



## Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

Alameda Corridor-East Construction Authority  
Board of Directors Meeting  
September 26, 2011  
Minutes

Chairman Spohn called the meeting of the Board of Directors of the Alameda Corridor-East Construction Authority to order at 2:10PM at Irwindale City Hal, 5050 Irwindale Avenue, Irwindale, CA. In attendance were:

### 1. Roll Call

Tim Spohn, Chairman  
David Gutierrez, Vice Chairman  
Frank Gomez, Montebello  
Angel Carrillo, Azusa, SGVCOG  
Stephen Atchley, Pomona  
Patricia Wallach, El Monte

#### Staff

Rick Richmond, Chief Executive Officer  
Alan Sozio, Counsel  
Deanna Stanley  
Paul Hubler  
Genichi Kanow  
Cecilia Cardenas  
Yanin Rivera  
Phillip Balmeo

#### Guests

Alan Ude, LACDPW

2. **Pledge of Allegiance** – Vice Chair Gutierrez led the pledge of allegiance.
3. **Approval of Minutes of Special Meeting of August 29, 2011** – A motion was made to approve the minutes of the Special Meeting of August 29, 2011 with a correction to item #5, second paragraph, last sentence referencing the year 2001 which should reflect 2011.  
M/S/C/Gutierrez/Gomez/Unanimous
4. Public comments – There were no public comments.

5. **Chairman's Remarks** – Chairman Spohn reported congratulatory letters were sent to recently confirmed CTC appointees Fran Inman and Yvonne Burke.
6. **Board Member Comments** – There were no Board member comments.
7. **Chief Executive Officer's Report** – Mr. Richmond referenced page 4 of his report and reported that information was sent to several private schools and Alhambra, San Gabriel Unified School District schools inviting participation in archeological excavation guided viewing program and the ACE safety program. Members inquired as to the expansion of invitation including the press. Paul Hubler indicated a viewing platform was going to be constructed but coordination was necessary for safety and liability reasons but further opportunities would arise and ACE would keep the Board apprised.
8. **Task Orders 1 and 2 for Encroachment Removal for the San Gabriel Trench** – Mr. Richmond indicated there several parcels in San Gabriel which encroach on the Union Pacific right-of-way in areas which would be affected by the construction of the San Gabriel Trench. He indicated bid documents were issued to previously qualified on-call contractors. Only one contractor responded and the bid was within the estimate on two of the three proposed task orders. Staff has issued two task orders to the responsive bidder, Clauss Construction, and will repackage the third for re-bid. He indicated the task amounts were within his contracting authority so this was a matter of information.
9. **Approval of Reassignment of Construction Management Services for Fiber Optic Relocation for the San Gabriel Trench to Jacobs Management Co.** – Mr. Richmond reminded the Board that in August 2010 the Board approved a contract to PB Americas for construction management services for the Nogales Street grade separation project. Also included was a smaller task covering fiber optic relocations for the San Gabriel Trench. At the time the contract was issued it was expected the work for Nogales would be begin sooner than the Trench work. In the meantime, construction management services for the Trench was awarded to Jacobs and now the Trench project is moving forward more quickly while right of way acquisitions remain underway for the Nogales project. Staff feels it is appropriate to re-assign the fiber optic relocation portion of the previously issued task to the construction management contractor of the Trench project. PB Americas would remain the contractor for construction management for the Nogales Street grade separation project.  
A motion was made to authorize the Chief Executive Officer to reassign the construction management services for the fiber optic relocation on the San Gabriel Trench to Jacobs Management Co.  
M/S/C/Atchley/Gutierrez/Unanimous

- 10. Update on Legislation** – Paul Hubler updated the Board on legislation the Board had previously taken positions on. Of the four bills the Board took positions, AB 892 passed and was sent to the Governor for approval.
  
- 11. Adjournment** – The meeting was adjourned at 2:28PM in memory of Willie White, former Councilmember of the City of Pomona and ACE Board member.



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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: October 24, 2011

SUBJECT: CEO Report

The following are items of note since the last meeting:

**NEPA Review Law** – Governor Brown has signed into law Assembly Bill 892 (Carter) which extends a pilot program delegating the responsibility for reviewing federally funded highway projects for compliance with the National Environmental Policy Act (NEPA) from the Federal Highway Administration to Caltrans. NEPA delegation has resulted in significant time and cost savings during the environmental review phase for the ACE projects. The bill was sponsored by Caltrans, supported by ACE and numerous transportation agencies, and had no opposition.

**Community Outreach Update** – Staff conducted the following project outreach activities:

- Distributed updated ACE Project video to San Gabriel Valley legislators, city elected officials and chambers of commerce; and,
- Conducted ongoing community outreach and support activities for the San Gabriel Trench, Baldwin Avenue, and Nogales Street grade separation projects.

**Contracting** – Our Administrative Code delegates to the CEO the authority to approve new contracts or change orders for Board-approved contracts within certain limits, with a requirement that I report to the Board any such contract action. The following changes have occurred:

Consultant/Vendor	Reason for Change	Change Amount	Total Contract Value
HNTB Corporation	Extend contract term through November 30, 2011 for design support during construction for the Sunset Ave. grade separation project.	\$0.00	\$5,315,787
KOA Corporation	Extend contract term through December 31, 2011 for completion of Phase II study.	\$0.00	\$734,958



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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: October 24, 2011

SUBJECT: Approval of Recommended Scope for Remainder of ACE Program

**RECOMMENDATION:** Based on the project rankings approved by the San Gabriel Valley Council of Governments (SGVCOG) Public Works Directors Technical Advisory Committee, staff recommends that the remaining scope of the ACE Project (beyond the 14 grade separations built or under development) consist of the following grade separations (alphabetic order):

Hamilton Boulevard  
Fairway Drive (Alh)\*  
Fairway Drive (LA) \*  
Fullerton Road  
Puente Avenue\*  
Turnbull Canyon Road\*

In the event the project priority rankings now pending before the SGVCOG Transportation Committee change, staff intends to bring the recommendation back to your Board for further consideration.

Staff requests that this recommended change to the scope of the ACE Project be forwarded to the SGVCOG Transportation Committee and the SGVCOG Governing Board for their consideration.

In the event this project scope, or something similar, is approved by both the ACE and SGVCOG Boards, staff will return with a project phasing plan before any work beyond that already authorized (preliminary design on Fairway Drive (LA) and Puente Avenue) proceeds.

### **BACKGROUND**

**Phase II Study:** In 2009, as progress was being made on Phase II of the ACE Project, a Phase II study was begun to renew the information used in establishing the scope of the ACE Project in the late 1990s, and to revisit the remaining six adopted separations

\* Included in originally adopted ACE Project.

not already in project development, including nearby alternative locations. The purpose of the study was to provide the necessary information for the ACE and SGVCOG Boards to adopt a scope for the completion of the ACE Project.

The study consisted of two parts – an updated traffic analysis and concept plans for alternative grade separations.

Traffic Analysis: The traffic analysis recorded current vehicular and train traffic at all 34 remaining corridor crossings and, using adopted SCAG traffic projections, updated the vehicular projections to the year 2025. The 34 crossings are all those not accounted for as a result of grade separations already complete or committed.

Estimated future congestion levels at each crossing were projected using essentially the same methodology as employed in the 1997 study which formed the basis of the ACE Project adoption. This new crossing congestion forecast resulted in changes in the relative congestion rankings as compared to the 1997 study (Exhibit I). Some of the crossings with the highest anticipated congestion levels are not part of the currently adopted ACE Project (which was also the case with the results of the 1997 study).

