

Laurel Janssen
c/o California Transportation Commission

Subject: **S.F. Central Subway's ineligibility for a HSR connectivity allocation**

Dear Ms. Janssen

SaveMuni.com has long opposed San Francisco's Central Subway as a grossly overpriced project of marginal usefulness to transit users that would significantly weaken Muni's financial and operational ability to properly operate and maintain its 70 existing bus and rail lines on behalf of Muni's 700,000 daily riders.

In recent weeks we have spent a considerable amount of time and effort digging out the facts behind the proposal to include a $61.3 million HSR connectivity allocation to the Central Subway project. What we found was startling. The attached report provides background and explains why we think the requested allocation should be rejected.

We felt that you should have the report before your presentation to the CAHSRA at its meeting scheduled for next Friday.

If you have any questions or wish to discuss any aspect of the report please do not hesitate to contact us. Your assistance in making certain that Bimla Rheinhart and your commissioners are apprised of our findings would be appreciated.

And one other thing. Could you send us (Gerald Cauthen, cautn1@aol.com) a copy of the report you will be submitting to the CAHSRA? This would also be most appreciated. Thank you.

Sincerely,

Howard Wong AIA 415 982 5055
Dr. Robert Feinbaum 510 534 7008
Judy Berkowitz
Gerald Cauthen PE 510 208 5441
Howard Strassner PE
Joan Wood
Barry Eisenberg
Bernie Meyerson

SM's objections Main Report - Final June 0412.docx

Report by SaveMuni.com

June 4, 2012

Central Subway Ineligible for High Speed Rail Connectivity Funds
(**The Hidden Danger embodied in Item 23**;
see agenda of May 23, 2012 CTC Meeting)

Introduction

The CTC is being asked to allocate $61.3 million of the Proposition 1A HSR connectivity funds to SFMTA's Central Subway project. The Central Subway fails to qualify for these funds because in all likelihood there will never be a connection between the Central Subway and the HSR system. In fact, by rerouting the existing Muni light rail T Line away from the Embarcadero Station with its direct connection to the Transbay Transit Center located at First and Mission Streets, the Central Subway project would actually reduce the connectivity of the HSR system.

Because of the lack of connection between HSR and the Central Subway, allocating HSR connectivity funds to the Central Subway could further undermine the credibility of California HSR and therefore the dream of bringing high-speed trains to California. We say this because this proposed allocation is so blatantly inappropriate that it would almost certainly be used by HSR opponents to attack the new and more positive image of the CAHSRA, brought about by Governor Brown's appointment of Dan Richard to the Authority and the recent positive revision of the HSR business plan.

The Central Subway Project

Today the SF Municipal Railway's existing light rail T Line runs along Third Street from Sunnydale Ave in the Visitation Valley area past the Bayview District and Mission Bay Development to 4th & King Streets. At 4th and King the T line turns east, and travels along the Embarcadero past the AT&T baseball park and proposed Warrior's basketball arena to a tunnel portal near Folsom Street, from which point it proceeds underground in the

Market Street subway past the Embarcadero Station and the rest of the Market Street subway stations.

The proposed CS would eliminate the existing T Line segment north of 4th & King, thereby cutting the line off from Embarcadero attractions, the Ferry Building, the Embarcadero Station and the entire Market Street subway. Instead the T Line would be reroute along 4th Street, to a tunnel portal near Harrison Street, from which it would proceed in subway under 4th and Stockton Streets, with stops at Moscone Center, Union Square and the Washington Street CS terminal in Chinatown. Please see map.

SFMTA's Prop 1A Funding Request Under the Old CAHSRA Business Plan

The Transbay Transit Center (TTC), currently under construction at First & Mission Streets in SF, is the voter-mandated northern terminus of the planned HSR system. It will also serve as the northern terminus of the CalTrain system. When completed in 2017, the TTC will provide direct access to the BART and Muni Metro subway lines under Market Street via moving pedestrian ramps in an underground concourse that will link the TTC directly to the Embarcadero BART/Muni Metro Station.

The old CAHSRA business plans contemplated that as many as 12 high-speed trains an hour would be arriving in SF during peak hours. Since the TTC is not physically capable of handling 12 HSR trains an hour plus all the CalTrain trains, the old HSR operational plan required an overflow HSR station at 4th & King.

Last year, based upon this old arrangement, the SFMTA and MTC convinced the CAHSRA and the CTC to allocate $61.3 million of Prop 1A connectivity funds to the CS project, pointing out that the subway would connect with HSR at the 4th & King stop. However, when an attempt was made to allocate a portion of the $61.3 million to CS, Governor Brown vetoed the allocation, stating in his June 2011 veto message that the Central Subway "*appeared unrelated to the high speed rail project or an integrated rail plan*." Experts have since observed that the veto probably resulted from a realization on the part of the Brown Administration that CS's net effect on HSR was to reduce rather than increase its connectivity to San Francisco's other passenger rail lines.

