

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: October 3-4, 2001

Agenda Item: 2.1c.(1)

Original Signed By _____

MARK LEJA

Acting Chief Financial Officer

October 1, 2001

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION APPROVALS

RESOLUTION TA-01-15

At the October 3-4, 2001, California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following five Traffic Congestion Relief Program applications totaling \$14,015,000. The Department of Transportation recommends these projects, or phases of a project, be approved. A fact sheet for each project is attached.

- Project #9.3 - \$1,750,000, Phases 1, 2 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 – Jack London Square Station Platform and Track Improvements.
Applicant Agency: Capitol Corridor Joint Powers Authority (CCJPA)
Implementing Agency: CCJPA
- Project #81 - \$400,000, Phases 1, 2 for San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.
Applicant Agency: San Diego Unified Port District (SDUPD)
Implementing Agency: SDUPD
Advance Requested: \$400,000
- Project #108 - \$6,765,000, Phases 2, 3, 4 for Route 5: add northbound lane to freeway through Mossdale "Y", Route 205 to Route 120 in San Joaquin County.
Applicant Agency: California Department of Transportation (Caltrans)
Implementing Agency: Caltrans
- Project #116 - \$4,000,000, Phase 2 for Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.
Applicant Agency: Sacramento Regional Transit District (SacRT)
Implementing Agency: SacRT
- Project #148.2 - \$1,100,000, Phase 4 for Route 98; widening of eight miles between Route 111 and Route 7 from two lanes to four lanes.
Applicant Agency: California Department of Transportation
Implementing Agency: City of Calexico

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>	\$55,998	<i>TCRP Funds covered by the application:</i>	\$1,750
<i>Total TCRP Funds Available:</i>	\$25,000	<i>Phase(s) covered in application:</i>	1,2
<i>Lead Agency:</i>	Capitol Corridor Joint Powers Authority	<i>Implementing Agency:</i>	Same

TCRP Funds Allocation requested concurrently with application: \$1,750 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 3 segments:

- 1) Oakland to San Jose intercity track improvements (\$9.6 million of TCRP funds, total cost of \$40.6 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).

This application covers the Phase 1, Environmental, and Phase 2, Design and Engineering, of Segment 3, the Oakland Jack London Square Station track and platform improvement. These improvements will permit parallel passenger train moves into and out of the Oakland Jack London Square 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)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Oakland Jack London Square - Environmental and Permits	11/1/2001	10/31/2002	\$50
2	Oakland Jack London Square - Plans, Specifications & Estimates	11/1/2001	10/31/2002	\$1,700
3	Oakland Jack London Square - Right of Way Acquisition - Not Applicable			\$0
4	Oakland Jack London Square - Construction	12/1/2002	12/31/2003	\$8,250
Total:				\$10,000

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 - JLondon	State	Committed	\$50	\$1,700			\$1,750
		Proposed				\$8,250	\$8,250
	Totals :	Committed	\$50	\$1,700			\$1,750
		Proposed				\$8,250	\$8,250
		Total :	\$50	\$1,700		\$8,250	\$10,000

Discussion/Issues

No issues. Recommend approval.

This application is the third of the three segments to be funded from this TCRP project. This segment is fully funded. The Harder Road Undercrossing portion of Segment 1, 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. An application for Phase 1 and Phase 2 for the Emeryville Station improvements was approved in March, 2001.

San Diego San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.

(\$ x 1,000)

<i>Estimated Project Cost:</i>	\$5,699	<i>TCRP Funds covered by the application:</i>	\$400
<i>Total TCRP Funds Available:</i>	\$5,000	<i>Phase(s) covered in application:</i>	1,2
<i>Lead Agency:</i>	San Diego Unified Port District (SDUPD)	<i>Implementing Agency:</i>	SDUPD

TCRP Funds Allocation requested concurrently with application: \$400 for Phase(s): 1,2

Advance requested: \$400

Project Summary

The overall project is to implement a ferry service along the San Diego County coastal corridor that will help relieve traffic congestion on Interstate 5 between Oceanside and San Diego.

The new off-coast high-speed, low-emission commuter ferry service between San Diego and Oceanside is designed to augment existing ferry service in the San Diego Bay. In addition to ferry operations, land-side infrastructure, including ticket booths, covered benches, dock improvements, and accessibility improvements will be developed as part of the project.

The service would run once from Oceanside south to San Diego in the morning (approximately 46 miles) and return to Oceanside in the evening. The project will be evaluated on an on-going basis using surveys of passengers and looking at such factors as average number of passengers carried per trip, number of days of total operation, the trends of when passengers use the service, and the success of marketing strategies.