The consultant also analyzed the 34 crossings under the California Public Utilities Commission (CPUC) criteria which is used for scoring grade separation applications statewide. The CPUC formula puts a relatively heavy emphasis on accident history and other safety factors. Predictably, analyzing the crossings under the CPUC criteria produced different rankings than did the congestion formula (Exhibit II).

Concept Plans: As mentioned above, the study also included the development of concept plans for the six adopted grade separations, including alternative locations or configurations. For the adopted six locations preliminary concepts totaled 17 different locations or configurations. These preliminary options were reviewed with each of the host jurisdictions to determine acceptability at a cursory level.

Based on those discussions a lesser set of 12 concept plans was prepared to a greater level of detail. These concept plans addressed approximate project limits, engineering or railroad issues, utility relocation and property acquisition requirements and coarse level cost estimates. The concept plans were re-circulated to the host jurisdictions to confirm their interest in seeing these projects move forward to the next stage of project development.

SGVCOG Review: In September 2010 the Phase II study was referred by the SGVCOG Governing Board to its Public Works Directors' Technical Advisory Committee (TAC) for review and comment. That referral was expanded upon in January 2011 to ask the TAC to review the candidate projects and up to eight additional locations, and make

recommendations on the priority of the projects under consideration in light of their cost benefit and regional benefit.

The TAC established a volunteer subcommittee to carry out the requested review. The subcommittee, after receiving thorough briefings on how the Phase II study had been conducted by the consultant (KOA Corp.) and subconsultant (JL Patterson and Associates), decided to consider both ranking methods addressed in the study - the congestion-based ranking method and the CPUC-based ranking for candidate projects. After merging the top ten ranked projects for each ranking method, and dropping projects that the subcommittee felt were either infeasible to construct, ineffective in correcting the crossing deficiency, or lacked regional significance, the subcommittee added four locations to those already studied, for a total of 16. The final list of projects study, grouped by location, was:

- Fairway Dr. Rail Flyover (Alh.)
- Fairway Dr./Lemon Ave. Rail Flyover (Alh.)
- Fairway Dr. Underpass (LA)
- Lemon Ave. Underpass (LA)
- Montebello Blvd. Underpass
- Montebello Partial Rail Lowering
- Montebello Full Rail Lowering
- Montebello Partial Rail Flyover
- Greenwood Ave. Underpass
- Puente Ave. Underpass
- Turnbull Canyon Rd. Underpass
- Rose Hills Rd. Overpass
- Fullerton Rd. Underpass (LA)
- Hamilton Blvd. Underpass
- San Antonio Ave. Underpass
- Durfee Ave. Underpass

The subcommittee considered at length different methods of arriving at a priority listing and decided to consider the 16 candidate projects under both a coarse level cost-benefit, congestion relief-based ranking and a CPUC-based ranking. The two rankings were then merged with equal weighting, and the projects with the best combined

rankings were the highest recommended priorities (Exhibit III). In case of a tie in combined rankings, the project with the higher CPUC ranking prevailed.

The TAC subcommittee recommendations were approved by the full TAC and are pending at the SGVCOG City Manager's Steering Committee before going to the SGVCOG Transportation Committee.

In ACE staff's view, the method used by the subcommittee in arriving at its priority rankings, while not the only way of doing so, is valid and would recommend it be used as the basis for setting the remaining scope of the ACE Project.

As mentioned above, during the course of the Phase II study staff sought the input of the host jurisdictions on different project alternatives. The concept plans for the four grade separation alternatives added by the subcommittee were also distributed to the host jurisdictions for comment. While it is premature for the jurisdictions, or ACE, to commit to a particular project, we would not recommend going to the design and environmental impact review stage on a project to which the host jurisdiction objects.

Project Financing – Thus far the ACE Project has been almost entirely financed by Federal, State and local MTA transportation funding programs. A substantial effort was made in the 2005-07 period to generate funds from private sector beneficiaries of goods movement growth (container fees in this case) which was unsuccessful, then became infeasible due to declines in traffic. A resurgence in goods movement activity could make it practical to revive private sector funding, but it should not be relied upon at this point.

The prospects for the primary future funding sources are as follows:

Federal: There are two potential sources of additional Federal funding.

Multi-year surface transportation program authorization legislation, now long overdue, has been the most significant source of federal funds for the ACE projects, with nearly \$200 million committed through two prior bills. While deficit reduction is a priority in Washington, road and highway projects traditionally attract strong bipartisan Congressional support. New for this reauthorization round are freight infrastructure grant programs, with as-yet unspecified funding levels, which have been proposed in the House and Senate. Staff is working with our Congressional supporters to ensure the eligibility of the ACE Construction Authority and projects for freight programs.

Also, before the end of October, ACE will submit applications for the Nogales Street and San Gabriel Trench projects seeking discretionary capital grant funding through the TIGER 3 grant program. The ACE projects are a good fit with this program which

makes nearly \$527 million available to be awarded on a competitive basis for projects of national or regional significance. However, the TIGER programs have been heavily oversubscribed and previous applications submitted by ACE, while recommended following review by USDOT technical teams, have not been awarded funds.

While there are two prospects for additional Federal funding, particularly in the program reauthorization, neither one can be counted on as an assured source at this point.

State: There are three existing sources of State funding from which we can seek funding.

First is the ongoing State Transportation Improvement Program (STIP). We were successful in obtaining \$39 million from this source at the beginning of the project but for many years now the STIP has been oversubscribed with conventional highway construction projects nominated by Caltrans and regional agencies.

Second, there have been periodic infusions of one-time State funding into transportation, the most recent being the Prop 1B (2006) program. Prospects for another infusion in the near future are dim given the State's budget pressures and general economic distress. There is a potential for capturing any Prop 1B funds from projects failing to meet deadlines or from widespread cost underruns, but this would be speculative to rely on at this point.

A third State source would be the Section 190 Grade Separation Fund administered by the Public Utilities Commission and Caltrans. We have received \$5 million from this program in the past and have projects pending at this time. Given our ambitious program staff believes it is reasonable to expect securing \$20 million from the Section 190 source over the remaining life of the ACE Project.

Local: MTA funding comes from two sources: The MTA made an initial commitment to a 17% share of the total project costs dating back to the beginning of the ACE Project, and reaffirmed in 2007. In addition, the ACE Project was included in the Measure R local sales tax program passed by the voters in 2008 in the amount of \$400 million.

A large portion of the 17% share has been programmed already by the MTA but a modest portion of additional funding (approximately \$32 million), depending on the size of the adopted program, would be eligible. There is substantial likelihood that favorable bidding on our three projects ready for construction in the next few months will free up funding already allocated by the MTA. In the interest of being fiscally conservative we are not including it in this forecast, but it is a very real possibility.

Of the Measure R funding, \$358 million should be available for completion of the remainder of the ACE Project.

To summarize, the MTA funding for the remainder of the program is estimated as:

Probable additional 17% share	\$32 million
Measure R	<u>\$358 million</u>
	\$390 million

UPRR Contributions: While it has not been a significant source of project funding to date, we can expect the Union Pacific Railroad will make contributions to future grade separations. Based on past experience, \$13 million in aggregate UPRR contributions (\$2.0-\$2.5 million per project) is a reasonable expectation.

Funding Summary: Based on the foregoing, staff believes a conservative estimate of the funding we can rely on for the future program from the sources cited above is as follows:

State (CPUC)	\$20 million
MTA (17% share and Measure R)	390 million
UPRR	<u>13 million</u>
	\$428 million

Grade Separations Recommended for Adoption – As mentioned above, ACE staff believes the method used by the technical subcommittee is valid and can be used for determining future priorities. Also as mentioned, the subcommittee’s priority list was compiled while ACE’s outreach to host jurisdictions was still in process, and therefore was not completely vetted with the respective cities to determine whether a proposed project configuration could be supported by the host jurisdictions. That consultation has gone on simultaneously with the review of subcommittee’s recommendations.

