

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

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Resolution: TA-02-04

Prepared By:
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CTC Meeting: April 3-4, 2002

Reference No.: 2.1c.(1)

Original Signed By
ROBERT L. GARCIA
Chief Financial Officer
April 1, 2002

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION APPROVALS

RESOLUTION TA-02-04

At the April 3-4, 2002 California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following six Traffic Congestion Relief Program applications totaling \$979,070,000. The Department of Transportation recommends these projects, or phases of a project, be approved. A fact sheet for each project is attached.

- Project #1.2 - \$605,567,000 for Phases 1, 2, and 3, for BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties - *Warm Springs to downtown San Jose Extension*.
Applicant Agency: Santa Clara Valley Transportation Authority (VTA)
Implementing Agency: VTA
- Project #9.4 - \$19,500,000 for Phase 4, for 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 - *Oakland to San Jose Intercity Rail Track Improvements*.
Applicant Agency: Capitol Corridor Joint Powers Authority (CCJPA)
Implementing Agency: CCJPA
- Project #36 - \$216,500,000 for Phases 2, 3, and 4, for Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA
- Project #38.1 - \$132,700,000 for Phases 2, 3, and 4, for Los Angeles-San Fernando Valley Transit Extension; build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA

- Project #51 - \$4,200,000 for Phase 3, for Route 101/405; add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks in Los Angeles County.
Applicant Agency: California Department of Transportation (Department)
Implementing Agency: Department
- Project #88 - \$600,000 for Phase 1, for Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.
Applicant Agency: California Department of Transportation (Department)
Implementing Agency: Department

TCR Program – Application Approval Request Project #1.2

Santa Clara / Alameda BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$3,708,727	<i>TCRP Funds covered by the application:</i>	\$605,567
<i>Total TCRP Funds Available:</i>	\$725,000	<i>Phases(s) covered in application:</i>	1,2,3
<i>Lead Agency:</i>	Santa Clara Valley Transportation Authority (SCVTA)	<i>Implementing Agency:</i>	SCVTA

<i>TCRP Allocations requested concurrently with application:</i>	\$37,000	<i>for Phase(s):</i>	1
<i>Advanced approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary

The overall project will involve extending BART from the existing Fremont Station in Alameda County to downtown San Jose in Santa Clara County. For implementation purposes, this project will be split into two sub-projects.

- Sub-Project #1.1 – BART Extension from Fremont to Warm Springs (Total = \$695,484,000, including \$111,433,000 in TCRP).
- Sub-Project #1.2 – BART Extension from Warm Springs to downtown San Jose (Total = \$3,708,727,000, including \$613,567,000 in TCRP).

Sub-Project #1.2 involves extending BART 17 miles from Warm Springs in Alameda County to downtown San Jose in Santa Clara County. This element of the overall project includes the acquisition of approximately 17.3 miles of existing UPRR freight tracks, eight new stations, four to five new park and ride lots, a new BART maintenance and storage facility at the UPRR Newhall Site in San Jose/Santa Clara, and acquisition of rail cars. The alignment will be at-grade or above ground, with tunneling through downtown San Jose locations.

Summary of Action: This application will program funds for the second part of Phase 1 - Environmental Studies and Permits, Phase 2 – Preliminary and Final Engineering, and Phase 3 – Right of Way.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Major Investment Study	3/1/01	11/1/01	\$8,000
1	Complete alternate selection and CEQA/NEPA environ. work on selected project from Warm Springs to San Jose.	11/1/01	4/1/04	\$37,000
2	Preliminary and Final Engineering on preferred alternative.	5/1/03	5/1/05	\$708,030
3	Right of Way Acquisition	8/1/00	6/1/08	\$540,337
4	Rollingstock Acquisition	5/1/03	12/1/10	\$402,512
4	Construction	6/1/05	6/1/12	\$2,012,848
Total:				\$3,708,727