Due to limited funding and the aggressive schedule put in place for this project, the Port of San Diego has determined that the best option to implement the new service is through a lease agreement with a private company.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Studies, Environmental Review and Permits	2/1/2001	1/1/2002	\$259
2	Plans, Specifications & Estimates	10/1/2001	1/1/2002	\$200
3	Right of Way Acquisition - Not Applicable			\$0
4	Construct Landside Improvements	2/1/2002	5/1/2002	\$800
4	Implement Ferry Service	5/1/2002	5/1/2003	\$4,440
Total:				\$5,699

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	\$200	\$200			\$400
		Proposed				\$4,600	\$4,600
SD Port	Local	Committed	\$59				\$59
		Proposed					
FHWA-FBDP	Federal	Committed					
		Proposed				\$640	\$640
		Totals :	\$259	\$200			\$459
						\$5,240	\$5,240
		Total :	\$259	\$200		\$5,240	\$5,699

Discussion/Issues

Recommend Approval.

Recommended Resolution Language: Prior to the execution of a cooperative agreement between the Department and

the Port of San Diego, the Port of San Diego shall furnish to the Department proposed third-party contract language to implement ferry service and shall incorporate all provisions determined to be needed by Department staff to meet legal and regulatory requirements.

Recommended Resolution Language: Prior to allocation of Phase 2 funds, the Port of San Diego shall furnish to the Department a financial plan, cost proposal and workplan that clearly identifies scope of improvements and services eligible from TCRP funding; intended use of all known or potential other public or private contributors; and intended use of all other revenue, including farebox revenue from passengers and freight using the service.

Recommended Resolution Language: Prior to approval and allocation of Phase 4 (construction and ferry service implementation), Port of San Diego shall furnish a report to the Commission with findings of the initial studies that will:

1. Include the Business / Operating Plan for the new service, including a financial plan covering all lease, operating and other expenses and use of TCRP, other public funds, and other revenues to cover expenses.
2. Determine proposed fare structure based on market analysis to ensure long-term viability.
3. Determine anticipated ridership and farebox receipts.
4. Determine duration of service that can be provided using all available funding and revenue.
5. Determine schedule and frequency of service.
6. Define intermodal connectivity and appropriate parking facilities in Oceanside and San Diego.
7. Define viability of scheduled service considering weather conditions, inoperability of ferry vessel due to maintenance or mechanical issues, and other factor that may disrupt regular service.
8. Establish performance criteria and performance measures to determine viability of continued service.

Recommended Resolution Language: Prior to approval and allocation of Phase 4 (construction and ferry service implementation), Port of San Diego shall furnish information to the Commission to document ferry vessel selection process and criteria and to document that selected vessel provides high-speed service, meets low-emission requirements, and meets all maritime regulations for intended service.

Recommended Resolution Language: Prior to approval and allocation of Phase 4 (construction and ferry service implementation), Port of San Diego shall demonstrate that all necessary permits to operate the service have been obtained.

Recommended Resolution Language: Upon completion of the first year of service, and annually thereafter, the Port of San Diego shall report to the Commission on:

1. Results of the project as measured against established performance criteria.
2. Estimated reduction in traffic on I-5 corridor.
3. Viability of ferry service considering other transit modes between San Diego and Oceanside.
4. Viability of continued service utilizing farebox revenue and other subsidies.
5. Viability of expanded service between Oceanside and San Diego and other destinations.

San Joaquin Route 5; add northbound lane to freeway through Mossdale "Y", Route 205 to Route 120 in San Joaquin County.

(\$ x 1,000)

<i>Estimated Project Cost:</i>	\$11,655	<i>TCRP Funds covered by the application:</i>	\$6,765
<i>Total TCRP Funds Available:</i>	\$7,000	<i>Phase(s) covered in application:</i>	2,3,4
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

TCRP Funds Allocation requested concurrently with application: \$526 for Phase(s): 2,3

Advance requested: \$0

Project Summary

The Mossdale "Y" Widening project proposes to extend the existing number 1 lane 2.7 km (1.7 mi) in the northbound direction of I-5 from Paradise Cut Overflow Bridge to 0.7 km north of Route 120 northbound on-ramp on I-5 in San Joaquin County.

The project will improve traffic operations and increase the freeway capacity on Route 5 between Route 5/205 and 5/120 junctions. This project will provide five continuous through lanes on northbound I-5 within this segment.

