

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

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Action Item

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CTC Meeting: March 28-29, 2001

Agenda Item: 2.1c.(1)

Original Signed By _____
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Finance
March 16, 2001

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION APPROVALS

RESOLUTION TA-01-06

At the March 28-29, 2001, California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following 15 Traffic Congestion Relief Program applications totaling \$82,749,000. The Department of Transportation recommends these projects be approved. A fact sheet for each project is attached.

<u>Project Number</u>	<u>(\$ X 1,000)</u> <u>Amount</u>	<u>Phases(s)</u>	<u>Description</u>
9.2	\$225	1,2	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. (9.2, Segment 1 – Emeryville Station Improvements) <i>Lead Agency: Capital Corridor Joint Powers Authority</i> <i>Implementing Agency: Same</i>
27.1	\$150	1	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. (27.1, Segment 1 – Vasco Road Improvements) <i>Lead Agency: Alameda County Congestion Management Authority</i> <i>Implementing Agency: Alameda County Public Works Dept.</i>
28	\$680	2	Construct parking structure at transit village at Richmond BART Station in Contra Costa County. <i>Lead Agency: City of Richmond Redevelopment Agency</i> <i>Implementing Agency: Same</i>
35	\$28,000	1,2	Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
47	\$620	1	Route 101; California Street off-ramp in Ventura County. <i>Lead Agency: City of San Buenaventura</i> <i>Implementing Agency: Caltrans</i>
70	\$29,700	2,3,4	Rte 22; add HOV lanes from Route I-405 to Route 55 in Orange County. <i>Lead Agency: Orange County Transportation Authority</i> <i>Implementing Agency: Caltrans</i>

<u>Project Number</u>	<u>(\$ X 1,000) Amount</u>	<u>Phases(s)</u>	<u>Description</u>
77	\$4,000	1	Rte 94: complete environmental studies to add capacity to Rte 94 corridor, downtown San Diego to Rte 125 in Lemon Grove. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
89	\$1,600	1, 2	Rte 99; Improve Shaw Ave I/C in northern Fresno in Fresno County. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
95	\$2,674	1,2,3	Rte 41; add aux lanes/operational improvements and improve ramps at Friant Road I/C in Fresno. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
101	\$3,000	4	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses. <i>Lead Agency: Santa Cruz Metropolitan Transit District</i> <i>Implementing Agency: Same</i>
133	\$150	Study	Feasibility studies for grade separation projects for UPRR at Elk Grove Blvd and Bond Rd. <i>Lead Agency: City of Elk Grove</i> <i>Implementing Agency: County of Sacramento</i> <i>Advance Requested: \$50</i>
138	\$4,000	1,2,4	Cross Valley Rail; upgrade track from Visalia to Huron. <i>Lead Agency: Cross Valley Rail Corridor Joint Powers Authority</i> <i>Implementing Agency: Same</i> <i>Advance Requested: \$100</i>
149	\$3,750	4	Purchase of low-emission buses for express service on Route 17. <i>Lead Agency: Santa Cruz Metropolitan Transit District</i> <i>Implementing Agency: Same</i>
154	\$100	Study	Rte 134 / I-5 Interchange Study. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
157	\$4,100	1	Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>

TCR Program - Application Approval Request for Project # 9.2

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Regional Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties.

(\$ x 1,000)

Estimated Project Cost: \$33,298 TCRP Funds covered by the application: **\$225**
 Total TCRP Funds Available: \$25,000 Phase(s) covered in application: 1,2
 Lead Agency: Capitol Corridor Joint Powers Authority Implementing Agency: Same

TCRP Funds Allocation requested concurrently with application: **\$225** for Phase(s): 1,2

Advance requested: **\$0**

Project Summary

The overall Capitol Corridor Project is designed to improve the intercity rail line between Oakland and San Jose, and the stations at Emeryville and Jack London Square in Oakland. The improvements will result in greater operational reliability, increased passenger rail capacity and reduced trip times along the corridor. Ultimately, these improvements are expected to increase ridership on the Amtrak Capitol Corridor. The overall project consists of three segments:

- 1) Oakland to San Jose intercity track improvements (\$9.6 million of TCRP funds, total cost of \$17.898 million),
- 2) Emeryville Station track and platform improvement (100% TCRP funded at \$5.4 million), and
- 3) Jack London Square Station track and platform improvements (100% TCRP funded at \$10.0 million).

The total cost for all three segments is \$33,298,000, with \$25,000,000 of TCRP funding.

This application covers the Phase 1, Environmental, and Phase 2, Design and Engineering, of Segment 2, the Emeryville Station track and platform improvement. This improvement will permit parallel passenger moves into and out of the Emeryville Station, providing added capacity and improved operational benefits for freight and passenger trains to bypass passenger trains in the station.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Emeryville Station - Preliminary engineering, environmental review, and permits.	3/1/01	9/1/01	\$25
2	Emeryville Station - Preparation of project plans and specifications.	3/1/01	9/1/01	\$200
3	Emeryville Station - NA			
4	Emeryville Station - Construction	10/1/01	6/1/02	\$5,400
Total:				\$5,400

Funding Plan (\$ x 1,000)

Source	Type	Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP - Emeryville	State	Committed	\$25	\$200		\$225
		Proposed			\$5,175	\$5,175
	Totals :	Committed	\$25	\$200		\$225
		Proposed			\$5,175	\$5,175
		Total :	\$25	\$200	\$5,175	\$5,400

Discussion/Issues

No issues. Recommend approval.

