

DEPARTMENT OF TRANSPORTATION

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Date: August 10, 2017

To: ALICE LEE
 Chief, External Audit-Contracts
 Audits and Investigations

From: KYLE GRADINGER
 Acting Chief
 Division of Rail and Mass Transportation

**Subject: DIVISION CORRECTIVE ACTION CAPITOL CORRIDO JOINT POWERS
 AUTHORITY PROPOSITION 1B AUDIT**

This memorandum serves at the California Department of Transportation's (Caltrans) Division of Rail and Mass Transportation (DRMT) corrective action plan for findings described in the Audit of the Capitol Corridor Joint Powers Authority (CCJPA), dated July 25, 2017.

The DRMT agrees with the audit finding.

Finding 1-Benefits not reported on the Final Delivery Report

The expected benefits/outcomes listed in the project agreement for project R952BA were not reported in the Final Delivery Report, dated March 4, 2014. Caltrans assisted CCJPA in completing the Final Delivery Report; however, project benefit/outcome data was not provided to Caltrans and therefore not included in the report.

A&I Recommendation

The CCJPA is to submit a Supplemental Final Delivery Report listing the pre and post comparable benefits/outcomes. Also, maintain documentation to support project benefits/outcomes reported in the Supplemental Final Delivery Report.

Corrective Action

CCJPA has submitted a supplemental Final Delivery Report listing the benefits/outcomes of the project. (See Attached Report)

If you have any questions, please contact Bruce Plowman, Division of Rail and Mass Transportation, at (916) 657-3875 or by email sent to bruce.plowman@dot.ca.gov

- c: Stephen Maller, Deputy Director, California Transportation Commission
 Rick Guevel, Associate Deputy Director, California Transportation Commission
 Bruce De Terra, Division Chief, Transportation Programming, Caltrans
 Doris M. Alkebulan, Prop 1B Specialist, Transportation Programming, Caltrans
 Luisa Ruvlcaba, Audit Manager, Audits and Investigation, Caltrans
 Bruce Plowman, Acting Chief, Rail Capital Projects

Mr./Ms./Honorable Name
Date
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**Proposition 1B (Intercity Rail Improvement)
SUPPLEMENTAL Final Delivery Report**

CONTACT INFORMATION FOR IMPLEMENTING AGENCY		DATE:	8/1/2017
IMPLEMENTING AGENCY: Capitol Corridor Joint Powers Authority			
Contact Person:	James R. Allison		
Phone Number:	510-484-8994		
E-Mail Address:	jra@capitolcorridor.org		

District	County	Rail Corridor	(If applicable) Back Mile Post	(If applicable) Ahead Mile Post	Expenditure Authorization (EA No.)	PPNO No.
75	Solano	Capitol Corridor			R992BA	2085

Project Title: Bahia Benicia Crossover and Track Improvement
Project ID No.:
Location - Project Limits - Description and Scope of Work
 Crossover located in Solano County, parallel to Route 680, N of the Martinez Bridge. Track Improvements all CC route.
Project Description
 Construct a crossover between two mainline tracks. Track improvements replace track/signal & resurface for OTP perf

	Capital Outlay Support			Capital Outlay	
	PA&ED	PS&E	CON	R/W	CON
Originally Programmed					
Bond					\$ 4,750
SHA					
Other					\$ 2,750
Currently Approved					
Bond					\$ 4,750
SHA					
Other					\$ 2,750
Actual Expended					
Bond					\$ 3,444
SHA					
Other					\$ 2,750
Net Difference					
Bond	\$ -	\$ -	\$ -	\$ -	\$ 1,306
SHA	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -

	Currently Approved	Actual Completion	Net Difference (months)
Begin Environmental Phase (PA&ED):			0
End Environmental Phase (PA&ED):			0
Begin Design (PS&E) Phase:			0
End Design (PS&E):			0
Begin Right-of-Way Phase:			0
End Right-of-Way Phase:			0
Begin Construction Phase:	10/1/201	10/1/2010	0
End Construction Phase:	6/1/2013	6/1/2013	0
Begin Closeout Phase:	7/1/2013	7/1/2013	0
End Closeout Phase:	12/31/2013	12/31/2013	0

PROJECT BENEFITS
 The crossover has been used 3x per day on average based on UPRR data documenting usage since put into use. Track improvements have reduced slow orders significantly. Together, both projects have resulted in record setting on-time performance in combination with other factors. Based on estimates, each use of this crossover may have saved between 3-10 minutes of en-route delay depending on dispatching conditions at the time.

Discussion of differences (if any) between approved cost, schedule and scope and actual
 Cost savings from the original crossover project cost was available to provide additional track improvements
Discussion of lessons-learned and best practices for future projects
 Cost estimates from UPRR, the host railroad, are variable and should affect general funding and timing of fund requests in the future.
General Comments
 This is a supplemental FDR from the original submitted by Naomi Rios, Caltrans in 3/4/14. It captures the benefits that were not reported by her on the original form. Benefits can only be estimated based on crossover usage.

Signatures:

Local Agency Project Manager:  Date: 8/1/17

Caltrans Project Manager: _____ Date: _____

Bond Program Coordinator: _____ Date: _____