The current application is for Phases 2,3, and 4. Phase 1 was approved by the CTC in December 2000.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Project Report and Environmental Document	1/1/2001	7/1/2003	\$470
2	Plans, Specifications & Estimates	1/1/2002	2/1/2004	\$1,050
3	Right of Way Acquisition	1/1/2002	2/1/2004	\$2
4	Construction	3/1/2004	12/1/2006	\$10,133
Total:				\$11,655

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>
STIP-RIP	State	Committed	\$235	\$525	\$1		\$761
		Proposed				\$3,894	\$3,894
TCRP	State	Committed	\$235	\$525	\$1	\$6,239	\$7,000
		Proposed					
		Totals :	\$470	\$1,050	\$2	\$6,239	\$7,761
						\$3,894	\$3,894
		Total :	\$470	\$1,050	\$2	\$10,133	\$11,655

Discussion/Issues

No issues. Recommend approval. Regional Transportation Plan documentation on file.

Funding of \$3,894,000 remains to be identified for Phase 4 - construction. The San Joaquin Council of Governments has proposed to include the balance of construction funds from the Regional Improvement Program funding in the 2002 STIP to fully fund the project.

Sacramento Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.

(\$ x 1,000)

Estimated Project Cost: \$36,100 **TCRP Funds covered by the application: \$4,000**
 Total TCRP Funds Available: \$25,000 Phase(s) covered in application: 2
 Lead Agency: Sacramento Regional Transit District (SacRT) Implementing Agency: SacRT

TCRP Funds Allocation requested concurrently with application: \$0 for Phase(s): 2

Advance requested: \$0

Project Summary

The overall project is to implement express rail service in the I-80 corridor from downtown Sacramento to the Watt/I-80 light rail station. The express rail service project will include double-tracking existing single-track sections, improving various light rail stations, and improving or relocating an existing bus transfer center.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Studies, Environmental Review & Permits	9/1/1999	12/1/2001	\$1,100
2	Plans, Specifications & Estimates	1/1/2002	6/1/2003	\$4,000
3	Right of Way Acquisition	3/1/2002	6/1/2003	\$8,000
4	Construction	6/1/2003	12/1/2004	\$23,000
Total:				\$36,100

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$4,000			\$4,000
		Proposed			\$5,600	\$15,400	\$21,000
STIP - RIP	State	Committed	\$1,100				\$1,100
		Proposed			\$2,400	\$7,600	\$10,000
Totals :		Committed	\$1,100	\$4,000			\$5,100
		Proposed			\$8,000	\$23,000	\$31,000
		Total :	\$1,100	\$4,000	\$8,000	\$23,000	\$36,100

Discussion/Issues

No Issues. Recommend Approval. Funding in the amount of \$10 million remains to be identified. Potential sources of funding include the Regional Improvement Program.

Imperial Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes.

(\$ x 1,000)

<i>Estimated Project Cost:</i>	\$1,560	<i>TCRP Funds covered by the application:</i>	\$1,100
<i>Total TCRP Funds Available:</i>	\$10,000	<i>Phase(s) covered in application:</i>	4
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	City of Calexico

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

Advance requested: \$0

Project Summary

State Route 98 is an east/west two-lane conventional highway paralleling the international border. The ultimate project will widen Route 98 as a four to six-lane facility between Route 111 and Route 7. To implement the project, in coordination with the City of Calexico, the project is segmented into two elements.

- 1) Segment 1, widen Route 98 between Route 111 and Route 7 (\$8.9 million of TCRP, total cost of \$50 million);
- 2) Segment 2, widen Route 98 from 2-lanes to 4-lanes from Encinas Avenue to 800 feet east of Meadows Road and signalize the intersection of Route 98 and Meadows Road (\$1.1 million of TCRP, total cost of \$1.56 million).

This application covers Segment 2 of the overall project and will provide for immediate congestion relief in the rapidly developing eastern section of the City of Calexico. Along with the congestion relief, the project will provide safety-related improvements through a designated school zone. The project to be constructed will improve Route 98 to its proposed width and follow the alignment for alternative 1.1 of the ultimate project.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Studies, Environmental, and Permits	7/1/1998	5/1/1999	\$2
2	Plans, Specifications & Estimates	9/1/1998	11/1/2000	\$58
3	Right of Way - Not Applicable			
4	Construction	11/1/2001	6/1/2002	\$1,500
Total:				\$1,560

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				\$1,100	\$1,100
		Proposed					
Calexico	Local Measure	Committed	\$2	\$58		\$300	\$360
		Proposed					
Minor B	State	Committed				\$100	\$100
		Proposed					
Totals :		Committed	\$2	\$58		\$1,500	\$1,560
		Proposed					
		Total :	\$2	\$58		\$1,500	\$1,560

Discussion/Issues

No issues. Recommend approval. This project (Segment 2) is fully funded. Regional Transportation Plan documentation is on file.

Note: IVAG has committed a minimum of \$1,100,000 for Segment 1 (TCRP #148.1), to be programmed at or before the commitment of any additional TCRP funds.

Recommended Resolution Language: The allocation of \$1,100,000 for Phase 4 - Construction of Segment 2, is contingent upon receipt of appropriate final environmental approval for the project.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Applications

RESOLUTION TA-01-15

- 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 five TCRP project applications for \$14,015,000 as submitted, with subsequent clarifications and revisions:
- Project #9.3 - \$1,750,000, Phases 1, 2 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 – Jack London Square Station Platform and Track Improvements.
Applicant Agency: Capitol Corridor Joint Powers Authority (CCJPA)
Implementing Agency: CCJPA
 - Project #81 - \$400,000, Phases 1, 2 for San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.
Applicant Agency: San Diego Unified Port District (SDUPD)
Implementing Agency: SDUPD
Advance Requested: \$400,000

- Project #108 - \$6,765,000, Phases 2, 3, 4 for Route 5: add northbound lane to freeway through Mossdale "Y", Route 205 to Route 120 in San Joaquin County.
Applicant Agency: California Department of Transportation (Caltrans)
Implementing Agency: Caltrans
 - Project #116 - \$4,000,000, Phase 2 for Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.
Applicant Agency: Sacramento Regional Transit District (SacRT)
Implementing Agency: SacRT
 - Project #148.2 - \$1,100,000, Phase 4 for Route 98; widening of eight miles between Route 111 and Route 7 from two lanes to four lanes.
Applicant Agency: California Department of Transportation
Implementing Agency: City of Calexico
- and;

- 2.2 BE IT FURTHER RESOLVED that prior to an allocation of funds for construction of TCRP Project #108 – Route 5: add northbound lane to freeway through Mossdale "Y", the implementing agency shall demonstrate a commitment of funds for the phase requested; and
- 2.3 BE IT FURTHER RESOLVED that an allocation of funds for construction of TCRP Project #148.2 - Route 98; widening of eight miles between Route 111 and Route 7, is contingent upon receipt of appropriate final environmental approval for the project; and
- 2.4 BE IT FURTHER RESOLVED that for TCRP Project #81 - San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County, the following conditions must be met as specified below:
- Prior to the execution of a cooperative agreement between the Department and the Port of San Diego, the Port of San Diego shall furnish to the Department proposed third-party contract language to implement ferry service and shall incorporate all provisions determined to be needed by Department staff to meet legal and regulatory requirements.
 - Prior to allocation of Phase 2 funds, the Port of San Diego shall furnish to the Department a financial plan, cost proposal and workplan that clearly identifies scope of improvements and services eligible from TCRP funding; intended use of all known or potential other public or private contributors; and intended use of all other revenue, including farebox revenue from passengers and freight using the service.
 - Prior to approval and allocation of Phase 4 (construction and ferry service implementation), Port of San Diego shall furnish a report to the Commission with findings of the initial studies that will:
 1. Include the Business / Operating Plan for the new service, including a financial plan covering all lease, operating and other expenses and use of TCRP, other public funds, and other revenues to cover expenses.
 2. Determine proposed fare structure based on market analysis to ensure long-term viability.
 3. Determine anticipated ridership and farebox receipts.
 4. Determine duration of service that can be provided using all available funding and revenue.

5. Determine schedule and frequency of service.
 6. Define intermodal connectivity and appropriate parking facilities in Oceanside and San Diego.
 7. Define viability of scheduled service considering weather conditions, inoperability of ferry vessel due to maintenance or mechanical issues, and other factor that may disrupt regular service.
 8. Establish performance criteria and performance measures to determine viability of continued service.
- Prior to approval and allocation of Phase 4 (construction and ferry service implementation), the Port of San Diego shall furnish information to the Commission to document the ferry vessel selection process and criteria and to document that selected vessel provides high-speed service, meets low-emission requirements, and meets all maritime regulations for intended service.
 - Prior to approval and allocation of Phase 4 (construction and ferry service implementation), the Port of San Diego shall demonstrate that all necessary permits to operate the service have been obtained.
 - Upon completion of the first year of service, and annually thereafter, the Port of San Diego shall report to the Commission on:
 1. Results of the project as measured against established performance criteria.
 2. Estimated reduction in traffic on I-5 corridor.
 3. Viability of ferry service considering other transit modes between San Diego and Oceanside.
 4. Viability of continued service utilizing farebox revenue and other subsidies.
 5. Viability of expanded service between Oceanside and San Diego and other destinations.
- 2.5 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for these projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.