

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: September 24-25, 2003

Reference No.: 2.9b.  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Robert Sertich  
Chief  
Division of Budgets

Ref: AMEND RESOLUTION MFP-01-20 TO RESCIND A \$750,000 ALLOCATION TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) FOR A FUEL CELL POWERED TECHNOLOGY PROJECT AND ALLOCATE \$750,000 TO THE LACMTA FOR A HYBRID POWERED TECHNOLOGY PROJECT  
RESOLUTION MFP-03-XX, AMENDING RESOLUTION MFP-01-20

## ISSUE:

At its June 26, 2003 meeting, the California Transportation Commission (Commission) granted a 10-month contract award extension for the LACMTA's \$750,000 Fuel Cell-Powered Technology project. Since the basis for the extension request was LACMTA's desire to substitute Hybrid-Powered Technology for Fuel Cell-Powered Technology, a follow-up action is needed to amend the June 13, 2002 Fuel Cell-Powered Technology project allocation and allocate \$750,000 in State Transportation Improvement Program (STIP) funds to the Hybrid-Powered Technology project that LACMTA now wants to do.

## RECOMMENDATION:

The Department of Transportation recommends the Commission approve the allocation of \$750,000 to LACMTA for a Hybrid-Powered Technology project.

## BACKGROUND:

LACMTA is switching from a fuel cell powered vehicle to a hybrid-powered vehicle because the fuel cell technology is still very experimental and the costs to maintain such a vehicle is extremely high. When the project was first programmed in the 2000 STIP, the fuel cell power industry had claimed they would be commercially producing fuel cell power plants within the next five years. It has been five years later and the industry is still making that claim. LACMTA has discovered they would be fortunate to get two years out of the vehicles running on fuel cells before the fuel cell would have to be replaced. Additionally, working with pure hydrogen

vehicles introduces additional infrastructure and handling issues. LACMTA has determined that they would have to increase the fuel pressure to 10,000 psi in the storage tanks from the 3,600 psi required in their existing CNG (compressed natural gas) buses. Overall, fuel cell vehicles are currently an expensive investment with very little value. The only operating fuel cell powered vehicle in the United States is a 30-foot bus operating in Thousand Palms, California by Sun Line Transit on an experimental basis.

Hybrid powered vehicles offer much more advanced technology. The primary power plants are produced by many vendors in many fuel configurations and have been in use for many years both in the transit and automotive industry. Hybrid powered vehicles can be powered by CNG, gasoline, hydrogen, or even diesel. The hybrid powered articulated vehicle project offers the LACMTA a chance to systematically lower emissions toward 2007 and 2010 year levels with advanced technologies versus the fuel cell powered bus which currently offers extremely high costs, along with infrastructure and maintenance challenge, for a relatively short power plant life span.

Attachments

State of California  
Business, Transportation and Housing Agency  
Department of Transportation

MASS TRANS FINANCIAL MATTERS  
Local STIP Rail/Transit Allocations  
Resolution: MFP-01-20

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\* CTC Meeting: June 13, 2002

Reference No.: 2.6a.(1)

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ROBERT L.GARCIA  
Chief Financial Officer  
~~June 3, 2002~~  
September 24, 2003

**FINANCIAL ALLOCATION**  
**LOCAL STATE TRANSPORTATION IMPROVEMENT PROGRAM RAIL/TRANSIT**  
**PROJECTS**

**RESOLUTION MFP-01-20**

**RECOMMENDATION**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the following resolution, allocating a total of \$4,538,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds for four (4) Local State Transportation Improvement Program (STIP) Rail/Transit projects on the attached Vote List.

**FINANCIAL RESOLUTION**

**Resolved That:**

A total of \$4,538,000 in State Highway Account (SHA) funds, and/or Public Transportation Account (PTA) funds, programmed in the 2000 or 2002 STIP, be allocated to the Recipient for the project on the attached Vote List. The project, as component phases or in their entirety, appear on the necessary State capital projects funding list and are entitled to participate in this allocation.

The Recipient is committed to providing any required local matching funds and to fully fund implementation of the project in compliance with grant funding requirements and Commission policy. For acquisitions of rail right-of-way properties, the Recipient has performed, with diligence, the process of identification and remediation of any hazardous waste in the right-of-way, easements and properties, in accordance with the Commission's established "Hazardous Waste Identification and Clean-up Policy" (Resolution G-91-2).

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing local assistance grant projects, and is governed by the terms and conditions of the Fund Transfer Agreement (FTA), and subsequent amendments to the same if required, as executed between the Recipient and the Department.

The Recipient shall provide the Department with quarterly expenditure plans by category including any proposed changes for the balance of all funded project allocations commencing with the first quarter.

In the event that the recipient, or successor public entities, fail or cease to utilize the Project's properties for the intended public transit purposes or sell or transfer title of the Project, this Commission shall be entitled to a then present value refund, or credit, at State's option, equivalent to the proportionate funding participation by the State towards the Project. The credit due the Commission in each instance, will be measured by the ratio of State and other public funding to that provided from Recipient. That ratio will be applied to the fair market value of the Project's property.

The Recipient(s) shall provide the Department with notification of contract award within twelve (12) months from the date of this allocation, and must complete the work to be reimbursed and the actual reimbursement within thirty-six (36) months from award of said contract, unless the Commission authorizes a waiver that extends, if permitted by statute, the period of availability of the funds.