Despite the Governor's veto, the SFMTA and MTC Executive Director Steve Heminger have continued to insist that the Central Subway would enhance the connectivity of HSR. When questioned about this position, the SFMTA staff characterized the Governor's veto as based, not on an assessment of the alleged connectivity of the Central Subway, but rather on a desire to defer decision until a clear and definitive HSR business plan could be put in place. SFMTA and Mr. Heminger have consistently expressed confidence that they could eventually convince the Governor to change his mind and that he would ultimately support the desired Prop 1A allocation to CS. As stated by SFMTA Director Ed Reiskin in his report to his Board on 5/1/12:

> *"The Governor has previously not supported the appropriation of the Prop 1A connectivity funds generally absent a completed business plan for high speed rail because he, and I think rightly so, saw that when the voters approved Prop 1A their intent with these connectivity funds is that there was that direct connection with high speed rail and absent a high speed rail business plan that he was comfortable with, which I think was not in place until very recently, he was not willing to authorize those funds. There was never a suggestion in his vetoes of these funds that it had anything to do with any of the specific projects proposed with the connectivity funds. It was a concept of not wanting to authorize appropriation of connectivity funds until the business plan was in place, which it now is."*

There is a significant contradiction between what the Governor's veto message said and how Director Reiskin characterized the veto when reporting to his commission.

New CAHSRA Business Plan Eliminates the Need For a HSR Stop at 4th & King

When it became apparent that opposition was growing to California's HSR program, particularly after its estimated cost soared to $98.5 billion, Governor Brown appointed Dan Richard to Chair the CAHSRA, directing him to revise the HSR plan as necessary to deliver "a better, faster and cheaper system."

The new HSR Business Plan, prepared under Mr. Richard's direction, was released to the public on 4/2/12 and was approved by the CAHSRA board on

4/12/12. The feature of the new plan that is relevant to CS is the fact that travel between San Jose and SF will utilize a "blended approach" which provides that the CalTrain and the HSR systems will share the same tracks, and send a maximum of 4 HSR trains an hour to SF instead of the previously projected 10 to 12 HSR trains an hour.[i]

With this significant reduction in the frequency of the arriving HSR trains, the TTC will be able to easily accommodate all HSR and CalTrain traffic, thereby eliminating the need for an overflow HSR station at 4th & King. In view of this development, there is no longer any reason to build a costly 4th and King overflow station a mere 1.3 miles south of the TTC that would be detrimental to future HSR operations. (Incoming Caltrain riders who wished to leave their train at 4th and King would of course have the same transit options they have today; namely, transferring to a T Line or other light rail line terminating at 4th and King, or catching a bus)

SFMTA's HSR Connectivity Application – A Disconnection Disguised As a Connection

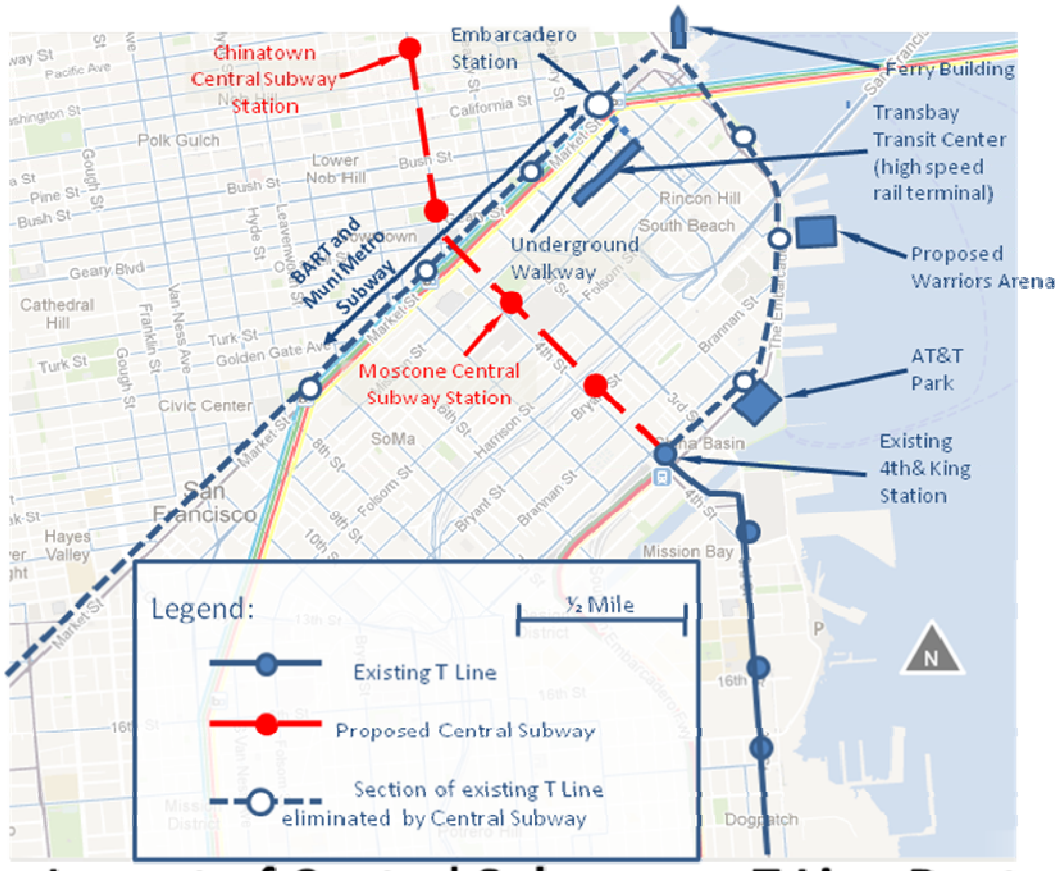
On April 6, 2012, following the release of the new HSR business plan, Laurel Janssen of the CTC advised the transit operators that had previously applied for connectivity funds that they would have to submit new applications under the following conditions:

> ***"Projects may be proposed again only if they can be shown to be consistent with the blended system strategy. Of course, any proposed programming must also be consistent with the existing CTC High-Speed Passenger Train Bond Program guidelines, which state that the Commission will give priority to those projects that provide direct connectivity to the high-speed train system."*** [ii]

Mr. Heminger and SFMTA Executive Director Ed Reiskin[iii] are well aware of how the blended approach embodied in the latest version of the HSR Business Plan would eliminate the need for a HSR stop at 4th & King. This knowledge notwithstanding, on May 1, 2012 they resubmitted SFMTA's CS application for Prop 1A connectivity funds, contending that the CS would connect to HSR at 2 points; namely via a "direct connection" from the CS stop at 4th & King and a "proximate connection" from the CS Moscone station located at 4th & Folsom.

Neither of these contentions is correct. As indicated above, there is no longer any need for a HSR stop at 4th & King, thereby eliminating the CS/HSR connection at that location. A "connection" between CS trains stopping at the Moscone Station and high-speed trains at the TTC would require hapless transferees to either wait for a bus or taxi, or walk well over half a mile, thereby giving a whole new meaning to the word "connectivity."

Moreover, the Heminger/Reiskin CS application[iv] unaccountably fails to acknowledge that by rerouting Muni's existing light rail T Line away from the Embarcadero Station and its direct underground connection to the TTC, the Central Subway would actually break a connection that would otherwise exist between this important light rail line and the TTC. In essence, Messers Heminger and Reiskin are asking the CAHSRA and CTC to allocate $61.3 million in HSR connectivity funds to a project that would actually <u>reduce</u> HSR connectivity.



Impact of Central Subway on T Line Route and HSR Connectivity

Why there will never be a HSR Stop at 4th & King

According to the new HSR Business Plan, the Station at 4th and King would be constructed only "if necessary". However, as indicated above, with a projected train frequency of only 4 trains an hour, there is no longer a need for a second San Francisco stop at 4th and King. Our reasons for this conclusion are summarized as follows:

1. With the blended approach featuring a maximum of 4 HSR trains an hour, the no-longer-needed HSR stop at 4th & King would add travel time to the future HSR operation.
2. Constructing a HSR station at 4th & King would add an estimated $650 million to the capital cost of the Peninsula section of the

HSR line and increase HSR operating expenses by at least $4.2 million a year.

3. The station would also be inconsistent with Section 2704.09(d) of the Prop 1A statute that limits the total number of HSR stations, including the Sacramento and San Diego segments, to 24. In developing Prop. 1A the State Legislative drafters appropriately limited the number of stations for reasons of cost containment and operational efficiency. Nowhere in Prop. 1A does it suggest that there would be two stations (duplicating baggage handling, ticketing , security and other costly items) located in San Francisco a mere 1.3 miles apart.
4. Because of the increased costs and travel times the station would be inconsistent with Governor Brown's directive to deliver a "better, faster and cheaper" HSR system.

A review of the 11/1/11 and 4/12/12 HSR Business Plans reveals the impracticality of constructing a station at 4th and King. The 11/1/11 business plan describes the SF stop as "Initially 4th and King terminal within San Francisco, and subsequently extended to the Transbay Transit Center."[v] In contrast the new business plan, adopted by the CAHSRA on 4/12/12, specifies that the Transbay Transit Center will be San Francisco's HSR terminal and that the 4th and King Station will be constructed only "if necessary." (Chapter 2 "Blended operation from San Jose to SF" page 2-22) This careful language indicates that the CAHSRA regards the proposal to build a 4th & King station as speculative at best. On 5/23/12 it was reported to us by a reliable source that the CAHSRA model shows conclusively that a HSR stop at 4th and King would be both unduly costly and detrimental to the future HSR operation, and that therefore the 4th and King stop has been eliminated from the HSR program".