The result of that process is that of the five alternative projects in Montebello, only one – the full railroad lowering – has the support of the City Council. A written request was made for a declaration of support specifically for the highly-rated Greenwood Avenue underpass alternative but the Council declined to do so. Therefore, staff is reluctant to recommend it as part of the scope of the remaining ACE Project.

Aside from Montebello, other potential host jurisdictions are in support of continuing the projects into detailed development.

Working from the technical subcommittee's priority list, removing Montebello projects not supported by the City and duplicative projects, the remaining list, in priority order, is:

<u>Crossing</u>	<u>Conceptual Cost Estimate</u> <u>(In millions)</u>
Fullerton Rd. (LA)	\$131.8
Hamilton Blvd. (Alh/LA)	68.1
Fairway Dr. (Alh)	72.9
Turnbull Canyon Rd. (LA)	84.8
Fairway Dr. (LA)	100.1
Puente Ave. (Alh)	82.8
Durfee Ave. (LA)	64.5
Rose Hills Rd. (LA)	45.8
Montebello Blvd. Full Rail Lowering (LA)	389.4
Lemon Ave. (LA)	81.4
San Antonio Ave. (Alh/LA)	83.4

Matching known and potential revenue over a 5-7 year period (which is what it would take to build out the current and probable future projects) to the above priority list, ACE staff recommends that the following projects be adopted into the scope of the ACE Project:

<u>Grade Separation</u>	<u>Conceptual Cost Estimate</u> <u>(In millions)</u>
Fullerton Rd. (LA)	\$131.8
Hamilton Blvd. (Alh/LA)	68.1
Fairway Dr. (Alh)	72.9
Turnbull Canyon Rd. (LA)	84.8
Fairway Dr. (LA)	100.1
Puente Ave. (Alh)	<u>82.8</u>
Total	\$540.5 million

Cost Estimates – The cost estimates consist of four major components – design, construction, right of way (including utilities) and a number of agency costs (internal labor, third parties and indirect costs). Construction costs estimates were prepared by JL Patterson and Associates based on past experience with underpass construction on

ACE and other similar projects, and on ACE cost estimates for trench construction. Railroad costs (track, signal, flagging, etc.) were developed from similar sources. Construction and railroad estimates include a 30% contingency for factors that can't be predicted when no design has been done. Design costs are estimated at 10% of construction costs.

Right of way costs are based on estimated full and part take requirements with a conservative, uniform property value multiplier and a significant allowance for acquisition costs and contingencies.

Not included in the consultant cost estimates was a future inflation allowance. Based on the current construction climate staff has added an escalation allowance based on these assumptions:

- Inflation allowances should be included for all cost estimate components except right of way where conservative property value and significant contingency is already in the estimates;
- Construction inflation will continue to be insignificant through June 2013;
- The remaining projects will be designed and constructed over a seven-year period. Four of the six projects will move as expeditiously as possible; two remaining projects would begin design in 2013;
- Inflation allowances of 2%/year (adopted U.S. Army Corps Of Engineers allowance) applied to all projects starting in July 2013.

When inflation allowances are added to the baseline cost estimates as described above an additional \$30.3 million would be added to the total:

Current Dollar Total Cost Estimate	\$540.5 million
Inflation Allowance	<u>30.3 million</u>
Total	\$570.8 million

Comparing the cost estimate for the recommended program to the known available funding described above:

Cost of Recommended Project	\$571 million
Available Funding	<u>423 million</u>
Shortfall	\$143 million

Staff believes it is prudent to establish the future project list as described above, despite the funding shortfall, based on a number of considerations:

- The estimate of available funds is a conservative one. It assumes that projects ready to go to bid now will not come in under estimates. Bids below estimates has become the rule, not the exception, in construction;
- The funds estimate includes no new Federal or State funding. While none can be assured, our experience and continued diligent efforts should make some funding available over the next 2-3 years. As a matter of policy, we should not walk away from continuing to seek Federal or State funding for worthwhile projects;
- Specific to the State bond issue source, there is a reasonable likelihood that additional revenue could become available from other projects not proceeding or widespread underbidding;
- The remaining projects would be phased so that no financial commitments would be made for the last 1-2 without an improved revenue outlook. Moving into new projects beyond the projected fund availability would be conditioned on ACE and SGVCOG Board authorization which would take into account both the cost experience on early projects and the future funding prospects;
- The recommended program represents the same number of grade separations as originally adopted – 20 – and makes relatively minor changes in terms of the remaining projects (four of the six are already a part of the Project).

As mentioned above, to eliminate the risk of spending beyond available funding, if the above program, or something close to it, is approved by both the ACE and SGVCOG Boards staff will return in the near future with a phasing strategy that expedites project implementation but avoids financial risk. In the meantime, engineering work already begun on the Fairway Dr. (LA) and Puente Ave. projects will continue.

Attachments

# Exhibit I

## Total Daily Vehicular Delay Future (2025) Traffic Conditions – Single-Tracked (Sorted by Ranking)

Korve Study Ranking	2010 Ranking	Street/UPRR Sub.	Alhambra Subdivision Single-Tracked
6	1	Fullerton Rd *(Alh)	192.3
11	2	Fullerton Rd *(Alh)	115.4
3	3	Fairway Dr *(Alh)	87.6
1	4	Fairway Dr *(Alh)	62.5
20	5	Stimson Ave *(Alh)	52.7
8	6	Montebello Blvd *(Alh)	43.5
29	7	Workman Mill Rd *(Alh)	42.2
28	8	Turnbull Canyon Rd *(Alh)	38.9
13	9	San Antonio Ave *(Alh/LA)	37.2
14	10	Hamilton Blvd *(Alh/LA)	36.8
22	11	Durfee Ave *(LA)	34.0
16	12	Park Ave	32.7
2	13	Puente Ave *(Alh)	31.5
5	14	Lemon Ave *(Alh)	30.6
25	15	Tyler Ave *(Alh)	30.1
9	16	Temple Ave *(Alh)	30.1
17	17	Lemon Ave *(Alh)	28.8
26	18	Palomares St *(Alh)	28.7
23	19	Rose Hills Rd *(Alh)	26.9
7	20	Brea Canyon Rd *(Alh)	22.8
27	21	Vail Ave *(Alh)	19.8
12	21	California Ave *(Alh)	14.7
30	22	Greenwood Ave *(Alh)	14.4
31	23	Maple Ave *(Alh)	10.1
18	24	Vineland Ave *(Alh)	9.1
32	25	Main St *(Alh)	8.7
11	26	Temple City Blvd *(Alh)	8.1
10	27	Lowe Azusa Rd *(Alh)	6.7
21	28	Cogswell Rd *(Alh)	6.6
15	29	Walnut Grove Ave *(Alh)	6.1
33	30	Bixby Dr *(Alh)	5.7
34	31	Mission Mill Rd *(Alh)	4.5
19	32	Arden Dr *(Alh)	3.0
24	33	Encinita Ave *(Alh)	2.7

\*Preempted by railroad interconnected to traffic signal system.