This application is the second of the three segments to be funded from this TCRP project. The Harder Road Undercrossing Project, one of a number of the intercity track improvements to be made between Oakland and San Jose, was previously approved for \$600,000 for construction. Construction activities are currently underway using TCRP and other funds. Union Pacific is currently performing a capacity analysis that will identify additional needs. The Jack London Square Station improvements will be submitted for approval at the May or June 2001 meeting.

TCR Program - Application Approval Request for Project # 27.1

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Alameda/Contra Costa Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties.

(\$ x 1,000)

Estimated Project Cost: \$25,211 **TCRP Funds covered by the application: \$150**
 Total TCRP Funds Available: \$11,000 Phase(s) covered in application: 1
 Lead Agency: Alameda County Implementing Agency: Alameda County Public Works Agency
 Congestion Management Agency (ACCMA)

TCRP Funds Allocation requested concurrently with application: \$150 for Phase(s): 1

Advance requested: \$0

Project Summary

The overall Vasco Road Safety and Transit Enhancement project consists of three separate segments to provide improved access to the Altamont Commuter Express (ACE) rail service. Each segment will be covered under separate project applications. The three segments consist of:

- 1) straighten Vasco Road (\$6.5 million of TCRP funding, total cost of \$13.50 million),
 - 2) improvements to the Vasco Road commuter parking facility for the ACE station (\$3.0 million of TCRP funding, total cost estimated between \$3.0 to \$4.76 million), and
 - 3) Parking Structure for Valley Center Project (\$1.5 million of TCRP funding, total cost of \$6.95 million).
- The total estimated cost for the three segments is \$25,211,000, with \$11,000,000 of TCRP funding.

This application covers Phase 1, environmental studies and preliminary engineering for Segment 1. This segment is to improve the alignment of and provide passing lanes on Vasco Road between the City of Livermore in Alameda and the Contra Costa County line. This will allow transit bus service from east Contra Costa County (Cities of Antioch, Brentwood, Clayton, and Discovery Bay) to the ACE stations near Livermore. Planned work is to reconstruct Vasco Road on an improved alignment and grade, widen shoulders, and add passing lanes to improve traffic operations and safety. The total cost for this first of three segments is \$13.5 million.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Vasco Road - Survey, environmental, geotech, preliminary engineering, & permits	9/1/00	6/27/03	\$487
2	Prepare PS&E	3/1/01	8/28/03	\$500
3	Right of Way Acquisition	6/28/02	8/27/03	\$1,170
4	Construction	4/1/04	12/31/05	\$11,343
Total:				\$13,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150				\$150
		Proposed				\$6,350	\$6,350
STIP - Alameda	State	Committed					
		Proposed				\$1,900	\$1,900
ACPWA	Local	Committed					
		Proposed				\$600	\$600
STIP / Developer	Contra Costa / Private	Committed					
		Proposed			\$1,170	\$2,330	\$3,500
ACPWA	Local Gas Tax	Committed	\$337	\$500		\$163	\$1,000
		Proposed					
Totals :		Committed	\$487	\$500		\$163	\$1,150
		Proposed			\$1,170	\$11,180	\$12,350
Total :			\$487	\$500	\$1,170	\$11,343	\$13,500

TCR Program - Application Approval Request for Project # 27.1

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Discussion/Issues

No issues. Recommend approval.

The other projects to be funded from this TCRP project consist of improvements to a commuter parking facility at Vasco Road Altamont Commuter Express (ACE) station, and the parking structure for the Valley Center Project in downtown Livermore.

TCR Program - Application Approval Request for Project # 28

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Contra Costa Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.

(\$ x 1,000)

Estimated Project Cost: \$6,800 TCRP Funds covered by the application: **\$680**
 Total TCRP Funds Available: \$5,000 Phase(s) covered in application: 2
 Lead Agency: City of Richmond Implementing Agency: Same

TCRP Funds Allocation requested concurrently with application: **\$680** for Phase(s): 2

Advance requested: **\$0**

Project Summary

The project is to construct a 680-space Bay Area Rapid Transit (BART) parking garage at the Richmond BART Station. The new garage will allow for the development of a mix-use transit village where the current BART surface parking lot is located. The new parking garage is to be built on BART land and will be owned and maintained by BART. All of the parking spaces within the parking garage will be used exclusively for transit users (BART and Capitol Corridor), with the exception of 45 spaces to be used by the patrons of the retail stores. The current surface parking lot has 406 spaces.

The overall transit village is a mixed use pedestrian-oriented development comprised of a variety of elements, including: 231 for-sale townhouse units; approximately 20,000 sq. ft. of retail space; a 30,000 sq. ft. cultural arts facility; an AC Transit bus transfer station; a 3,400 sq. ft. transit station building; pedestrian plazas; center boarding platform for Amtrak patrons; and a parking structure.

The transit village project, including the parking garage, has a mitigated Negative Declaration (ND) under CEQA.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Previously Completed			
2	Complete final garage design and prepare final specifications and 100% drawing.	3/1/01	12/1/01	\$680
3	No R/W Acquisition			
4	Bid and Construct 680 space parking garage	4/1/02	4/1/03	\$6,120
Total:				\$6,800

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$680			\$680
		Proposed				\$4,320	\$4,320
108	Fed.-HUD	Committed				\$800	\$800
		Proposed					
ED1	Fed.-HUD	Committed				\$1,000	\$1,000
		Proposed					
Totals :		Committed		\$680		\$1,800	\$2,480
		Proposed		\$4,320			\$4,320
		Total :		\$680		\$6,120	\$6,800

Discussion/Issues

No issues. Recommend approval.