In his letter to MTC director Heminger dated 4/27/12, SFMTA Director Reiskin, perhaps unwittingly, acknowledges the low probability of the expensive 4th and King Station ever being built, by citing the absurd half mile walk between the Moscone CS trains and the TTC's HSR trains as "further evidence" of CS connectivity.

Conclusion

The misstatements designed to secure approval of the $61.3 million CS allocation that are contained in the SFMTA/MTC application are not merely

inadvertent. On the contrary, they appear to represent a deliberate attempt to mislead the CAHSRA, the CTC, the Legislative Analyst and anyone else committed to ensuring that high-speed rail money is spent properly in accordance with the terms of Prop. 1A.

For the above reasons, SaveMuni.com recommends that the CAHSRA and CTC refrain from allocating HSR connectivity funds to the CS. To approve this inappropriate allocation now would subject the CTC to the charge that based upon the possibility of their being a need for an overflow station at 4th and King at some point in the future, it was prepared to allocate $61.3 million dollars in Prop. 1A connectivity funds, with consequent damaging effects on both future HSR operations and Governor Brown's efforts to restore the public's confidence in the HSR program.

Finally, SaveMuni.com recommends that any Prop 1A connectivity funds allocated to the SFMTA be used on rail improvement projects that actually do improve HSR connectivity, such as to needed T Line operational improvements, especially along its Embarcadero section, or to the planned underground concourse with moving pedestrian ramps leading from the Embarcadero Station to the TTC.

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[i] Chapter 5 "Ridership and Revenue" of the new CAHSRA business plan reads in pertinent part as follows: "For the Phase 1 Blended service, up to four trains per peak hour are assumed to operate between Los Angeles and San Francisco…….For the Phase 1 Full Build service, if constructed, one additional train in the peak would run between Los Angeles and San Francisco." (page 5-12 to 5-13)

[ii] The May 23, 2012 CTC agenda item contemplated the early expenditure of HSR connectivity funds on improvements in the vicinity of the northern and southern termini of the system. The Excutive Summary of the new HSR business plan regarding "improved service in the bookends" reads in part as follows: "This will be achieved by putting the $950 million in Proposition 1A funding for connectivity work. The Authority will work with the California Transportation Commission, Caltrans, and regional rail systems to gain approval this year for funds that can be used to make near-term improvements that will tie to eventual HSR service." (Page ES 8)

[iii] Mr. Reiskin, in addition to being the Executive Director of SFMTA, is a director on the Transbay Joint Powers Authority (TJPA) – the agency tasked with implementing the TTC plan, which includes the new TTC terminal, the train extension from 4th & King to TTC and the pedestrian concourse connecting the Embarcadero Station with the TTC.

[iv] We say "Heminger's application" because it appears the MTC was never given an opportunity to assess the current application for Prop 1A funds. The new HSR business plan was released on 4/2/12, and on 4/6/12 Ms. Janssen of the CTC advised the various transit operators that they would have to submit new applications. In her Email, she cautioned that the new proposals would have to be consistent with the new business plan. Mr. Reiskin sent his CS application to Mr. Heminger on 4/27/12 and Mr. Heminger submitted it along with the other 3 early investment proposals (CalTrain electrification and signaling and the upgrade of Millbrae station) to the CTC on 5/1/12 with this statement "*The region supports all four projects for Proposition 1A Connectivity Program funding"*

Save.Muni.com has no opposition to the other 3 proposed projects, as they appear to be consistent with both Prop. 1A and the new HSR Business Plan. The Central Subway however is not consistent with the Business Plan because it won't connect with or otherwise enhance HSR and, as pointed out above, because it will actually reduce the connectivity of the HSR system to an important Muni light rail line. Moreover, SaveMuni.com submits that the MTC staff should have briefed its commission about the specifics of the new Business Plan, including the elimination of the need for a overflow station at 4th & Townsend, thereby giving the commissioners an opportunity to weigh in on the efficacy of MTC's recommendations to the CTC.

[v] The reference to the 4th & King station in the 11/1/11 business plan relates to the fact that the thinking at that time was that HSR service would initially end in San Jose, with the service between San Jose and San Francisco to be handled by CalTrain. In addition, the plan provided that when HSR service to SF commenced, the trains would terminate at 4th & King until 2034 –thus requiring a a HSR station at 4th & King. As stated above, the new HSR business plan eliminates the need for a HSR facility at 4th & King for the reasons given.