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$45,000	\$214,050	\$354,517		\$613,567
		Proposed					
Measure A	Measure	Committed		\$493,980	\$150,820	\$1,581,360	\$2,226,160
		Proposed			\$35,000		\$35,000
Section 5309	Federal	Committed					
		Proposed				\$834,000	\$834,000
Totals:		Committed	\$45,000	\$708,030	\$505,337	\$1,581,360	\$2,839,727
		Proposed			\$35,000	\$834,000	\$869,000
Totals:			\$45,000	\$708,030	\$540,337	\$2,415,360	\$3,708,727

Prior TCRP Action: Original application for the MIS for the Warm Springs to San Jose portion was approved on February 21, 2001, under Resolution TA-01-03.

Status of Conditions: No conditions were set under Resolution TA-01-03.

Discussion/Issues: No issues. Recommend Approval with the following condition:
Recommended Resolution Language: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

TCR Program – Application Approval Request Project # 9.4

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)

<i>Estimated Project Cost:</i>	\$65,998	<i>TCRP Funds covered by the application:</i>	\$19,500
<i>Total TCRP Funds Available:</i>	\$25,000	<i>Phases(s) covered in application:</i>	4
<i>Lead Agency:</i>	Capitol Corridor Joint Powers Authority	<i>Implementing Agency:</i>	Capitol Corridor Joint Powers Authority

<i>TCRP Allocations approved (as of March 1, 2002):</i>	\$19,500	<i>for Phase(s):</i>	4
<i>Advanced approved:</i>	\$0	<i>for Phase(s):</i>	N/A

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 four Sub-Projects:

- Sub-Project #9.1 - Oakland to San Jose improvements – Harder Road Undercrossing (Total cost: \$8.898 million, including \$0.6 million of TCRP funds),
- Sub-Project #9.2 - Emeryville Station track and platform improvement (Total cost: \$4.9 million, including \$3.150 million of TCRP funds),
- Sub-Project #9.3 - Jack London Square Station track and platform improvements (Total estimated cost: \$10.0 million, including \$1.750 million of TCRP funds),
- Sub-Project #9.4 - Oakland to San Jose intercity track improvements (Total cost: \$39.660 million, including \$19.5 million of TCRP funds).

The total cost for all four Sub-Projects is \$65,998,000, with \$25,000,000 of TCRP funding.

The proposed track/signal improvements under Sub-Project #9.4 will provide added capacity and improved operational benefits for freight and passenger trains between Oakland and San Jose. The improvements involve additional track, track sidings, and necessary crossovers to ensure the capacity to expand Capital Corridor service south of Oakland from the existing six daily roundtrips to nine daily roundtrips by 2006.

Summary of Action: This application programs funds for Phase 4 – Construction, of Sub-project #9.4 (Oakland to San Jose intercity track improvements).

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Review and Permits.	12/1/00	4/1/02	\$500
2	Plans, Specifications & Estimates	12/1/00	4/1/02	\$2,040
3	Right of Way Acquisition - N/A			
4	Construction	4/1/02	8/1/03	\$39,660
Total:				\$42,200

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$19,500	\$19,500
		Proposed					
STIP - IIP	State	Committed	\$500	\$2,040		\$20,160	\$22,700
		Proposed					
Totals:		Committed	\$500	\$2,040		\$39,660	\$42,200
		Proposed					
Totals:		Totals:	\$500	\$2,040		\$39,660	\$42,200

Prior TCRP Action: None.

Status of Conditions: None.

Discussion/Issues: No issues. Recommend Approval. Project is categorically exempt under CEQA. Regional Transportation Plan documentation on file.

