

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 25-26, 2004

Reference No.: 2.1c.(2)  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Ross Chittenden  
Acting Program Manager  
Traffic Congestion Relief Program

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM APPLICATION AMENDMENT APPROVALS, RESOLUTION TAA-04-03, AMENDING RESOLUTIONS TAA-03-02 and TAA-03-03**

## **RECOMMENDATION:**

Attached is Resolution TAA-04-03 three Traffic Congestion Relief (TCR) project application amendments for administrative close-out action that propose to adjust the financial plan and extend project schedules for completed TCR projects. The California Department of Transportation (Department) recommends approval.

## **BACKGROUND:**

The following three projects are completed. During close-out activities, it was determined actual cost allocations or actual schedule accomplishments did not match the approved project application due to the following reasons:

- Project 56 – Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County. Internal audit found in-house project oversight expenses should have been distributed from Phase 2 – Plans, Specifications, and Estimates (PS&E) to Phase 4 – Construction (CON). Construction was completed on the approved application end date.
- Project 145 – Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard. Internal audit found in-house project oversight expenses should have been distributed from Phase 4 – CON to Phase 2 – PS&E. Construction was completed on the approved application end date.
- Project 151 – Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System. Delays in bid specifications, third party reports, and final execution of contract led to six month delay in the City of Pasadena's ability to execute all agreements, take delivery of the vehicles, and place them into service.

The Department and applicant agencies request amendments for administrative close-out action in order to close out project financial records. Approval of the requested amendments will not affect the final reimbursement amount paid to each agency from the TCR Fund. A fact sheet describing each project is attached.

Attachments

**TCR Program – Application Amendment Project #56**

February 25-26, 2004  
Reference No. 2.1c.(2)

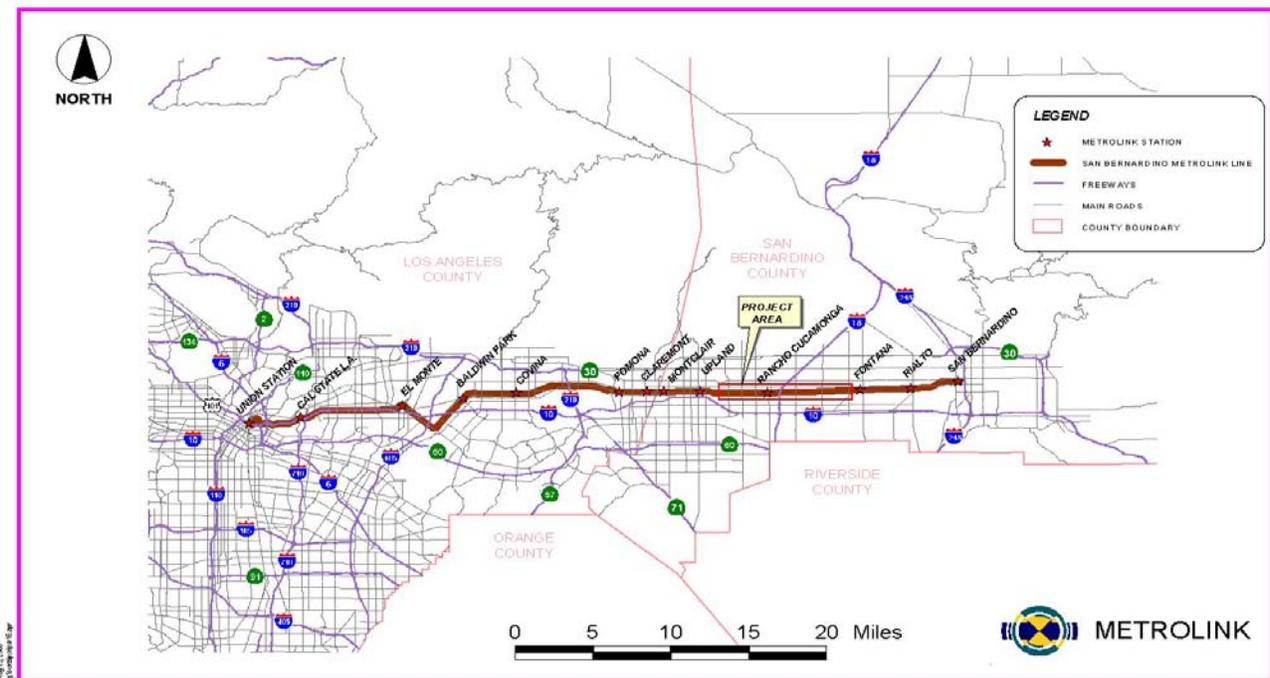
**San Bernardino Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County.**

