

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: November 6-7, 2002

Reference No.: 2.1c(4)
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Debbie Mah
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Traffic Congestion Relief Program

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM APPLICATION AMENDMENT
APPROVALS, RESOLUTION TAA-02-12, Amending Resolution TAA-02-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution TAA-02-12 for one Traffic Congestion Relief Program application amendment. A fact sheet describing the project is attached.

- Project #10 – Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. Amend application to adjust the number of buses to be acquired, modify the number of express routes, and increase the advance requested for the over-the-road buses. Original TCR application approved under Resolution TA-01-14, as amended by Resolution TAA-02-02. The Metropolitan Transportation Commission is requesting this amendment.

Attachments

Regional Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. In nine counties.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$188,000	<i>TCRP Funds covered by the application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$40,000	<i>Phases(s) covered in application:</i>	4
<i>Lead Agency:</i>	Metropolitan Transportation Commission (MTC)	<i>TCRP Funds Previously Approved for #10:</i>	\$40,000
		<i>Implementing Agency:</i>	MTC

<i>TCRP allocation request concurrent w/application:</i>	\$0	<i>for Phase(s):</i>	4
<i>Advance requested:</i>	\$13,293	<i>for Phase(s):</i>	4

Project Summary: The overall project is to reduce traffic congestion by purchasing approximately 402 94 new buses and providing new express bus service in major travel corridors throughout the Bay Area utilizing the regional HOV lane network when feasible. The new express bus service will be a combination of new routes, as well as increased frequency on existing routes, provided by 40 nine transit operators throughout the San Francisco Bay Area. Approximately 57 63 of the buses will be over-the-road coaches, which typically have high back seats and tend to be for longer routes. The remaining 45 31 buses are expected to be suburban buses, which are designed for more urban routes.

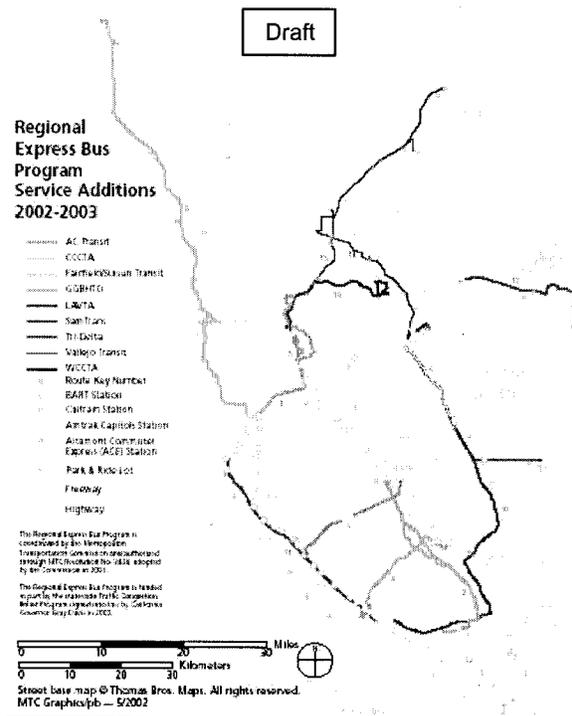
Summary of Action: This amendment reduces the overall number of buses to be acquired from 102 to 94, reduces the number of transit operators to provide service from 10 to nine (and reduces the proposed routes accordingly), adds the AC Transit San Mateo Bridge service, and increases the advance requested for the over-the-road buses by \$13,292,702, from \$7,439,423 to \$20,731,702.

Reason for Change:

The number of buses was modified to reflect several changes. The first change was the withdrawal of the Santa Clara Valley Transportation Authority (VTA) from the Regional Express Bus Program. VTA has determined, due to an economic downturn in the region, that they will not be able to fund the operating expense required for the program. The second change was the addition of the San Mateo Bridge service to be operated by Alameda County (AC) Transit. The San Mateo Bridge service was a strategy identified in the recently completed *Bay Crossing Study*. VTA had originally planned to acquire suburban-type buses; AC Transit will acquire over-the-road buses. The increase cost of the over-the-road buses also contributes to the reduced number of buses to be acquired. Cost of the over-the-road buses are higher than the original estimate of \$435,054 per bus because:

- 45 foot buses are being delivered; the estimated price of \$435,054 was based on 40 foot buses,
- the original estimate did not include costs of meeting October 2002 emissions regulations and the inclusion of particulate traps, and
- inflation for end-of-2002 over-the-road bus delivery date.

The increase in the amount of the advance for the over-the-road buses will enable MTC to pay invoices submitted by the operators. Four of the five operators expect delivery of the over-the-road buses in December 2002 or January 2003. As a regional planning agency, MTC does not have sufficient unencumbered reserves to reimburse bus purchases with its own funds.



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Studies, Environmental Review and Permits			
2	Plans, Specifications & Estimates	8/00	3/02	
4	Procurement of approximately 102 buses	11/01	9/03 1/03	\$40,000
4	Regional Bus Program implementation			\$148,000
Total:				\$188,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$40,000	\$40,000
		Proposed					
TBD	TBD	Committed					
		Proposed				\$20,000	\$20,000
FTA Bus Discretionary	Federal	Committed					
		Proposed				\$128,000	\$128,000
	Totals:	Committed				\$40,000	\$40,000
		Proposed				\$148,000	\$148,000
		Totals:				\$188,000	\$188,000

Prior TCRP Action: Original application was approved on August 23, 2001(Resolution TA-01-14). An amended application was approved on February 28, 2002 (Resolution TAA-02-02) to provide an advance for the over-the-road buses.