# Exhibit II

## Priority Index Ranking Based on CPUC Formula (Sorted by Ranking)

CPUC Ranking	Cong. Ranking	Street/UPRR Sub.	Priority Index Number
1	16	Temple Ave (Alh)	2439
2	13	Puente Ave (Alh)	965
3	2	Fullerton Rd (Alh)	776
4	5	Stimson Ave (Alh)	711
5	8	Turnbull Canyon Rd (Alh)	554
6	10	Hamilton Blvd (Alh)	462
7	1	Fullerton Rd (Alh)	302
8	6	Montebello Blvd (Alh)	289
9	17	Lemon Ave (Alh)	268
10	11	Durfee Ave (Alh)	247
11	4	Fairway Dr (Alh)	230
12	19	Rose Hills Rd (Alh)	185
13	3	Fairway Dr (Alh)	182
14	14	Lemon Ave (Alh)	163
15	29	Cogswell Rd (Alh)	151
16	18	Palomares St (Alh)	134
17	15	Tyler Ave (Alh)	133
18	22	California Ave (Alh)	128
19	9	San Antonio Ave (Alh)	124
20	25	Main St (Alh)	105
21	12	Park Ave (Alh)	97
21	32	Mission Mill Rd (Alh)	92
22	26	Vineland Ave (Alh)	91
23	20	Brea Canyon Rd (Alh)	87
24	7	Workman Mill Rd (Alh)	87
25	21	Vail Ave (Alh)	77
26	23	Greenwood Ave (Alh)	69
27	27	Temple City Blvd (Alh)	67
28	24	Maple Ave (Alh)	54
29	28	Lower Azusa Rd (Alh)	53
30	30	Walnut Grove Ave (Alh)	41
31	31	Bixby Dr (Alh)	39
32	33	Arden Dr (Alh)	38
33	34	Encinita Ave (Alh)	30

# Exhibit III

## Candidate ACE Grade Separations Public Works TAC Review and Ranking

Overall Ranking	Crossing	Cost & Benefit Ranking	CPUC Index Ranking	Average Cost Benefit/CPUC Ranking
1	Fullerton Rd. (LA)	3	2	2.5
2	Montebello Greenwood Option (LA)	2	5	3.5
3	Hamilton Blvd. (Alh/LA)	7	4	5.5
4	Fairway Dr. (Alh)	1	10	5.5
5	Turnbull Canyon Rd. (LA)	9	3	6.0
6	Fairway Dr. (LA)	5	8	6.5
7	Puente Ave. (LA)	13	1	7.0
8	Fairway Dr./Lemon Ave. (Alh)	4	10	7.0
9	Montebello Blvd. Option (LA)	10	5	7.5
10	Durfee Ave. (LA)	8	7	7.5
11	Rose Hills Rd. (LA)	6	9	7.5
12	Montebello Rail Flyover Option (LA)	12	5	8.5
13	Montebello Full Lowering Option (LA)	15	5	10.0
14	Lemon Ave. (LA)	14	6	10.0
15	Montebello Partial Lowering Option (LA)	16	5	10.5
16	San Antonio Ave. (Alh/LA)	11	11	11.0

Note: Rankings for cost-benefit and CPUC Index reflect relative position among projects remaining for consideration (i.e., not ranking among the original 34 crossings in the study).



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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: October 24, 2011

SUBJECT: Approval of Request to SGVCOG to Remove the IRRIS Demonstration Project from the Scope of the ACE Project

**RECOMMENDATION:** Staff recommends that the ACE Board request the San Gabriel Valley Council of Governments (SGVCOG) remove the Integrated Rail Roadway Interface System (IRRIS) from the scope of the ACE Project.

**BACKGROUND:** With approval of your Board, work on the IRIS project was suspended in June 2009 after repeated unsuccessful efforts to achieve the performance standards necessary to realize the benefits expected by the project. The attached June 2009 memorandum details the history of the demonstration project, steps taken to accomplish the objective of the project, and reasons for recommending suspension.

Since 2009 we have been in communication with our funding agencies – FHWA, Caltrans and MTA – to explain our decision and request closeout of the project. That has been accepted. We have identified the disposition of unable project assets to the agencies. We are not being asked to return any project funding.

Now that the terms of the closeout has been resolved it is time to ask the SGVCOG Governing Board to formally amend the adopted ACE Project scope by removal of the IRRIS project.

Attachment



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MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: June 22, 2009

SUBJECT: Approval of Suspension of IRRIS Project

**RECOMMENDATION:** Staff recommends that we suspend the continued development of the Integrated Rail Roadway Interface System (IRRIS), transfer ownership of traffic control components to the City of Pomona, and monitor future train control technology to consider its usefulness in achieving the original objectives of the IRRIS program.

**BACKGROUND:** Development of an advanced signal system demonstration project was one of the elements of the Alameda Corridor-East (ACE) Project adopted by the San Gabriel Valley Council of Governments (SGVCOG) in the late 1990s. The demonstration project, later named IRRIS, was intended to improve mobility for motorists trying to get across future unseparated grade crossings by:

- Accurately predicting crossing gate down times, and
- Where warranted redirect traffic to nearby grade separated crossings through changeable message signs and traffic signal timing adjustments, and
- Provide crossing delay information to emergency responders.

An implementation plan for the project selected Pomona as the most promising location to test the application of advanced signalization techniques. The demonstration project was to consist of three project elements:

- A traffic subsystem including upgraded control software, upgraded signal equipment, changeable message signs and vehicle detectors encompassing an approximate 112 square block area of central Pomona;
- A railroad subsystem which would detect train location, length and speed at 19 separate locations over a 12-mile length, and communicate the necessary information to;
- A traffic control center which would "read" the train information and determine whether to activate the traffic re-routing advisory.

Project cost was estimated at \$7.2 million, consisting of \$5.65 million for hardware, software and construction and \$1.55 million for technical services.

Contracts for the field communications and train detection equipment were awarded in 2001, traffic control system software was purchased in late 2002 and a contract for the upgraded traffic control system was awarded in late 2003. A pilot installation of the train detection system was conducted in 2003; full installation of the system was authorized with the scheduled completion of late 2004 with acceptance testing to follow.

Testing in early 2005 revealed that the train detection component of the system was not meeting the requirements for reliable and accurate train detection. The train detection system vendor, EVA Signal Corporation, performed a series of upgrades and retests throughout 2005 continuing up to August 2006. By this time the firm was experiencing severe financial difficulties and obvious trouble with supporting their installation in Pomona. In October 2006 we found them in default of their contract. About the same time EVA filed for bankruptcy. Through Counsel we pursued remedy through their performance bond; Counsel advised us that preliminary acceptance of the pilot installation (3 of 19 sites) and the relatively small value of the bond made meaningful recovery unlikely.

In March 2007 you authorized a contract with Automated Switching and Controls, Inc. (ASCI), who provided the project's communications system, to evaluate alternative train detection systems. ASCI evaluated five different technologies, recommended a new generation of magnetometers (the type of detection which failed earlier), and estimated their installed cost at \$421,000.

Current Situation: Staff is recommending that we suspend further development of the IRRIS Project based on these considerations:

- Remaining Uncertainties – while the evaluation of a replacement train detection system has been thorough and appears sound, the remaining project components would still have to be integrated at an undetermined cost and duration, technical support resources (consultants) would have to be remobilized and, if our experience is any guide, there will be still be significant challenges in store;
- Prospects for Long Term Success – Beyond the challenge of getting the system to meet accuracy and reliability expectations, the system will require long term operation and maintenance attention. This was recognized at the outset of the project and we have a project agreement with the City of Pomona to support the project after acceptance. Again, our experience has shown us that maintaining a moderately sophisticated technological application like IRRIS in the demanding environment of an operating railroad will not be easy or inexpensive. In recent

discussion on this subject City of Pomona staff have expressed concerns over this.

- Evolution of Alternative Relevant Technology – in the aftermath of last year’s Metrolink/UPRR accident in Chatsworth, major attention is going into the development of a more effective train control system using newer technologies. Positive Train Control is expected to generate train tracking and communications capabilities which could potentially be used for purposes akin to IRRIS, and the urgency associated with this effort is expected to produce results within the next few years.

Financial Considerations – A total of \$6,445,027 has been charged to the IRRIS project to date. All contract work and professional services were completed and accepted with the exception of the train detection system mentioned above. The amount paid on that contract was \$1,041,542.

Of the \$6.445 million spent, \$3.5 million was spent on the planning, design and installation of the upgraded traffic signal system and changeable message signs, most of which has been in use since 2005 and will have lasting public benefit. A total of \$2.9 million was spent on the planning, design and installation of the railroad and communications components of the project, which would not be used if this recommendation is approved.

Next Steps – As mentioned above, we have had initial discussions with Pomona staff regarding the future use of the traffic equipment already installed. Should the project be suspended we will also need to discuss with the Union Pacific the disposition of equipment installed on their right-of-way.

If suspension is approved, a request will have to be made to the SGVCOG for an amendment to the scope of this adopted ACE Project.

Finally, if further work on IRRIS is suspended, staff intends to follow the progress of Positive Train Control and its potential applicability to the objectives of the IRRIS project.



## Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 [www.theaceproject.org](http://www.theaceproject.org)

MEMO TO: ACE Construction Authority Board Members & Alternates

FROM: Rick Richmond  
Chief Executive Officer

DATE: October 24, 2011

SUBJECT: Status Report on Excess Property

The large majority of the property rights we acquire for our projects are partial interests necessary for utility relocation, modified access/egress, or contractor work areas. There have been a limited number of full acquisitions which leave future usable land once the project is complete. The largest such parcel was the Nogales project which was subsequently sold and has become a medical office building site.

We currently have four excess parcels left over from completed projects. State law requires us to notice the parcels to local agencies for their potential interest in using the property for certain uses – parks/open space, education, affordable housing primarily. We have done so on three of the four parcels with limited response. With the depressed real estate market over the last few years staff has not put them up for auction, though we have consulted the three cities involved for suggestions on developments which would support their land use objectives. Again reflecting the market, there has been little encouragement with one exception discussed below.

A summary of the four parcels and current plans for their future is as follows:

“Verizon Site” – Reservoir Ave. Project (Pomona)

Net Usable Area - .94 acres

Date Vacated – April 2008

In 2009 a sale to the City for a water reclamation facility was in escrow but it fell through.

“Price Street Site” – Reservoir Ave. Project (Pomona)

Net Usable Area - .85 acres (irregular shape)

Date Vacated – June 2011

“Ramona Blvd. Site” – Ramona Blvd. Project (El Monte)

Net Usable Area - .68 acres

Date Vacated – October 2008

Recent discussions with the City indicate on interest in this site for housing.

"Hartlieb Site" – Brea Canyon Rd. Project (Diamond Bar)  
Net Usable Area – 2.7 acres, includes 21,000 sq. ft. office building.

The project was finished in October 2008. ACE has continued to rent space in the building.

Future Plans: The depressed real estate market isn't showing much sign of a near term recovery. The vacant sites require ongoing expense for security and property maintenance. Therefore we intend to dispose of the three vacant sites. In the case of the two Pomona sites we will pursue some form of a competitive sale, possibly including auction. Caltrans authorization of the method of sale is required. In the case of the Ramona Blvd. site, which is within a redevelopment area, we are actively working with the City of El Monte and hope to have a proposed disposition in the near future.

The Hartlieb site currently returns a modest monthly profit which is used to cover other property maintenance costs mentioned above. It is our most valuable parcel. Staff intends to research the prospects for this site to determine whether it would be advisable to sell it, and will report back to you.

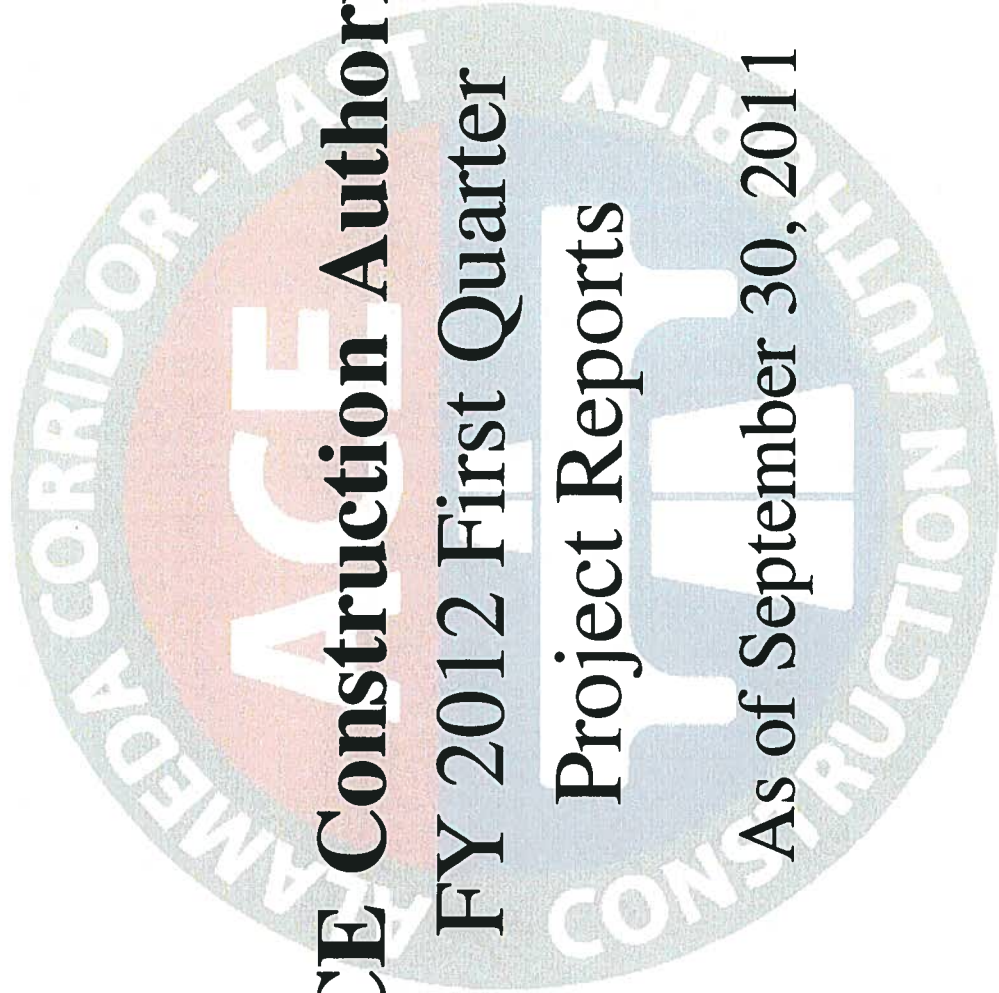
Any proceeds from the sale of property can be retained if, and only if, they are devoted to future project work.