(\$ X 1,000)			
Estimated Project Cost:	\$15,000	<b>TCRP Funds covered by application:</b>	<b>\$624</b>
Total TCRP Funds Available:	\$15,000	Phases(s) covered by application:	2,4
Lead Agency:	Southern California Regional Rail Authority (SCRRA)	TCRP Funds Previously Approved for #56	\$15,000
		Implementing Agency:	SCRRA

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<b>TCRP Allocations Requested Concurrently with Application:</b>	<b>\$0</b>	for Phase(s):	N/A
<b>Advance Approved:</b>	<b>\$0</b>	for Phase(s):	N/A
<b>TCRP Allocations To Date:</b>	<b>\$15,000</b>	for Phase(s):	2,4

SAN BERNARDINO LINE TRACK AND SIGNAL IMPROVEMENTS IN SAN BERNARDINO COUNTY



**Project Summary:**

This project will install and extend to the west a new CTC controlled passing siding on the single track. SCRRA maintains and operates the San Bernardino Line between the Rancho Cucamonga and Fontana stations. The work will consist of designing and constructing an embankment and related drainage facilities, new power operated turnouts with related signals, controls, and power switch machines, up to 18,000 feet of track, shifting and reconstructing 9000 feet of storage track, shifting turnouts, adding an additional track to existing highway grade crossing, and modifying the nearby parts of the signal system.

**Amendment Summary:** This administrative close-out amendment shifts \$624,000 from Phase 2 – PS&E to Phase 4 – Procurement & Construction. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** This request is based on SCCRA’s internal audit. The audit found the in-house project oversight expenses should have been split based on the 6/30/2002 Design completion date. The correct split necessitates a \$624,000 shift in funding from Phase 2 to Phase 4. The Phase 4 was completed on 9/30/2003, the CTC approved end date.

**Cost and Schedule** (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental - Categorical Exemption			
2	Plans, Specifications & Estimates	11/00	6/02	<b>\$876</b>
				<b>\$1,500</b>
3	Right of Way Acquisition - N/A			
4	Procurement of long lead items; Construction	11/00	9/03	<b>\$14,124</b>
				<b>\$13,500</b>
<b>Total:</b>				<b>\$15,000</b>

**Funding Plan** (\$ x 1,000)

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed		<b>\$876</b>		<b>\$14,124</b>	\$15,000
		Proposed		<b>\$1,500</b>		<b>\$13,500</b>	\$15,000
	<b>Totals:</b>	Committed		<b>\$876</b>		<b>\$14,124</b>	\$15,000
		Proposed		<b>\$1,500</b>		<b>\$13,500</b>	\$15,000
		<b>Totals:</b>		<b>\$876</b>		<b>\$14,124</b>	\$15,000
				<b>\$1,500</b>		<b>\$13,500</b>	\$15,000

**Prior TCRP Action:**

- Original application was approved on September 28, 2000 (Resolution TA-00-01).
- An Amendment to extend project completion dates for Phases 2 and 4 was approved June 6, 2001 (Resolution TAA-01-05).
- A minor Amendment to extend project completion dates for Phases 2 and 4 was approved October 2001.
- A second minor amendment to extend project completion dates for Phases 2 and 4 was approved April 2002.
- A third minor amendment was approved June 26, 2003, Resolution TAA-03-03, to extend the end date by one fiscal year. Project was delayed when steel slag material was encountered, sub-surface remnants of the steel manufacturing process done at the site in the past, and requires additional engineering and construction time.

**Status of Conditions:** No conditions.

**Discussion/Issues:** This project is categorically exempt under CEQA. Regional Transportation Plan documentation is on file.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

Project is completed.

**TCR Program – Application Amendment Project #145**

February 25-26, 2004  
Reference No. 2.1c.(2)

**Los Angeles Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard.**

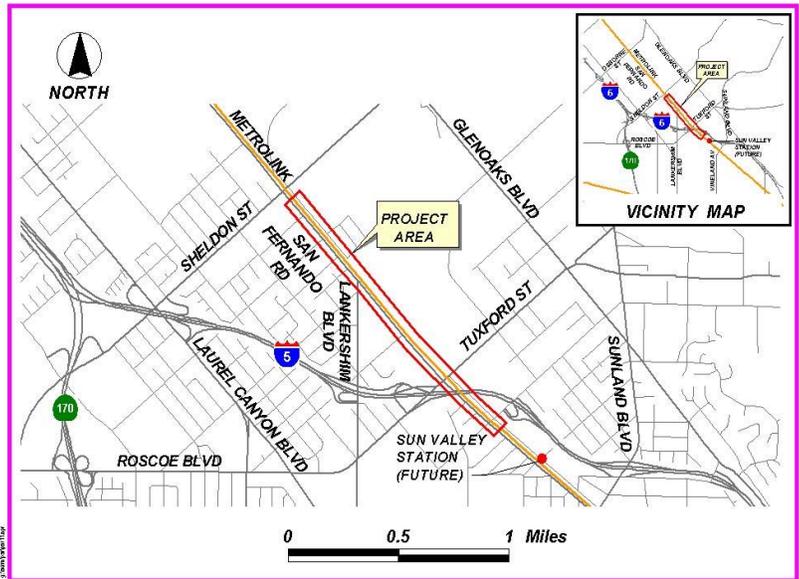
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$6,500	<i>TCRP Funds covered by application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$6,500	<i>Phases(s) covered by application:</i>	All
<i>Lead Agency:</i>	Southern California Regional Rail Authority (SCRRA)	<i>TCRP Funds Previously Approved for #145</i>	\$6,500
		<i>Implementing Agency:</i>	SCRRA

<i>TCRP Allocations Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Approved:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations To Date:</i>	\$6,500	<i>for Phase(s):</i>	2,4

**Project Summary:**

The new siding at Sun Valley will increase rail passenger service by building a passing track on the Antelope Valley Line extending from milepost 15.7 to 16.9, approximately from Penrose Street to Sheldon Street and will be constructed on the geographic west side of the existing single main track. Work consists of relocating or protecting utilities, constructing an embankment for the track and signals, constructing two signal control points, relocating related signals, and possibly revising the Penrose Street crossing to accommodate the siding.



**SUN VALLEY SIDING**

**Amendment Summary:** This administrative close-out amendment shifts \$213,000 from Phase 4 – Construction to Phase 2 – Design. This amendment also updates Phase 2 end date. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Change:** This request is based on SCCRA's internal audit. The audit found the in-house project oversight expenses should have been split based on the 12/31/2002 Design completion date. The correct split necessitates a \$213,000 shift in funding from Phase 4 to Phase 2. This reversal is due to using a more easily auditable method of determining the split between phases. Construction was completed on 12/31/2003, the CTC approved end date.

**Cost and Schedule** (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	COMPLETE			
2	Civil and signal design and prepare Invitation for Bid	11/00	12/02	\$563
		11/00	11/01	\$350
3	NOT APPLICABLE			
4	Procurement of long-lead items and Construction	11/00	12/03	\$5,937
				\$6,150
<b>Total:</b>				\$6,500

**Funding Plan** (\$ x 1,000)

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed		\$563		\$5,937	\$6,500
		Proposed		\$350		\$6,150	\$6,500
	<b>Totals:</b>	Committed		\$563		\$5,937	\$6,500
		Proposed		\$350		\$6,150	\$6,500
		<b>Totals:</b>		\$563		\$5,937	\$6,500
				\$350		\$6,150	\$6,500

**Prior TCRP Action:**

- Original application was approved on September 28, 2000 (Resolution TA-00-01).
- An Amendment to extend project completion dates for Phases 2 and 4 was approved June 6, 2001 (Resolution TAA-01-05).
- A Minor Amendment to extend project completion date was approved October 2001.
- An additional minor amendment to extend project completion date to April 2003, was approved April 2002.
- A major amendment was approved June 26, 2003, Resolution TAA-03-02, to redirect funds between phases and update the project schedule. Additional time was needed due to the lengthy negotiations between the stakeholders. The transfer of funds is needed to cover additional construction costs relating to the relocation of the fiber optic cable. The funds from Phase 2 – PS&E are available due to actual costs being less than originally estimated.

**Status of Conditions:** No conditions.

**Discussion/Issues:** Project is Categorically exempt under CEQA. Regional Transportation Plan documentation on is file.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

Project is completed.