Status of Conditions:

The following condition was set forth under Resolution TA-01-14, and remains in effect: "that MTC shall maintain a record of all buses acquired with funding provided by this application approval, shall maintain that record for the lifetime of the vehicles, and shall provide that information on request."

The following condition was set forth under Resolution TAA-02-02, and remains in effect: As part of the bi-annual Progress Report submitted to the Department and Commission, MTC shall provide detail information on the implementation of the overall Regional Express Bus Service, including the number of buses acquired, the delivery and payment schedule of the buses, as well as an update on the progress of the Regional Transit Marketing Committee.

All other conditions have been met.

Discussion/Issues: Recommend Approval. The Department and CTC staff have reviewed the application and justification for changes furnished by MTC and have determined the changes to be appropriate and reasonable within the Regional Express Bus Program guidelines. MTC has furnished cash flow projections based on actual bus delivery and payment schedule to substantiate the increased advance. Bus acquisition is categorically exempt under CEQA. CTC reviewed the Negative Declaration for the SamTrans element and approved the project for future consideration of funding on October 3, 2001, under Resolution E-02-15. Regional Transportation Plan documentation on file.

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

RESOLUTION TAA-02-12
Amending Resolution TAA-02-02

- 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 on August 23, 2001, the Commission passed Resolution TA-01-14 approving TCRP Project #10 – Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide, for \$40,000,000, to acquire approximately 45 Suburban buses and 57 Over-the-Road buses, to the Metropolitan Transportation Commission (MTC); and
- 1.5 WHEREAS on February 28, 2002, the Commission passed Resolution TAA-02-02 approving an advance of \$7,439,000 to MTC for TCRP Project #10 – Regional Express Bus, to be used for progress payments towards the acquisition of the Over-the-Road buses; and
- 1.6 WHEREAS due to the economic downturn in the Silicon Valley, the Santa Clara Valley Transportation Authority will not be able to fund the operating costs and has withdrawn from the regional express bus program, thereby reducing the number of suburban buses needed for the express bus service; and
- 1.7 WHEREAS the MTC is proposing to implement a new San Mateo Bridge bus service—a strategy identified in the recently completed *Bay Crossing Study*—to be operated by Alameda County (AC) Transit and utilize Over-the-Road buses, thereby increasing the number Over-the-Road buses to be acquired for the express bus service; and
- 1.8 WHEREAS the MTC determined the increase cost of the Over-the-Road buses is attributed to: 45 foot buses being delivered, whereas the estimated price of \$435,054 was based on 40 foot buses; the original estimate did not include costs of meeting October 2002 emissions regulations and the inclusion of particulate traps; and inflation for end-of-2002 over-the-road bus delivery date; and

- 1.9 WHEREAS the MTC has submitted cash flow projections based on the actual bus delivery and payment schedule, thereby meeting one of the conditions stipulated under Resolution TAA-02-02; and
- 1.10 WHEREAS the bus delivery and payment schedule reflects a need to increase the amount of the advance for the Over-the-Road buses to \$20,731,702, to be consistent with the cash flow needs and will enable MTC to pay invoices submitted by the operators, as MTC does not have sufficient unencumbered reserves to reimburse bus purchases with its own funds; and
- 1.11 WHEREAS the MTC has submitted an amended application for TCRP Project #10 – Regional Express Bus, reflecting an adjustment in the number of buses to be acquired, a reduction in the number of transit operators to provide service—thereby modifying the proposed routes accordingly, the addition of the AC Transit San Mateo Bridge service, and increasing the advance requested for the Over-the-Road buses.
- 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following TCRP project application amendment as submitted, with subsequent clarifications and revisions:
- Project #10 – Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. Adjust the number of buses to be acquired, modify the number of express routes, and increase the advance requested for the over-the-road coaches.
Applicant Agency: Metropolitan Transportation Commission (MTC)
Implementing Agency: MTC;
- and
- 2.2 BE IT FURTHER RESOLVED that the Commission does hereby approve an increase in the advance amount previously approved for the Over-the-Road buses by \$13,292,702, from \$7,439,423 to \$20,731,702; and
- 2.3 BE IT FURTHER RESOLVED, as stipulated in Resolution TA-01-14, that for TCRP Project #10 – Regional Express Bus, that MTC shall maintain a record of all buses acquired with funding provided by this application approval, shall maintain that record for the lifetime of the vehicles, and shall provide that information on request; and
- 2.4 BE IT FURTHER RESOLVED, as stipulated in Resolution TAA-02-02, that for TCRP Project #10 – Regional Express Bus, as part of the bi-annual Progress Report submitted to the Department and Commission, MTC shall provide detail information on the implementation of the overall Regional Express Bus Service, including the number of buses acquired, the delivery and payment schedule of the buses, as well as an update on the progress of the Regional Transit Marketing Committee; and
- 2.5 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.6 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; and
- 2.7 BE IT FURTHER RESOLVED that CTC Resolution TAA-02-02 is hereby amended.