- Recommended Resolution Language: Prior to submittal of the application for any capital phase of the project, the City must coordinate with BART and the Capitol Corridor JPA to develop a parking management plan that, among other requirements, provides for procedures to ensure that 635 single, non-tandem designated parking spaces are for the exclusive use of BART and Capital Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking.

TCR Program - Application Approval Request for Project # 35

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Los Angeles Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County.

(\$ x 1,000)

Estimated Project Cost: \$167,000 *TCRP Funds covered by the application:* **\$28,000**
Total TCRP Funds Available: \$100,000 *Phase(s) covered in application:* 1,2
Lead Agency: Caltrans *Implementing Agency:* Caltrans

TCRP Funds Allocation requested concurrently with application: **\$28,000** for Phase(s): 1,2

Advance requested: **\$0**

Project Summary

This project purpose is to improve passenger train operations by eliminating trains reversing directions when exiting the "cul de sac" on which the station is located. The current tracks have a stub end next to Route 101 freeway. Constructing run-through tracks will reduce delays caused by trains entering and exiting at a single point. The improvements will save an average of 10 minutes per train for the 25 Amtrak and 120 Metrolink trains that currently use the station. The project will construct mainline tracks and a railroad bridge over Route 101 from the Union Station to the mainline track along the Los Angeles River. This application covers the cost to perform environmental work, engineering and partial funding for the preparation of plans, specifications and estimates (PS&E).

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Preliminary engineering through 35% design, environmental documentation and permits.	6/1/01	12/1/03	\$12,000
2	Plans, specifications, and estimates. Final Design	1/1/04	6/1/05	\$16,000
3	Acquire necessary land parcels and easements for track structure.	6/1/04	6/1/05	\$15,000
4	Construct bridge, track structures, and passenger platforms.	7/1/05	7/1/07	\$124,000
<i>Total:</i>				\$167,000

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	\$12,000	\$16,000			\$28,000
		Proposed			\$10,000	\$62,000	\$72,000
Amtrak	Fed. Bonds	Committed					
		Proposed			\$5,000	\$62,000	\$67,000
<i>Totals :</i>		Committed	\$12,000	\$16,000			\$28,000
		Proposed			\$15,000	\$124,000	\$139,000
		<i>Total :</i>	\$12,000	\$16,000	\$15,000	\$124,000	\$167,000

Discussion/Issues

No issues. Recommend approval.

The cost and schedule estimates are planning estimates at this time. Future applications will be submitted as work progresses for right-of-way and construction phases.

TCR Program - Application Approval Request for Project # 47

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Ventura **Route 101; California Street off-ramp in Ventura County.**

(\$ x 1,000)

Estimated Project Cost: \$15,000 **TCRP Funds covered by the application: \$620**
 Total TCRP Funds Available: \$15,000 Phase(s) covered in application: 1
 Lead Agency: City of San Buenaventura Implementing Agency: Caltrans

TCRP Funds Allocation requested concurrently with application: \$620 for Phase(s): 1
Advance requested: \$0

Project Summary

The project purpose is to improve traffic flow and sight distance and to increase ramp storage to prevent traffic from backing up onto the 101 freeway. The improvements will be accomplished by relocating the ramp terminus. The application covers Phase 1 work to identify and study alternatives, prepare environmental documents, and select preferred alternative.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Identify & study alternatives. Prepare environmental documents & select preferred alternative.	3/1/01	10/1/02	\$620
2	Prepare plans, specifications & estimates for preferred alternative	11/1/02	2/1/04	\$880
3	Acquire right of way	12/1/02	8/1/04	\$2,500
4	Construction	8/1/04	8/1/06	\$11,000
Total:				\$15,000

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	\$620				\$620
		Proposed		\$880	\$2,500	\$11,000	\$14,380
Totals :		Committed	\$620				\$620
		Proposed		\$880	\$2,500	\$11,000	\$14,380
Total :			\$620	\$880	\$2,500	\$11,000	\$15,000

Discussion/Issues

No issues. Recommend approval. Subsequent applications will be submitted upon completion of the environmental and preliminary engineering phase.

TCR Program - Application Approval Request for Project # 70

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Orange Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County.

(\$ x 1,000)

Estimated Project Cost: \$353,500 *TCRP Funds covered by the application:* **\$29,700**
Total TCRP Funds Available: \$206,500 *Phase(s) covered in application:* 1,3,4
Lead Agency: Orange County Transportation Authority / Caltrans *Implementing Agency:* Caltrans

TCRP Funds Allocation requested concurrently with application: **\$29,700** for Phase(s): 1,3,4
Advance requested: **\$0**