Or, Funds allocated for local project development or right of way costs must be expended by the end of the second year following the fiscal year in which the funds were allocated. For local grant projects, the local agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred unless the Commission authorizes a waiver that extends, if permitted by statute, the period of availability of the funds.

| Project #<br>Allocation Amount<br>Recipient<br>RTPA/CTC<br>District-County<br>Legislative District   | Location<br>Project Description<br>Project Funding  | EA<br>Dist-PPNO<br>Program / Year<br>Programmed:<br>PA&ED<br>PS&E<br>R/W<br>CONST | Budget Year<br>Item #<br>Program Code            | Allocation<br>Amount<br>State<br>Federal<br>Total Amount           |
|--|---|---|--|--|
| <b>Resolution MFP-03-___, amending Resolution MFP-01-20</b>  |   |   |  |  |
| <b>2.6a(1) Local State Transportation Improvement Program (STIP) Rail/Transit Projects</b>   |   |   |  |  |
| <b>1</b>   |   |   |  |  |
| \$2,500,000<br>San Francisco<br>Bay Area Rapid Transit<br>District<br>MTC<br>04-Contra Costa<br>Senate: 7<br>Assembly: 11                          | <b>BART Pittsburg-Bay Point Station Parking Expansion</b><br>Design and Right of Way portion of parking expansion project. (\$460,000 moved from R/W to PS&E.)<br><u>FUNDING</u> <u>PRIOR</u> <u>CURRENT</u> <u>FUTURE</u> <u>TOTAL</u><br>State            \$100,000    \$198,000            0            \$298,000<br>ST-Fed.        0            \$2,302,000            0            \$2,302,000<br>Local            0                    0            \$162,000            \$162,000<br>L-Fed.          0                    0            \$1,250,000        \$1,250,000<br><b>TOTAL</b> \$100,000    \$2,500,000    \$1,412,000    \$4,012,000   | R995SB<br>04-1024<br>RIP / 01-02  | 2001-02<br>101-0042<br>101-0890<br>30.10.070.625 | \$198,000<br>\$2,302,000<br>\$0<br>\$460,000<br>\$2,040,000<br>\$0 |
|  |   |   |  | \$2,500,000  |
| <b>2</b>   |   |   |  |  |
| \$595,000<br>Southern California<br>Regional Rail Authority<br>LACMTA<br>07-Los Angeles<br>Senate: 19<br>Assembly: 38                              | <b>Chatsworth Intermodal Park and Ride Lot</b><br>Construct 140 - space parking lot at the Metrolink Chatsworth Station.<br><u>FUNDING</u> <u>PRIOR</u> <u>CURRENT</u> <u>FUTURE</u> <u>TOTAL</u><br>State            0            \$595,000            0            \$595,000<br>ST-Fed.        0                    0                    0            0<br>Local            0                    0            \$100,000            \$100,000<br>L-Fed.          0                    0                    0            0<br><b>TOTAL</b> 0            \$595,000            \$100,000        \$695,000   | R106SA<br>07-2910<br>RIP / 01-02  | 2001-02<br>101-0042<br>101-0890<br>30.10.070.625 | \$595,000<br>-<br>\$0<br>\$0<br>\$0<br>\$595,000                   |
|  |   |   |  | \$595,000  |
| <b>3</b>   |   |   |  |  |
| \$693,000<br>Antelope Valley Transit<br>Authority<br>LACMTA<br>07-Los Angeles<br>Senate: 17<br>Assembly: 36  | <b>Antelope Valley Vehicle Purchase</b><br>Purchase three low-floor, 40 foot, 40 passenger, ADA-compliant, clean diesel fuel expansion buses.<br><u>FUNDING</u> <u>PRIOR</u> <u>CURRENT</u> <u>FUTURE</u> <u>TOTAL</u><br>State            0            \$693,000            0            \$693,000<br>ST-Fed.        0                    0                    0            0<br>Local            0            \$261,000            0            \$261,000<br>L-Fed.          0                    0                    0            0<br><b>TOTAL</b> 0            \$954,000            0            \$954,000  | T024TA<br>07-2896<br>RIP / 01-02  | 2001-02<br>101-0046<br>101-0890<br>30.10.070.626 | \$693,000<br>-<br>\$0<br>\$0<br>\$0<br>\$693,000                   |
|  |   |   |  | \$693,000  |
| <b>4</b>   |   |   |  |  |
| \$750,000<br>Los Angeles County<br>Metropolitan<br>Transportation Authority<br>LACMTA<br>07-Los Angeles<br>Senate: 17,19-25<br>Assembly: 36,38-44, | <b>Fuel Cell Powered Advanced Technology Project</b><br>Procure zero emission hydrogen-based fuel cell power systems, integrate them on the Advanced Technology Transit Bus (ATTB) prototype, and test on revenue routes in Los Angeles.<br><b>Hybrid Powered Technology Project</b><br>Purchase hybrid powered transit vehicles.<br><u>FUNDING</u> <u>PRIOR</u> <u>CURRENT</u> <u>FUTURE</u> <u>TOTAL</u><br>State            0            \$750,000            \$121,000        \$871,000<br>State            0            \$750,000                    0            \$750,000<br>ST-Fed.        0            \$5,115,000            0            \$5,115,000<br>Local            0            \$656,000            0            \$656,000<br>L-Fed.          0                    0                    0            0<br><b>TOTAL</b> 0            \$6,521,000            \$0            \$6,521,000 | T104TA<br>07-7056<br>RIP / 01-02  | 2001-02<br>101-0046<br>101-0890<br>30.10.070.626 | \$750,000<br>-<br>\$0<br>\$0<br>\$0<br>\$750,000                   |
|  |   |   |  | \$750,000  |