TCR Program – Application Approval Request Project #36**Los Angeles Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$826,300	<i>TCRP Funds covered by application:</i>	\$216,500
<i>Total TCRP Funds Available:</i>	\$236,000	<i>Phases(s) covered by application:</i>	2,3,4
<i>Lead Agency:</i>	Los Angeles County Metropolitan Transportation Authority (LACMTA)	<i>Implementing Agency:</i>	LACMTA

<i>TCRP Allocations requested concurrently with application:</i>	\$25,500	<i>for Phase(s):</i>	2,3
<i>Advanced approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary:

The Eastside Extension project will construct a six-mile, nine station (eight new) light rail line through East Los Angeles, which will include a 1.8-mile tunnel. The design/build East Side Light Rail Transit Project will also serve as an extension of the Pasadena Gold Line. The lines will be physically connected at Union Station which will serve as a station stop of the Gold line, then continuing on as the East Side line.

Summary of Action: This application programs Phase 2 – Plans, Specifications & Estimates; Phase 3 – Right of Way; and Phase 4 - Construction. A minor amendment is also included to update the completion date of Phase 1 Environmental. The extension of the completion date for Phase 1 is for minor utility work continuing into 2002.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental (EIR/EIS) and preliminary engineering and design development activities for procurement of design/build contract.	12/1/00	04/01/02 12/01/01	\$30,600
2	Carry-out final design plans required to construct light rail system.	4/1/02	5/1/04	\$20,000
3	Acquisition of right-of-way required to complete light rail project.	4/1/02	6/1/03	\$48,000
4	Construct design/build Eastside LR system.	2/1/03	11/1/07	\$727,700
Total:				\$826,300

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	\$19,500	\$12,500	\$13,000	\$191,000	\$236,000
		Proposed					
Section 5309 New Starts	Federal	Committed	\$5,900	\$7,500	\$35,000	\$442,300	\$490,700
		Proposed					
Section 5309 Fixed	Federal	Committed				\$38,900	\$38,900
		Proposed					
Prop A	Local	Committed				\$52,400	\$52,400
		Proposed					
CMAQ	Federal - Local	Committed				\$3,100	\$3,100
		Proposed					
STIP - AB1012	State	Committed	\$5,200				\$5,200
		Proposed					
	Totals:	Committed	\$30,600	\$20,000	\$48,000	\$727,700	\$826,300
		Proposed					
		Totals:	\$30,600	\$20,000	\$48,000	\$727,700	\$826,300

Prior TCRP Action: Original application was approved on November 1, 2000 (Resolution TA-00-02). An Amendment to increase Phase 1 funding to be in line with design/build concept was approved January 18, 2001 (Resolution TA-01-01).

Status of Conditions: No conditions set for this project under Resolution TA-00-02 or Resolution TA-01-01.

Discussion/Issues: No issues. Recommend Approval. Concurrent environmental document proposed for April 2002 CTC agenda under Reference No. 2.2c.(1). Regional Transportation Plan documentation on file.

TCR Program – Application Approval Request Project #38.1

Los Angeles Los Angeles-San Fernando Valley Transit Extension; (A) build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$329,500	<i>TCRP Funds covered by application:</i>	\$132,700
<i>Total TCRP Funds Available:</i>	\$145,000	<i>Phases(s) covered by application:</i>	2,3,4
<i>Lead Agency:</i>	Los Angeles County Metropolitan Transportation Authority (LACMTA)	<i>Implementing Agency:</i>	Los Angeles County Metropolitan Transportation Authority (LACMTA)

<i>TCRP Allocations requested concurrently with application:</i>	\$54,638	<i>for Phase(s):</i>	2,3,4
<i>Advanced approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: Build the San Fernando Valley (SFV) East-West Bus Rapid Transit (BRT) system along the Burbank/Chandler Corridor from North Hollywood to Warner Center. The 14-mile route will run along the Burbank/Chandler right-of way from the North Hollywood Red Line Station to the planned Warner Center Transit Hub. The 26-foot wide, at-grade busway is located in the center of the MTA right of way. 13 busway stations will be placed approximately 1 mile apart along the route. BRT Buses will be given some priority at traffic signals with the use of signal synchronization. This technology will decrease the travel time from 55 minutes to approximately 30 minutes from North Hollywood to Warner Center. Additionally, the 100-foot wide dedicated bus lanes will be able to accommodate the bus lane and landscaping features to help integrate the BRT with surrounding neighborhoods.