# **ACE Construction Authority**

## **FY 2012 First Quarter**

### **Project Reports**

**As of September 30, 2011**



**EXHIBIT I - ACE REVENUE BY SOURCE**  
As of September 30, 2011

Grant		Authorized	Adjustments	Note	Net Authorized	Allocated To Projects	Surplus
<b>Federal</b>							
TEA - 21	Sect 1017	2,205,000	(136,333)	b	2,068,667	2,063,683	4,984
TEA - 21	Sect 1138	17,250,000	-		17,250,000	17,250,000	-
TEA - 21	Sect 1533	100,000,000	-		100,000,000	100,000,000	-
TEA - 21	Sect 198	9,562,500	(572,760)		8,989,740	8,989,740	-
TEA - 21	Sect 0491	6,500,000	(402,000)	a	6,098,000	6,098,000	-
Hiway Fund FY 01		1,500,000	(3,300)	b	1,496,700	1,496,700	-
NCPD FY 2000		1,240,000	-		1,240,000	1,240,000	-
NCPD FY 2001		2,400,000	(2,565)	b	2,397,435	2,397,435	-
NCPD FY 2002		4,000,000	(116,000)	b	3,884,000	3,884,000	-
NCPD FY 2003		1,495,000	(10,000)	b	1,485,000	1,485,000	-
NCPD FY 2004		2,000,000	(119,163)	b	1,880,837	1,880,837	-
STP FY 2006		4,200,000	(42,000)	b	4,158,000	4,158,000	-
STP FY 2009		570,000	-		570,000	570,000	-
SAFETEA-LU FY 05	Sect 1701	2,528,000	(378,937)	c	2,149,063	2,149,063	-
SAFETEA-LU FY 06	Sect 1701	2,528,000	(378,635)	c	2,149,365	2,149,365	-
SAFETEA-LU FY 07	Sect 1701	2,528,000	(375,781)	c	2,152,219	2,152,219	-
SAFETEA-LU FY 08	Sect 1701	2,528,000	(375,781)	c	2,152,219	2,152,219	-
SAFETEA-LU FY 09	Sect 1701	2,528,000	(374,889)	c	2,153,111	2,153,111	-
SAFETEA-LU FY 05	Sect 1934	3,000,000	(450,000)	c	2,550,000	2,550,000	-
SAFETEA-LU FY 06	Sect 1934	6,000,000	(900,000)	c	5,100,000	5,100,000	-
SAFETEA-LU FY 07	Sect 1934	7,500,000	(1,125,000)	c	6,375,000	6,375,000	-
SAFETEA-LU FY 08	Sect 1934	7,500,000	(1,125,000)	c	6,375,000	6,375,000	-
SAFETEA-LU FY 09	Sect 1934	6,000,000	(900,000)	c	5,100,000	5,100,000	-
SAFETEA-LU FY 05	Sect 1301	3,125,000	(247,763)	c	2,877,237	2,877,237	-
SAFETEA-LU FY 06	Sect 1301	6,250,000	(495,526)	c	5,754,474	5,754,474	-
SAFETEA-LU FY 07	Sect 1301	7,812,500	(619,407)	c	7,193,093	7,193,093	-
SAFETEA-LU FY 08	Sect 1301	7,812,500	(619,407)	c	7,193,093	7,193,093	-
SAFETEA-LU FY 09	Sect 1301	6,250,000	(495,526)	c	5,754,474	5,754,474	-
FRA		2,544,100	-		2,544,100	2,185,000	359,100
ISTEA (Nogales-LA)		6,936,147	-		6,936,147	6,936,147	-
CMAQ (Nogales-LA)		6,347,000	-		6,347,000	6,347,000	-
	Subtotal	242,639,747	(10,265,773)		232,373,974	232,009,890	364,084
<b>State</b>							
ITIP		39,000,000	-		39,000,000	39,000,000	-
PUC (Brea Canyon)		5,000,000	-		5,000,000	5,000,000	-
TCRP		150,000,000	(19,700,000)	d	130,300,000	130,300,000	-
Prop 1B - HRCSA (Nogales-LA)		25,600,000	-		25,600,000	25,600,000	-
TCIF (SG Trench)		336,600,000	-		336,600,000	336,600,000	-
	Subtotal	556,200,000	(19,700,000)		536,500,000	536,500,000	-
<b>Local</b>							
MTA 1 (FY 98-02)	C 25%	37,500,000	(23,360,000)	e	14,140,000	14,140,000	-
MTA 2 (FY 03-05)	C 10%	1,857,000	-		1,857,000	1,857,000	-
MTA 2 (FY 03-05)	C 25%	13,178,000	-		13,178,000	13,178,000	-
MTA 2 (FY 03-05)	AB 3090	9,308,000	-		9,308,000	9,308,000	-
MTA 2 (FY 03-05)	STIP-RIP	5,496,000	-		5,496,000	5,496,000	-
MTA 3 (FY 06-09)	C 25%	85,000,000	-		85,000,000	85,000,000	-
MTA 4 (FY 09-15)	C 25%-Remaining	28,566,800	-		28,566,800	28,566,800	-
MTA 5 (FY 09-15)	C 25%-Supplemental	112,323,000	(9,978,000)	f	102,345,000	29,120,250	73,224,750
MTA 6 (Nogales-LA)	C 25%	28,849,000	-		28,849,000	28,849,000	-
MTA 7 (SG Trench)	Measure R	42,000,000	-	g	42,000,000	42,000,000	-
	Subtotal	364,077,800	(33,338,000)		330,739,800	257,515,050	73,224,750
<b>Other Sources</b>							
Railroad (UPRR/Metrolink)		29,061,000	-	h	29,061,000	17,500,000	11,561,000
Cities (Nogales-LA)		9,600,000	-		9,600,000	9,600,000	-
Betterments (Cities/Metrolink)		17,773,575	-		17,773,575	17,084,825	688,750
MWD (Brea Canyon)		2,207,402	-		2,207,402	2,207,402	-
	Subtotal	58,641,977	-		58,641,977	46,392,227	12,249,750
<b>TOTAL GRANTS</b>		<b>1,221,559,524</b>	<b>(63,303,773)</b>		<b>1,158,255,751</b>	<b>1,072,417,167</b>	<b>85,838,584</b>
<b>Other Income</b>							
Property Rental Income		68,369	-		68,369	-	68,369
Net Investment Income		314,000	-		314,000	-	314,000
	Subtotal	382,369	-		382,369	-	382,369
<b>TOTAL ACE Construction</b>		<b>1,221,941,893</b>	<b>(63,303,773)</b>		<b>1,158,638,120</b>	<b>1,072,417,167</b>	<b>86,220,953</b>

**Notes:**

- Transferred by LA County to ACE for the Nogales-LA project.
- Federal budgetary reduction.
- Appropriations reduced by 15%.
- \$19.7 million programmed to other entities (yet to be allocated by State).
- Allocated to City of LA.
- Adjustment made by MTA based on 17% of total project cost.
- An additional \$358M for the ACE Project is included in the voter approved Measure R program and is expected to be available between Fiscal Years 2011 and 2019 per Metro Board action of March 2010.
- Based on individual projects, UPRR paid 1/2 before and 1/2 after construction phase.  
\$28.061M committed by UPRR but due to phasing of construction, only \$12.158M has been received.