Project Summary

The overall project consists of adding High Occupancy Vehicle (HOV) lanes in each direction of Route 22, adding auxiliary lanes where needed, and related structural and soundwall construction and improvements. This application is intended to secure funding to begin Phase1 (design engineering) of the widening to accommodate the HOV and auxiliary lanes and for funding for Right of Way and Construction activities for soundwalls at various locations along the corridor. The TCRP funds will be combined with funding from the Community Noise Attenuation Program (Retrofit Soundwall Program) to construct seven soundwalls in the City of Garden Grove and the City of Westminster. Four of the soundwalls are also included on and receive funding from the retrofit soundwall program established as part of the transportation Blueprint Legislation of 1989. This project will construct the soundwalls at the final location and to the ultimate lengths and heights to conform with the Community Noise Attenuation Program requirements and for noise mitigation for the HOV widening project. The three remaining soundwalls are for noise mitigation from the HOV widening project and will be constructed with TCRP funds only. Noise studies and preliminary engineering have been completed sufficiently to determine the ultimate soundwall requirements. The Department and FHWA have determined the soundwall construction project to be Categorically Exempt.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Soundwalls - Preliminary engineering, complete environmental documents; Categorically Exempt	8/1/00	1/1/01	\$100
1	HOV - Prepare MIS, Project Report, and EIR/EIS	1/1/98	2/1/02	\$1,900
2	Soundwalls - Prepare PS&E	8/1/00	6/1/01	\$3,300
2	HOV - Prepare PS&E	7/1/01	7/1/05	\$25,900
3	Soundwalls - Temporary construction easements and utilities	8/1/01	6/1/01	\$1,000
3	HOV - Perform R/W appraisal and acquire R/W	12/1/02	6/1/05	\$25,800
4	Soundwalls - Construction capital and support	7/1/01	3/1/03	\$39,900
4	HOV - Construction Capital and Support	2/1/06	2/1/09	\$245,600
Total:				\$353,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
Soundwall Program		Committed	\$100	\$3,300	\$800	\$17,800	\$22,000
		Proposed					
TCRP - Soundwalls	State	Committed			\$200	\$22,100	\$22,300
		Proposed					
TRCP - HOV	State	Committed	\$1,900	\$7,400			\$9,300
		Proposed		\$18,500	\$35,800	\$120,600	\$174,900
HOV - City of Orange	Local	Committed				\$3,500	\$3,500
		Proposed					
HOV - ITIP / RTIP /	State / Fed. / Local	Committed					
		Proposed				\$121,500	\$121,500
Totals :		Committed	\$2,000	\$10,700	\$1,000	\$43,400	\$57,100
		Proposed		\$18,500	\$35,800	\$242,100	\$296,400

TCR Program - Application Approval Request for Project # 70

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Total :	\$2,000	\$29,200	\$36,800	\$285,500	\$353,500
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Discussion/Issues

Minor schedule change, additional funding request. Recommend approval.

This project was approved for \$1.9 million of TCRP funding at the December CTC meeting for Phase 1 (environmental studies and preliminary engineering) with an anticipated completion date of October 1, 2001. The environmental studies and preliminary work is continuing, however, the applicant is reporting a minor change in the completion of the Phase 1 work to February 1, 2002, due to the need for additional work to complete the preliminary engineering and estimates to be contained in the project report. The application is requesting the approval of \$7.4 million to begin Phase 2 work on the original schedule concurrent with the completion of the Phase 1 work. Future applications will be submitted for the remaining work to widen Rt. 22 for HOV.

The Department and OCTA plan to immediately construct the Community Noise Attenuation Program soundwalls in response to local community needs and commitments. Partial TCRP funding allows for construction of the retrofit soundwalls at their ultimate location needed for widening. Construction of the additional soundwalls for noise mitigation from the HOV widening is efficient and cost effective at this time.

TCR Program - Application Approval Request for Project # 77

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San Diego **Route 94; complete environmental studies to add capacity to Route 94 corridor, downtown San Diego to Route 125 in Lemon Grove in San Diego County.**

(\$ x 1,000)

Estimated Project Cost: \$450,000 **TCRP Funds covered by the application: \$4,000**
 Total TCRP Funds Available: \$20,000 Phase(s) covered in application: 1
 Lead Agency: Caltrans Implementing Agency: Same

TCRP Funds Allocation requested concurrently with application: \$4,000 for Phase(s): 1

Advance requested: \$0

Project Summary

The overall project is to increase the capacity and operational efficiency of SR 94 from downtown San Diego to SR 125 in Spring Valley. This application covers a portion of Phase 1, Environmental Studies, Preliminary Engineering, and Permits of the project. This initial phase is intended to study and evaluate alternatives for capacity enhancement features, such as contra flow lanes, HOV lanes, and auxiliary lanes, or near term operational improvements within the SR 94 corridor. A subsequent application to complete environmental studies and identify improvements to be funded from TCRP will be submitted once the initial alternatives analysis studies have been completed.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Alternatives analysis study (\$4 Million). Perform full environmental review (\$6 Million - EIR/EIS)	7/1/01	8/1/04	\$10,000
2	Develop plans, specifications, and estimates.	8/1/04	2/1/07	\$46,000
3	Acquisition of right of way.	1/1/05	8/1/07	\$24,000
4	Project Construction	8/1/07	1/1/12	\$370,000
Total:				\$450,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$4,000				\$4,000
		Proposed	\$6,000	\$6,000	\$4,000		\$16,000
CMAQ	SANDAG	Committed					
		Proposed		\$10,000		\$20,000	\$30,000
STIP / IIP / RIP	State	Committed					
		Proposed		\$30,000	\$20,000	\$350,000	\$400,000
Totals :		Committed	\$4,000				\$4,000
		Proposed	\$6,000	\$46,000	\$24,000	\$370,000	\$446,000
Total :			\$10,000	\$46,000	\$24,000	\$370,000	\$450,000

Discussion/Issues

No issues. Recommend approval.

The San Diego Association of Governments (SANDAG) is currently developing a county-wide study of HOV lanes and once completed will be in a position to support the project with various funding sources. The costs and schedules shown with this application are conceptual estimates for construction of the entire corridor. The alternatives analysis studies covered by this application will also explore opportunities for early delivery of near term operational improvements.