Summary of Action: This application programs Phases 2 – Plans, Specifications & Estimates; Phase 3 – Right of Way, and Phase 4 - Construction. A minor amendment is also included to update the completion date and cost of Phase 1. The extension of the completion date for Phase 1 is for minor utility work continuing into 2002.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary Engineering and completion of Final EIR	12/1/00	4/1/02 12/1/04	\$14,100 \$15,400
2	Final design plans required to contract design/build BRT lane	6/1/02	7/1/03	\$12,100
3	Right of Way Acquisition	3/1/02	9/1/03	\$22,600
4	Construct the BRT lane.	4/1/03	4/1/05	\$280,700
Total:				\$329,500 \$330,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$12,300	\$12,100	\$22,600	\$98,000	\$145,000
		Proposed					
PC25%	Local	Committed	\$1,500			\$182,700	\$184,200
		Proposed	\$2,500			\$152,500	\$155,000
STIP APD	State	Committed	\$300				\$300
		Proposed					
Totals:		Committed	\$14,100	\$12,100	\$22,600	\$280,700	\$329,500
		Proposed	\$15,100			\$250,500	\$265,600
Totals:			\$14,100	\$12,100	\$22,600	\$280,700	\$329,500

Prior TCRP Action: Original application was approved on January 18, 2001 (Resolution TA-01-01).

Status of Conditions: No conditions set for this project under Resolution TA-01-01.

Discussion/Issues: No issues. Recommend Approval. Concurrent environmental document for CTC consideration under Reference No. 2.2c.(2). Regional Transportation Plan documentation on file.

TCR Program – Application Approval Request for Project #51

Los Angeles **Route 101/405; add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks in Los Angeles County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$38,911	<i>TCRP Funds covered by application:</i>	\$4,200
<i>Total TCRP Funds Available:</i>	\$21,000	<i>Phases(s) covered by application:</i>	3
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

TCRP funds Allocation requested concurrently with application: **\$4,200** *for Phase(s):* 3

Advance requested: **\$0**

Project Summary: The project will extend the auxiliary lane past the Greenleaf Street off-ramp to the Route 101 Connector, close the loop on-ramp from westbound Ventura Blvd., and grade separate the on-ramp from Sepulveda Blvd. to northbound Route 405. This project will close the gap between two projects; recently completed auxiliary lanes to the south and the widening of the connector ramp from northbound I-405 to eastbound US-101 to the north, scheduled to be advertised for construction in April 2002.

Summary of Action: This application programs Phase 3 (Right of Way). This application also includes a minor amendment to the schedule for Phase 1.

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	1/1/00	7/23/01 6/1/01	\$600
2	Prepare Final PS&E Package	7/1/01	1/1/04	\$3,400
3	Perform Right of Way Acquisition	4/1/02	12/1/03	\$4,200
4	Construction	5/1/04	1/1/08	\$30,711
			Total:	\$38,911

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	\$600	\$3,400	\$4,200		\$8,200
		Proposed				\$12,800	\$12,800
STIP-RIP	State	Committed				\$5,000	\$5,000
		Proposed				\$3,787	\$3,787
STIP-IIP	State	Committed				\$5,338	\$5,338
		Proposed				\$3,786	\$3,786
		Totals:	\$600	\$3,400	\$4,200	\$10,338	\$18,538
						\$20,373	\$20,373
		Totals:	\$600	\$3,400	\$4,200	\$30,711	\$38,911

Prior TCRP Action: Original application was approved on September 28, 2000 (TA-00-01) for \$4,000,000 for Phases 1 and 2.

Status of Conditions: No previous conditions set.

Discussion/Issues: Recommend Approval.

Environmental Document for the Route 101 and 405 Gap Closure was approved under CTC Resolution E-01-10 on December 5, 2000. Environmental and Regional Transportation Plan documentation is on file. Project is not fully funded. \$7,573,000 remains to be programmed for Phase 4 and is included in the 2002 STIP Commission Staff Recommendations.