**EXHIBIT II - ACE PROJECTS FUNDING BY SOURCE**  
As of September 30, 2011  
(\$ 000's)

Project	Task	Fed #	All																
			TEA-21	NCPD/STP	SAFETEA	ITIP	ISTEA/CMQ	FRA/PUC	TCRP	Prop 18	MTA 1	MTA 2	MTA 3	MTA 4	MTA 5	MTA 6	MTA 7	Railroad	Cities/Better
Baldwin	Design	(017)	5,209	3,013	-	-	753	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	(028)	40,942	-	24,890	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Constr	n/a	26,857	2,373	570	20,186	1,043	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baldwin Total</b>			<b>73,008</b>	<b>5,386</b>	<b>570</b>	<b>45,076</b>	<b>1,797</b>	-	-	-	-	-	-	-	-	-	-	-	-
Puente	Design	(034)	5,186	-	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	n/a	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Constr	n/a	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Puente Total</b>			<b>5,186</b>	-	<b>216</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fairway	Design	(036)	5,875	-	240	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	n/a	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Constr	n/a	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Fairway Total</b>			<b>5,875</b>	-	<b>240</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East End	Design	(003)	4,295	1,952	1,240	-	952	-	-	-	97	54	-	-	-	-	-	-	-
	ROW	(003)	4,478	3,131	-	-	1,347	-	-	-	-	-	-	-	-	-	-	-	-
	Design	(010)	3,620	2,896	-	-	600	-	-	122	2	-	-	-	-	-	-	-	-
	ROW	(010)	9,431	5,718	-	-	2,255	-	-	-	286	919	253	-	-	-	-	-	-
	Constr	TCRP	57,376	-	-	-	407	-	-	-	433	9,757	-	-	-	-	-	-	-
<b>EE/Reservoir Total</b>			<b>79,200</b>	<b>13,697</b>	<b>1,240</b>	-	<b>5,561</b>	-	-	<b>122</b>	<b>818</b>	<b>10,730</b>	<b>253</b>	-	-	-	-	-	-
Sunset	Design	(020)	4,739	-	-	-	4,400	-	-	-	-	339	-	-	-	-	-	-	-
	ROW	(026)	3,143	100	-	2,063	-	100	-	-	-	565	-	315	-	-	-	-	-
	Constr	TCRP	88,274	-	-	-	47,720	-	-	-	-	14,607	16,709	9,238	-	-	-	-	-
<b>Sunset Sub-Total</b>			<b>96,156</b>	<b>100</b>	-	<b>2,063</b>	<b>52,220</b>	-	-	-	-	<b>15,511</b>	<b>16,709</b>	<b>9,553</b>	-	-	-	-	-
<b>Sunset Total</b>			<b>102,590</b>	<b>100</b>	-	<b>2,063</b>	<b>52,220</b>	-	-	<b>122</b>	<b>818</b>	<b>15,511</b>	<b>16,709</b>	<b>9,553</b>	-	-	-	-	<b>6,434</b>
Temple	Design	(009)	7,265	4,680	-	-	-	-	-	1,168	151	978	288	-	-	-	-	-	-
	ROW	(009)	12,367	7,768	-	-	-	-	-	969	1,370	2,260	-	-	-	-	-	-	-
	Constr	(009)	71,948	33,700	3,884	-	1,387	-	33	7,589	13,505	3,950	-	-	-	-	-	-	7,900
<b>Temple Total</b>			<b>91,580</b>	<b>46,149</b>	<b>3,884</b>	-	<b>1,387</b>	-	<b>2,169</b>	<b>9,110</b>	<b>16,743</b>	<b>4,238</b>	-	-	-	-	-	-	<b>7,900</b>
Nogales-LA	Design	(032)	3,173	932	-	-	-	-	-	-	-	-	-	-	233	-	-	-	2,008
	ROW	(035)	27,809	5,166	-	6,836	2,185	-	-	-	-	-	-	-	8,115	-	-	-	5,407
	Constr	n/a	52,448	-	-	6,347	-	-	-	25,600	-	-	-	-	20,501	-	-	-	-
<b>Nogales-LA Total</b>			<b>83,430</b>	<b>6,098</b>	-	<b>13,283</b>	<b>2,185</b>	-	-	<b>25,600</b>	-	-	-	-	<b>28,849</b>	-	-	-	<b>7,415</b>
SG Trench	Design	(030)	33,389	120	1,881	11,913	-	-	3	27	3,006	1,365	-	-	-	15,075	-	-	-
	ROW	(030)	29,110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Constr	n/a	345,200	-	-	-	-	-	-	336,600	-	-	-	-	-	-	-	-	8,600
<b>SG Trench Sub-Total</b>			<b>407,699</b>	<b>120</b>	<b>1,881</b>	<b>11,913</b>	-	-	<b>3</b>	<b>27</b>	<b>3,006</b>	<b>1,365</b>	-	-	-	<b>42,000</b>	-	-	<b>2,185</b>
<b>SG Trench Total</b>			<b>410,624</b>	<b>120</b>	<b>1,881</b>	<b>11,913</b>	-	-	<b>3</b>	<b>27</b>	<b>3,006</b>	<b>1,365</b>	-	-	-	<b>42,000</b>	-	-	<b>2,925</b>
<b>SG Trench Total</b>			<b>410,624</b>	<b>120</b>	<b>1,881</b>	<b>11,913</b>	-	-	<b>3</b>	<b>27</b>	<b>3,006</b>	<b>1,365</b>	-	-	-	<b>42,000</b>	-	-	<b>5,110</b>



# Exhibit III

## ACE Projects Allocation vs. Actual Summary

As of September 30, 2011

		(\$ 000's)									
Project	Cost Estimate (1997)	Cost Estimate (2006)	Allocated (Exhibit II)	Betterments /Other	Railroad	Total Allocated	ITD Expenditures (Exhibit V)	Estimate at ** Completion Exhibit IV	Variance (Allocated vs. Estimate at Completion)	Status	
<b>Start-up/Misc</b>											
			\$ 9,988			\$ 9,988	\$ 7,745				
<b>Active Projects</b>											
1	\$ 23,994	\$ 64,765	\$ 73,008	\$ -	\$ -	\$ 73,008	\$ 35,957	\$ 85,192	\$ (12,184)	Active	
2	N/A	N/A	5,875	-	-	5,875	1,008	5,875	-	PE only	
3	24,307	N/A	83,430	-	-	83,430	18,164	96,718	(13,288)	Active	
4	N/A	N/A	5,186	-	-	5,186	1,009	5,875	(689)	PE only	
5	198,205	N/A	407,699	2,925	-	410,624	42,501	498,485	(90,786)	Active	
6	22,259	70,502	96,156	6,434	-	102,590	86,293	88,800	7,356	Active	
7	35,985	80,272	91,580	-	7,900	91,580	88,188	92,120	(540)	Active	
8	26,571	64,401	67,396	6,507	-	73,903	67,394	67,396	-	Closed	
9	56,571	69,180	79,200	-	-	79,200	78,960	79,012	188	Closed	
10	61,000	35,200	34,141	-	-	34,141	34,142	34,142	(1)	Closed	
11	39,636	54,599	49,698	100	-	49,798	49,698	49,698	-	Closed	
12	14,489	47,102	51,350	1,741	1,000	53,091	51,350	51,350	-	Closed	
<b>Subtotal</b>	<b>\$ 503,017</b>	<b>\$ 486,021</b>	<b>\$ 1,054,707</b>	<b>\$ 17,707</b>	<b>\$ 8,900</b>	<b>\$ 1,072,417</b>	<b>\$ 562,408</b>	<b>\$ 1,154,663</b>	<b>\$ (109,944)</b>		
<b>Inactive Projects</b>											
13											
14											
15											
16											
<b>Estimated Total Project Cost</b>		<b>\$ 950,000</b>									<b>\$ 1,400,000</b>
<b>Net Authorized</b>		<b>\$ 1,158,255,751</b>									
<b>Allocated Available</b>		<b>1,072,417,167</b>									
		<b>\$85,838,584</b>									

\*\* Excludes Start-up/Misc of \$9,988M to agree with Exhibit-IV EAC.

## Exhibit IV Expenditure Forecast (Active Projects)

As of September 30, 2011  
(\$ millions)

ITD	Actual 2011	Budget		Estimate <sup>A</sup>		Forecast			EAC <sup>B</sup>	
		2010	2011	2012	2013	2014	2015	Q4 FY11	Change	Q1 FY12
<b>Active Projects</b>										
Baldwin	34.3	1.2	9.3	9.3	19.5	18.6	2.3	84.9	0.3 <sup>C</sup>	85.2
Fairway Drive (LA)		0.7	2.6	2.6				N/A	5.9 <sup>D</sup>	5.9
Nogales (LA)	4.7	12.6	17.4	17.4	25.1	24.8	12.2	95.9	0.8 <sup>E</sup>	96.7
Puente Ave		0.6	2.9	2.9				N/A	5.9 <sup>D</sup>	5.9
San Gabriel Trench	25.4	16.3	35.1	35.1	163.3	160.6	97.7	498.5	0.0	498.5
Sunset	76.6	9.4	0.3	2.8				93.6	-4.8 <sup>F</sup>	88.8
Temple	85.9	2.3			3.9			92.1	0.0	92.1
<b>Completed Projects</b>										
Brea Cyn	67.4	0.0						67.4	0.0	67.4
Crossing Safety/IRRIS	34.1							34.1	0.0	34.1
East End/Reservoir	78.9	0.0						79.0	0.0	79.0
Nogales (Alh)	49.7							49.7	0.0	49.7
Ramona	51.3	0.0						51.3	0.0	51.3
<b>Inactive Projects</b>										
Fairway Drive (Alh)										
Montebello Blvd										
Rose Hills Rd										
Turnbull Canyon Rd										
<b>Total</b>	<b>508.5</b>	<b>43.1</b>	<b>67.6</b>	<b>70.1</b>	<b>211.8</b>	<b>204.0</b>	<b>112.2</b>	<b>1,146.5</b>	<b>8.1</b>	<b>1,154.6</b>

Note: Project forecasts include indirect cost.

<sup>A</sup> 2012 estimate includes mid-year adjustments

<sup>B</sup> EAC includes 2012 estimate

<sup>C</sup> \$300k indirects

<sup>D</sup> Preliminary design only

<sup>E</sup> \$800k ROW acquisitions

<sup>F</sup> (\$4.8m) construction savings

# Exhibit V

## ACE Expenditures vs. Reimbursements

As of September 30, 2011

Projects	Reimbursement Status (\$ 000)							Indirect Costs Requiring Caltrans Approval	Unreim- burseable
	ITD Expenditures	Received	Billed/Not Received	To Be Billed	MTA Retention	-	1		
Baldwin	\$ 35,957	\$ 35,069	\$ 80	\$ 465	\$ 343	-	-		
Fairway Drive	1,008	119	171	714	3	-	-		
Nogales (LA)	18,164	17,251	455	277	180	-	-		
Puente Ave.	1,009	233	-	774	1	-	-		
SG Trench	42,501	39,507	1,369	1,212	414	-	-		
Sunset	86,293	84,187	1,456	568	82	-	-		
Temple	88,188	86,947	31	586	625	-	-		
Brea Canyon	67,394	67,401	28	(324)	289	-	-		
Crossing Safety / IRRIS	34,142	33,790	15	-	337	-	-		
EE/Reservoir	78,960	78,669	14	27	249	-	-		
Nogales (AH)	49,698	49,641	3	-	55	-	-		
Ramona	51,350	51,374	193	(391)	174	-	-		
Uncollected Indirect Exp. '08-'11	-	-	-	-	-	-	1,759		
<b>Sub-total Projects</b>	<b>554,663</b>	<b>544,187</b>	<b>3,816</b>	<b>3,908</b>	<b>2,751</b>	<b>-</b>	<b>1,759</b>		
Project Administration	7,745	7,268	-	132	346	-	(191)		
<b>Total ACE</b>	<b>\$ 562,408</b>	<b>\$ 551,454</b>	<b>\$ 3,816</b>	<b>\$ 4,040</b>	<b>\$ 3,097</b>	<b>\$ 1,759</b>	<b>\$ (191)</b>		

Notes: 1 - Represents carriedforward amounts from '08 and '09 that will be applied to indirect cost plans for Fiscal Years '12 and '13.

# Exhibit VI

## Project Schedules

As of September 30, 2011

Activity Name	FY2011				FY2012				FY2013				FY2014				FY2015			
	FQ1	FQ2	FQ3	FQ4	FQ1	FQ2	FQ3	FQ4	FQ1	FQ2	FQ3	FQ4	FQ1	FQ2	FQ3	FQ4	FQ1	FQ2	FQ3	FQ4
<b>ACTIVE PROJECTS</b>																				
<b>Baldwin</b>																				
Design (Completed)																				
ROW Acquisition																				
Construction																				
Caltrans Closeout (Extends beyond reporting period)																				
<b>Nogales (LA)</b>																				
Design (Completed)																				
ROW Acquisition																				
Construction																				
Caltrans Closeout (Extends beyond reporting period)																				
<b>San Gabriel Trench</b>																				
Design																				
ROW Acquisition																				
Construction (Extends beyond reporting period)																				
Caltrans Closeout (Occurs beyond reporting period)																				
<b>Sunset</b>																				
Design (Completed)																				
ROW Acquisition (Completed)																				
Construction																				
Caltrans Closeout																				
<b>Temple</b>																				
Design (Completed)																				
ROW Acquisition (Completed)																				
Construction (Completed)																				
Caltrans Closeout																				
ACE construction complete. Project opening subject to UPRR/Kinder Morgan agreement.																				
<b>COMPLETED AND CLOSED</b>																				
<b>Completed and Closed</b>																				
Nogales (Aih) (Occurs before reporting period)																				
Brea Canyon																				
Ramona																				
Crossing Safety/IRIS																				
East End/Reservoir																				
<b>ADOPTED PHASE II PROJECTS</b>																				
<b>Future Projects</b>																				
Puente Avenue																				
Fairway Drive (LA)																				
Montebello Blvd.																				
Fairway Drive (Aih)																				
Turnbull Canyon																				
Rose Hills Road																				

# Exhibit VII

## Compliance with Banking / Investment Policy

As of June September 30, 2011

SGVCOG Authorized Investments Ref. #	Bayerische Landesbank Permitted Investment Ref. #	Deposit/ Investment Amount 09-30-11	Bank Deposits	Maximum Maturity	Maximum Percent of Portfolio	Maximum Investment in One Issuer
			<b>ACE deposits are held by Citizens Business Bank (CBB) under a deposit agreement in amounts not to exceed \$50 million. Under the agreement, CBB maintains collateral deposits of at least 110 % of the value of all ACE deposits at Bank of the West - Los Angeles in eligible securities. The CBB deposits accounts are:</b>			
		\$ 500,000	Checking Account			
		4,642,114	Money Market Accounts (2) *			
		5,142,114	<b>Total Deposits</b>			
			<b>Permitted Investments</b>			
1	1	10,340,425	U.S. Treasury Obligations	None Stated	None Stated	None Stated
5	11	1,560,177	State's Local Agency Investment Fund	None Stated	None Stated	None Stated
		11,900,602	<b>Total Investments</b>			
		\$ 17,042,716	<b>Total</b>			

### SGVCOG and Bayerische Landesbank

1. United States Treasury notes, bonds, bills, or certificate of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest

### SGVCOG

5. Notwithstanding any other provision of law, and local government official, with the consent of the governing body of that agency, having money in its treasury not required for immediate needs, may remit the money to the Treasurer of the State of California for deposit in the Local Agency Investment Fund for the purpose of investment.

11. State's Local Agency Investment Fund.

\* Note: Includes \$2,836,396 of grant reimbursement for close out projects

# Exhibit VII

## Treasury / Banking Investments

As of September 30, 2011

Operating Account	\$ 500,000
Money Market Account	684,447 *
Money Market (UPRR Contributions)	<u>1,121,271</u>
<b>Total cash on hand</b>	<b><u>2,305,718</u></b>

**Investments**

LAIF	1,560,177
CBB - US Treasuries	<u>10,340,425</u>
<b>Total investments</b>	<b><u>11,900,602</u></b>

**Billed / Not Received  
To Be Billed**

MTA Retention	3,816,337
<b>Indirect Expenses ('08 - '09)</b>	<b>4,039,799</b>
<b>Total Cash &amp; Receivables</b>	<b><u>1,758,803</u></b>
	<b>26,918,286</b>

**Outstanding Debt (Commercial Paper)  
Resources In Excess of Debt**

	<u>20,000,000</u>
	<b><u>\$ 6,918,286</u></b>

\* Note: Excludes \$2,836,396 of recovered project costs and advanced construction funds