TCR Program - Application Approval Request for Project # 89

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Fresno Route 99; improve Shaw Avenue Interchange in northern Fresno in Fresno County.

(\$ x 1,000)

Estimated Project Cost: \$50,655 TCRP Funds covered by the application: **\$1,600**
 Total TCRP Funds Available: \$5,000 Phase(s) covered in application: 1
 Lead Agency: Caltrans Implementing Agency: Same

TCRP Funds Allocation requested concurrently with application: **\$1,600** for Phase(s): 1

Advance requested: **\$0**

Project Summary

The overall project is to improve Shaw Avenue Interchange to address safety and capacity issues relating to traffic operations. Improvements may include interchange reconstruction with ramp relocation and widening. This application includes funding for Phase 1 (environmental studies, preliminary engineering and project report.). The project has local support, it is anticipated that additional funding sources can be identified while the Phase 1 work is being performed.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Perform Environmental studies and preliminary engineering studies.	7/1/00	10/1/04	\$1,600
2	Prepare final PS&E package.	8/1/04	10/1/07	\$2,000
3	Perform right of way acquisition.	8/1/04	10/1/07	\$17,655
4	Construct project.	3/1/07	1/1/10	\$29,400
Total:				\$50,655

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$1,600				\$1,600
		Proposed		\$2,000	\$1,400		\$3,400
STIP - RIP	State - Capital	Committed					
		Proposed			\$16,100	\$26,700	\$42,800
STIP - RIP	State - Support	Committed					
		Proposed			\$155	\$2,700	\$2,855
Totals :		Committed	\$1,600				\$1,600
		Proposed		\$2,000	\$17,655	\$29,400	\$49,055
Total :			\$1,600	\$2,000	\$17,655	\$29,400	\$50,655

Discussion/Issues

No issues. Recommend approval.
 Subsequent applications will be made upon completion of the environmental and preliminary engineering phase.

TCR Program - Application Approval Request for Project # 95

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Fresno **Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County.**

(\$ x 1,000)

Estimated Project Cost: \$19,074 *TCRP Funds covered by the application:* **\$2,674**
Total TCRP Funds Available: \$10,000 *Phase(s) covered in application:* 1,2,3
Lead Agency: Caltrans *Implementing Agency:* Same

TCRP Funds Allocation requested concurrently with application: **\$2,674** *for Phase(s):* 1,2,3

Advance requested: **\$0**

Project Summary

The project is to add an auxiliary lane and other operational improvements along Route 41 between Herndon Avenue and Friant Road, and to improve ramps at the Friant Road Interchange. The existing Friant Road off-ramp will be widened to accommodate the auxiliary lanes and to add left and right turning lanes onto Friant. This specific application will provide funds to complete Phase 1, Preliminary Engineering; Phase 2, Design and Engineering; and Phase 3, Right of Way acquisition. The project has been determined to be Categorically Exempt. The project is a high priority in the 10 year SHOPP plan as an operational improvement project.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Perform Environmental studies and preliminary engineering studies.	7/1/00	7/1/02	\$517
2	Prepare final PS&E package.	5/1/01	7/1/04	\$1,496
3	Perform right of way engineering acquisition.	7/1/00	7/1/04	\$661
4	Construct project.	7/1/04	7/1/07	\$16,400
<i>Total:</i>				\$19,074

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	\$517	\$1,496	\$661		\$2,674
		Proposed				\$7,326	\$7,326
SHOPP	State	Committed					
		Proposed				\$9,074	\$9,074
<i>Totals :</i>		Committed	\$517	\$1,496	\$661		\$2,674
		Proposed				\$16,400	\$16,400
		<i>Total :</i>	\$517	\$1,496	\$661	\$16,400	\$19,074

Discussion/Issues

No issues. Recommend approval.

TCR Program - Application Approval Request for Project # 101

March 28-29, 2001
Agenda Item 2.1c(1)

Santa Cruz Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses.

(\$ x 1,000)

Estimated Project Cost: \$3,000 TCRP Funds covered by the application: **\$3,000**
 Total TCRP Funds Available: \$3,000 Phase(s) covered in application: All
 Lead Agency: Santa Cruz Implementing Agency: Same
 Metropolitan
 Transit District

TCRP Funds Allocation requested concurrently with application: **\$3,000** for Phase(s): All

Advance requested: **\$0**

Project Summary

The project is to purchase between eight and 11, 40-foot clean-diesel convertible transit buses that will replace buses that have exceeded their useful life. The buses will be traditional urban buses configured in a conventional manner with approximately 40 to 45 seats. The acquisition of the convertible buses at this time will allow SCMTD to immediately replace their aging fleet-many of the buses are between 12 and 20 years old and have well over 500,000 miles. As part of the SCMTD agreement with the California Air Resources Board (CARB) to pursue the convertible diesel alternative fuel path, the clean-diesel buses will be "converted" to Compressed Natural Gas (CNG)-fueled buses in 4 to 5 years when the first overhaul of the buses is needed (between 225,000 and 275,000 miles). The SCMTD anticipates building CNG vehicle maintenance and refueling facilities prior to the fleet conversion in order to accomplish the conversions. The maintenance and refueling facilities will be constructed within 5 years using Air District funds as well as local funds.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
4	Purchase low-emission buses	6/1/01	6/1/03	\$3,000
Total:				\$3,000

Funding Plan (\$ x 1,000)

Source	Type	Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed			\$3,000	\$3,000
		Proposed				
	Totals :	Committed			\$3,000	\$3,000
		Proposed				
		Total :			\$3,000	\$3,000

Discussion/Issues

No issues. Recommend approval.

TCR Program - Application Approval Request for Project # 133

March 28-29, 2001
Agenda Item 2.1c(1)

Sacramento Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road.

(\$ x 1,000)

Estimated Project Cost: \$165 TCRP Funds covered by the application: **\$150**
 Total TCRP Funds Available: \$150 Phase(s) covered in application: Study
 Lead Agency: City of Elk Grove Implementing Agency: County of Sacramento

TCRP Funds Allocation requested concurrently with application: **\$150** for Phase(s): Study
 Advance requested: **\$50**

Project Summary

The project is to evaluate the feasibility of constructing grade separations at various major street crossings of the Union Pacific Railroad within the City of Elk Grove, including Elk Grove Boulevard, Bond Road, Grant Line Road, Sheldon Road and Elk Grove-Florin Road within the City of Elk Grove.

The proposed study will evaluate the at-grade crossings of the Union Pacific Railroad (UPRR) corridor within the City of Elk Grove, and assess the feasibility of and alternatives for the construction of grade-separated crossings at these locations. Based on public input and discussions at the Elk Grove Train Task Force and the City Council, it has been determined that the study should evaluate all five UPRR grade crossings within the City of Elk Grove, rather than only the two locations identified in the legislation.

The study proposes to define the following: interruption of vehicular traffic; volumes for vehicular and train traffic; accident history; alternatives to constructing a grade separation; geometric layouts for alternatives; pedestrian and bicycle safety and access issues; impacts to adjacent property; present and future rail considerations; cost estimates; funding opportunities for construction; recommended safety improvements for crossings to remain at-grade.

Should it be determined that additional funds will be required to complete the study of all five crossings, the City Council will consider the commitment of additional City funds to supplement the TCRP funds.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare feasibility study for railroad grade separation.	4/1/01	12/1/01	\$165
Total:				\$165

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150				\$150
		Proposed					
City road fund	Local	Committed	\$15				\$15
		Proposed					
Totals :		Committed	\$165				\$165
		Proposed					
		Total :	\$165				\$165

Discussion/Issues

Minor change; recommend approval.

- Recommend Resolution language: The County of Sacramento shall diligently pursue studies at Elk Grove Blvd. and Bond Road using TCRP funds. Studies at the three additional locations should only proceed after it has been determined that TCRP funds are sufficient to fully fund the original two locations or the City of Elk Grove has committed additional funds to fully fund the other study locations.

The applicant (City of Elk Grove) is a newly-incorporated city, cash flow reserves to initiate the study are limited and, therefore, an advance payment of \$50,000 is requested to assist in cash flow to hire consultants.

TCR Program - Application Approval Request for Project # 138

March 28-29, 2001
Agenda Item 2.1c(1)

Tulare Cross Valley Rail; upgrade track from Visalia to Huron.

(\$ x 1,000)

<i>Estimated Project Cost:</i>	\$15,000	<i>TCRP Funds covered by the application:</i>	\$4,000
<i>Total TCRP Funds Available:</i>	\$4,000	<i>Phase(s) covered in application:</i>	1,2,4
<i>Lead Agency:</i>	Cross Valley Rail Corridor Joint Powers Authority	<i>Implementing Agency:</i>	Same

TCRP Funds Allocation requested concurrently with application: **\$100** for Phase(s): 1,2

Advance requested: **\$0**

Project Summary

The project is to restore and replace approximately 47 miles of railroad track from Shirk Street in Visalia to the community of Huron, including rail, tie, and ballast replacement, as well as road crossing protection improvements. These improvements will allow rail service to be restored between Lemoore to Huron. By re-opening the rail service, it is expected that approximately 100 heavy trucks per day can ultimately be taken off the roadways. This application will cover Phase I - environmental, Phase II - preliminary engineering, and Phase IV - Construction.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare necessary environmental reviews (CEQA & NEPA) and studies of structures and related appurtenances.	3/1/01	9/1/01	\$70
2	Preparation of project plans and specifications and other appropriate related construction documents.	6/1/01	9/1/01	\$30
3	N/A			
4	Construct the project. It will be completed in three parts - Lemoore to Huron; Shirk Street to Goshen Junction; Goshen Junction to Lemoore.	9/1/01	3/1/04	\$14,900
<i>Total:</i>				\$15,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$70	\$30		\$3,900	\$4,000
		Proposed					
CMAQ - Fresno	Federal	Committed				\$1,200	\$1,200
		Proposed					
RTIP - Fresno	State STIP	Committed				\$156	\$156
		Proposed					
CMAQ - Kings	Federal	Committed				\$1,200	\$1,200
		Proposed					
Match - Lemoore	Local	Committed				\$138	\$138
		Proposed					
CMAQ - Tulare	Federal	Committed				\$1,000	\$1,000
		Proposed					
Match - Visalia	Local	Committed				\$115	\$115
		Proposed					
SJVUAPCD Remove	Air District	Committed				\$750	\$750
		Proposed					
San Joaquin RR	Private	Committed				\$2,204	\$2,204
		Proposed					
EDI Grant	Federal	Committed				\$3,000	\$3,000
		Proposed					
SCR 99	State	Committed				\$787	\$787
		Proposed					

TCR Program - Application Approval Request for Project # 138

March 28-29, 2001
 Agenda Item 2.1c(1)

Other Private	Private	Committed				
		Proposed			\$450	\$450
Totals :		Committed	\$70	\$30	\$12,757	\$12,857
		Proposed			\$2,143	\$2,143
		Total :	\$70	\$30	\$14,900	\$15,000

Discussion/Issues

No issues, recommend approval.

- Recommend resolution language: As a condition of allocation for right-of-way or construction capital funding, the Cross Valley Rail Corridor Joint Powers Authority shall provide to this Commission with information to demonstrate performance objectives with respect to air quality, safety and related public transportation benefits. In addition, the JPA shall also enter into agreements with the rail owner and operator to ensure that the public investment in the rail line upgrade is maintained and kept available for public use in perpetuity.

TCR Program - Application Approval Request for Project # 149

March 28-29, 2001
Agenda Item 2.1c(1)

Santa Cruz Purchase of low-emission buses for express service on Route 17.

(\$ x 1,000)

Estimated Project Cost: \$3,750 TCRP Funds covered by the application: **\$3,750**
 Total TCRP Funds Available: \$3,750 Phase(s) covered in application: All
 Lead Agency: Santa Cruz Implementing Agency: Same
 Metropolitan
 Transit District

TCRP Funds Allocation requested concurrently with application: **\$3,750** for Phase(s): All

Advance requested: \$0

Project Summary

The project is to purchase between ten and 13, 40-foot clean-diesel convertible replacement transit buses for the Highway 17 express service. These buses will be configured for intercity or commuter express service with up to 40 seats. The acquisition of the convertible buses at this time will allow SCMTD to immediately replace their aging fleet; many of the buses are between 12 and 20 years old and have well over 500,000 miles. As part of the SCMTD agreement with the California Air Resources Board (CARB) to pursue the convertible diesel alternative fuel path the clean-diesel buses will be "converted" to Compressed Natural Gas (CNG)-fueled buses in 4 to 5 years, when the first overhaul of the buses is needed (between 225,000 and 275,000 miles). The SCMTD anticipates building CNG vehicle maintenance and refueling facilities prior to the fleet conversion in order to accomplish the conversions. The maintenance and refueling facilities will be constructed using Air District funds as well as local funds.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
4	Purchase low-emission buses.	6/1/01	6/1/03	\$3,750
Total:				\$3,750

Funding Plan (\$ x 1,000)

Source	Type	Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed			\$3,750	\$3,750
		Proposed				
	Totals :	Committed			\$3,750	\$3,750
		Proposed				
	Total :				\$3,750	\$3,750

Discussion/Issues

No issues. Recommend approval.

TCR Program - Application Approval Request for Project # 154

March 28-29, 2001
Agenda Item 2.1c(1)

Los Angeles Route 134/I-5 interchange study.

(\$ x 1,000)

Estimated Project Cost: \$100 TCRP Funds covered by the application: \$100
 Total TCRP Funds Available: \$100 Phase(s) covered in application: Study
 Lead Agency: Caltrans Implementing Agency: Same

TCRP Funds Allocation requested concurrently with application: \$100 for Phase(s): Study

Advance requested: \$0

Project Summary

This project will study proposed improvements to relieve existing traffic congestion at the interchange of Route 134/I-5 Interchange caused by traffic back-up on Route 134 at the Riverside Drive Interchange off-ramp. Congestion in the location is exacerbated by the traffic movements on local streets in the City's of Burbank and Glendale and the Griffith Park area. The study will focus on ways to alleviate back-up on Route 134 and local streets. Specific studies will look at various components including traffic data collection, alternative development, cost estimates and alternative evaluation and selection of a suitable alternative. At completion of the study, alternatives to proceed will be evaluated for future funding.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Define Study Area, develop scope of work, prepare agreement with Caltrans, prepare and execute RFP, develop alternatives, evaluate, select, and prepare final report.	5/1/01	6/1/02	\$100
Total:				\$100

Funding Plan (\$ x 1,000)

Source	Type	Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$100			\$100
		Proposed				
	Totals :	Committed			\$100	\$100
		Proposed				
		Total :			\$100	\$100

Discussion/Issues

No issues. Recommend approval.

TCR Program - Application Approval Request for Project # 157

March 28-29, 2001
Agenda Item 2.1c(1)

Napa **Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.**

(\$ x 1,000)

Estimated Project Cost: \$103,200 **TCRP Funds covered by the application: \$4,100**
 Total TCRP Funds Available: \$7,000 Phase(s) covered in application: 1
 Lead Agency: Caltrans Implementing Agency: Same

TCRP Funds Allocation requested concurrently with application: \$4,100 for Phase(s): 1

Advance requested: \$0

Project Summary

This project will widen Route 12 from a 2-lane highway to a 4-lane expressway. Traffic congestion and delay to the motoring public along this interregional route have increased in recent years as demographics and industrial centers have developed and shifted. Commercial growth in Napa and Sonoma Counties, coupled with population growth in Solano County, has resulted in increased commuting on Route 12. The proposed project will provide additional capacity on Route 12 and reduce congestion. This application is for Phase I, Environmental studies and preliminary engineering. As the studies progress, right of way protection and risk design will be considered to prevent cost increase to right of way capital due escalation costs. Possible near term operational improvements will also be considered.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare project report and environmental document.	3/1/01	6/1/05	\$4,100
2	Design project and obtain permits.	6/1/05	7/1/08	\$6,800
3	Prepare R/W maps, appraisals, and purchase right of way.	12/1/05	9/1/08	\$7,400
4	Construct project and perform construction engineering.	5/1/09	1/1/12	\$84,900
Total:				\$103,200

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$4,100				\$4,100
		Proposed		\$2,900			\$2,900
STIP - ITIP / RTIP	Federal	Committed					
		Proposed		\$3,900	\$7,400	\$84,900	\$96,200
Totals :		Committed	\$4,100				
		Proposed		\$6,800	\$7,400	\$84,900	\$99,100
		Total :	\$4,100	\$6,800	\$7,400	\$84,900	\$103,200

Discussion/Issues

No issues. Recommend approval.

Subsequent applications will be submitted upon completion of the environmental and preliminary engineering phase, or earlier, for future design work and/or funding for near term improvements.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Applications

RESOLUTION TA-01-06

- 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, with assistance from the Department, is required by statute to review and approve applications for TCRP projects that meet the requirements in statute and guidelines; and
- 1.5 WHEREAS the Commission, with assistance from the Department, has reviewed submitted TCRP project applications, and subsequent clarifications and revisions, and determined they comply with the statute and guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following 15 TCRP project applications for \$82,749,000 as submitted, with subsequent clarifications and revisions:

<i>Project Number</i>	<i>(\$ X 1,000)</i>	<i>Amount</i>	<i>Phases(s)</i>	<i>Description</i>
9.2	\$225	1,2	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. (9.2, Segment 1 – Emeryville Station Improvements) <i>Lead Agency: Capital Corridor Joint Powers Authority</i> <i>Implementing Agency: Same</i>	
27.1	\$150	1	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. (27.1, Segment 1 – Vasco Road Improvements) <i>Lead Agency: Alameda County Congestion Management Authority</i> <i>Implementing Agency: Alameda County Public Works Dept.</i>	

<u>Project Number</u>	<u>(\$ X 1,000)</u> <u>Amount</u>	<u>Phases(s)</u>	<u>Description</u>
28	\$680	2	Construct parking structure at transit village at Richmond BART Station in Contra Costa County. <i>Lead Agency: City of Richmond Redevelopment Agency</i> <i>Implementing Agency: Same</i>
35	\$28,000	1,2	Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
47	\$620	1	Route 101; California Street off-ramp in Ventura County. <i>Lead Agency: City of San Buenaventura</i> <i>Implementing Agency: Caltrans</i>
70	\$29,700	2,3,4	Rte 22; add HOV lanes from Route I-405 to Route 55 in Orange County. <i>Lead Agency: Orange County Transportation Authority</i> <i>Implementing Agency: Caltrans</i>
77	\$4,000	1	Rte 94; complete environmental studies to add capacity to Rte 94 corridor, downtown San Diego to Rte 125 in Lemon Grove. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
89	\$1,600	1,2	Rte 99; Improve Shaw Ave I/C in northern Fresno in Fresno County. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
95	\$2,674	1,2,3	Rte 41; add aux lanes/operational improvements and improve ramps at Friant Road I/C in Fresno. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
101	\$3,000	4	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses. <i>Lead Agency: Santa Cruz Metropolitan Transit District</i> <i>Implementing Agency: Same</i>
133	\$150	Study	Feasibility studies for grade separation projects for UPRR at Elk Grove Blvd and Bond Rd. <i>Lead Agency: City of Elk Grove</i> <i>Implementing Agency: County of Sacramento</i> <i>Advance Requested: \$50</i>
138	\$4,000	1,2,4	Cross Valley Rail; upgrade track from Visalia to Huron. <i>Lead Agency: Cross Valley Rail Corridor Joint Powers Authority</i> <i>Implementing Agency: Same</i> <i>Advance Requested: \$100</i>

<u>Project Number</u>	<u>(\$ X 1,000)</u> <u>Amount</u>	<u>Phases(s)</u>	<u>Description</u>
149	\$3,750	4	Purchase of low-emission buses for express service on Route 17. <i>Lead Agency: Santa Cruz Metropolitan Transit District</i> <i>Implementing Agency: Same</i>
154	\$100	Study	Rte 134 / I-5 Interchange Study. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>
157	\$4,100	1	Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon. <i>Lead Agency: Caltrans</i> <i>Implementing Agency: Same</i>

- 2.2 BE IT FURTHER RESOLVED that prior to the submittal of an application for any capital phase for Project #28 – Parking Structure at Transit Village at Richmond BART Station, the City of Richmond must coordinate with Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) to develop a parking management plan that, among other requirements, provides for procedures to ensure that 635 single, non-tandem designated parking spaces are for the exclusive use of BART and Capitol Corridor riders, and ensure the commuter parking spaces are maintained and operated separate from retail parking; and
- 2.3 BE IT FURTHER RESOLVED that for Project #133 – Feasibility Studies for Grade Separation Projects for UPRR at Elk Grove Boulevard and Bond Road, the County of Sacramento shall diligently pursue studies at Elk Grove Boulevard and Bond Road using TCRP funds, and the studies at the three additional locations should only proceed after it has been determined that TCRP funds are sufficient to fully fund the original two locations or the City of Elk Grove has committed additional funds to fully fund the other study locations; and
- 2.4 BE IT FURTHER RESOLVED that prior to an allocation of capital funds for Project #138 – Cross Valley Rail; Upgrade Track from Visalia to Huron, the Cross Valley Rail Corridor Joint Powers Authority (JPA) shall provide the Commission with information to demonstrate performance objectives with respect to air quality, safety and related public transportation benefits; and
- 2.5 BE IT FURTHER RESOLVED that the Cross Valley Rail Corridor JPA shall also enter into agreements with the rail owner and operator to ensure that the public investment in the rail line upgrade is maintained and kept available for public use in perpetuity; 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.