**TCR Program – Application Amendment Project # 151**

February 25-26, 2004  
Reference No. 2.1c.(2)

**Los Angeles Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$1,967	<i>TCRP Funds Covered by Application:</i>	<b>\$0</b>
<i>Total TCRP Funds Available:</i>	\$1,100	<i>Phases(s) covered by application:</i>	4
<i>Lead Agency:</i>	City of Pasadena	<i>Implementing Agency:</i>	City of Pasadena

<i>TCRP Allocations Requested Concurrently with Application:</i>	<b>\$0</b>	<i>for Phase(s):</i>	N/A
<i>Advance Approved:</i>	<b>\$0</b>	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations To Date:</i>	<b>\$1,100</b>	<i>for Phase(s):</i>	4

**Project Summary:** The overall project is to purchase five alternative fuel buses (electric and/or hybrid electric) to enable the expansion of Pasadena’s Area Rapid Transit System. These buses will provide additional services to heavily used routes and to add service to under served areas.

**Amendment Summary:** This administrative close-out amendment updates Phase 4 end date. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** Delays in bid specifications were due to a third party firm report on the use of electric-turbine hybrid technology for the City originally to be completed in October 2002. However, the report was not completed until January 2003 and the findings incorporated into the bid specifications.

Based on the study that the buses offered by Ebus best met the requirements, the City secured purchase under the contract Georgia Regional Transportation Authority (GRTA) awarded on May 28, 2003. The City Council authorized purchase of the vehicles in June 2003 and a purchase order was processed June 30, 2003. GRTA had delays in the final execution of the contract with Ebus, which further delayed the City’s ability to execute all agreements until after December 2003 when the City took delivery of the vehicles and placed them into service.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Determination of type of vehicle that meet’s Pasadena's operating requirements	8/00	1/03	\$65
2	Bid specification and process	5/01	3/03	\$2
3	NOT APPLICABLE			
4	Award Contract; place vehicles into service	4/03	<b>12/03</b> <del>6/03</del>	\$1,900
			<b>Total:</b>	\$1,967

**Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$1,100	\$1,100
		Proposed					
Local Return	Local	Committed		\$2			\$2
		Proposed					
PBC	Local	Committed	\$65			\$800	\$865
		Proposed					
<b>Totals:</b>		Committed	\$65	\$2		\$1,900	\$1,967
		Proposed					
		<b>Totals:</b>	\$65	\$2		\$1,900	\$1,967

**Prior TCRP Action:**

- Original application was approved on June 6, 2001, Resolution TA-01-09.
- A Minor Amendment was approved October 2001 to update the overall project schedule and extend project completion date.
- A Minor Amendment was approved July 23, 2002, to extend the end date of the project by one fiscal year from the original end date of January 2002.
- A Minor Amendment was approved June 26, 2003, Resolution TAA-03-03, to update the project schedule. The completion of the bid specifications was delayed while the City completed a report on the use of electric-turbine hybrid technology.

**Status of Conditions:** No conditions.

**Discussion/Issues:** Financial Operating Plan is on file. Project is Categorically exempt under CEQA. Regional Transportation Plan documentation on file.

Project is completed.

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Approval of Traffic Congestion Relief Program**  
**Project Application Amendment**

**RESOLUTION TAA-04-03,**  
**Amending Resolutions TAA-03-02 and TAA-03-03**

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the Commission identified those factors leading to changes in project scope, cost, and scheduled and established guidelines for agencies to submit amendments to TCR project applications in Resolution G-00-23, with further clarifications in Resolution G-01-23; and
- 1.5 WHEREAS the Department has reviewed the following three application amendments for administrative close-out action for TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission; and
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby approve the following three Traffic Congestion Relief Program application amendments for administrative close-out action as submitted, with subsequent clarifications and revisions:
  - Project #56 – Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County. Amend application to update project funding plan previously approved under Resolution TA-00-01, as amended by Resolution TAA-03-03.  
Applicant Agency: The Southern California Regional Rail Authority (SCRRA)  
Implementing Agency: SCRRA
  - Project #145 – Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard. Amend application to update project schedule and funding plan previously approved under Resolution TA-00-01, as amended by Resolution TAA-03-02.  
Applicant Agency: SCRRA  
Implementing Agency SCRRA

- Project #151 – Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System. Amend application to update project schedule. Original TCR application approved under Resolution TA-01-09, as amended by Resolution TAA-03-03.

Applicant Agency: City of Pasadena

Implementing Agency: City of Pasadena;

and

- 2.2 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.