TCR Program – Application Approval Request for Project #88

San Diego **Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$70,100	<i>TCRP Funds covered by application:</i>	\$600
<i>Total TCRP Funds Available:</i>	\$10,000	<i>Phases(s) covered by application:</i>	1
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

TCRP funds Allocation requested concurrently with application: **\$600** *for Phase(s):* 1
Advance requested: **\$0**

Project Summary: This project is to improve traffic flow across the US-Mexico border and increase capacity to conduct inspections. The project will realign southbound I-5 near the Mexican border at the San Ysidro Port of Entry, thereby increasing the potential for additional northbound and southbound inspection lanes. Delays for northbound traffic into the US at the border are currently two to six hours and the facilities are expanded to their maximum capacity.

Location for the environmental studies is from the International boundary at the San Ysidro Port of Entry, west to Virginia Ave and northward to the I-5 and I-805 split.

A number of alternatives to accommodate increased lanes of travel have been developed. The range of alternatives include: 1) a relocation of southbound lanes to the west at Virginia Avenue and the I-5/ I-805 split, and 2) a westward turn of the I-5 southbound lanes immediately south of Camino de la Plaza. Environmental studies and project report information will be developed to establish the preferred project alternative.

Summary of Action: Approval of initial application. Approve funding for Phase 1.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Studies and Clearances	4/1/02	10/1/03	\$2,600
2	Plans Specifications & Estimates	10/1/03	10/1/05	\$7,000
3	Right of Way Acquisition	10/1/04	10/1/06	\$14,500
4	Construction	10/1/06	10/1/08	\$46,000
Total:				\$70,100

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$600				\$600
		Proposed		\$7,000	\$2,400		\$9,400
TEA-21	Federal	Committed	\$2,000				\$2,000
		Proposed					
Other	TBD	Committed					
		Proposed			\$12,100	\$46,000	\$58,100
Totals:		Committed	\$2,600				\$2,600
		Proposed		\$7,000	\$14,500	\$46,000	\$67,500
Totals:			\$2,600	\$7,000	\$14,500	\$46,000	\$70,100

Status of Conditions: No previous conditions set

Discussion/Issues: Recommend Approval. Project is not fully funded. Fund in the amount of \$58,100,000 remains to be identified. Potential funding sources include STIP and federal funds.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Applications

RESOLUTION TA-02-04

- 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 six TCRP project applications for \$979,067,000 as submitted, with subsequent clarifications and revisions:
 - Project #1.2 - \$605,567,000 for Phases 1, 2, and 3, for BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties- *Warm Springs to downtown San Jose Extension*.
Applicant Agency: Santa Clara Valley Transportation Authority (VTA)
Implementing Agency: VTA
 - Project #9.4 - \$19,500,000 for Phase 4, for 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-*Oakland to San Jose Intercity Rail Track Improvements*.
Applicant Agency: Capitol Corridor Joint Powers Authority (CCJPA)
Implementing Agency: CCJPA

- Project #36 - \$216,500,000 for Phases 2, 3, and 4, for Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA
- Project #38.1 - \$132,700,000 for Phases 2, 3, and 4, for Los Angeles-San Fernando Valley Transit Extension; build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA
- Project #51 - \$4,200,000 for Phase 3, for Route 101/405; add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks in Los Angeles County.
Applicant Agency: California Department of Transportation (Caltrans)
Implementing Agency: Caltrans
- Project #88 - \$600,000 for Phase 1, for Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.
Applicant Agency: California Department of Transportation (Caltrans)
Implementing Agency: Caltrans

and

- 2.2 BE IT FURTHER RESOLVED that for TCRP Project #1.2 - BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – Warm Springs to downtown San Jose Extension, prior to an allocation of funds for right of way capital, Department Right of Way staff must review the real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation; and
- 2.3 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.4 BE IT FURTHER RESOLVED that all lead agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed.