

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

PROGRAM STATUS
Traffic Congestion Relief Progress Reports
Information Item

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Agenda Item: 3.9

Original Signed By _____
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December 1, 2001

BI-ANNUAL PROGRESS REPORT FOR TRAFFIC CONGESTION RELIEF (TCR) PROGRAM

BACKGROUND

Assembly Bill 2928 (AB 2928), which implemented the Traffic Congestion Relief Act, was signed by Governor Gray Davis on July 6, 2000 and provides:

- \$5.3 billion for the Traffic Congestion Relief Program (TCRP)
 - \$4.9 billion for 141 specific projects throughout California, designed to:
 - Provide congestion relief
 - Provide for the safe and efficient movement of goods
 - Provide intermodal connectivity
 - \$400 million in Fiscal Year 2000/2001 to cities and counties for deferred maintenance.
- Additional funding to the State Transportation Improvement Program (STIP) and the Public Transit Account (PTA).
- Continued funding to cities and counties for deferred maintenance.
- CMAQ/RSTP Exchange Program to allow Local and Regional Agencies to change cumbersome federal dollars to state only dollars, thus accelerating project delivery.

AB 2928 stipulated that guidelines for the implementation of the TCR Program be adopted by the California Transportation Commission (CTC) within 90 days. AB 2928 further stipulated that a project application must be submitted for each of the 141 projects included in the TCR Program by July 2002. The CTC, at its September 28, 2000 meeting, adopted the TCRP guidelines.

The CTC roles and responsibilities, as defined in the guidelines, include:

- Adopting and amending program guidelines.
- Receiving, reviewing, and approving (or denying) project applications.
- Reviewing draft and final environmental documents as a responsible agency under CEQA.
- Directing the allocation of funds for project implementation.
- Considering and approving (or denying) amendments to applications or allocations, and minor changes to projects.
- Reporting on program implementation annually to the Legislature and Governor.

The Department, as the administering agency, is responsible for:

- Administering the program, including payout of allocated funds.
- Co-signing applications for projects on a state highway or intercity rail line or that include interregional improvement funds.
- Reviewing applications and preparing materials for CTC meeting actions (including approvals, amendments, informational and advisement reports).
- Preparing and executing cooperative agreements with the implementing agencies.
- Allocating funds as directed by the CTC, (with expanded delegated authority provided by the CTC).

HIGHLIGHT SUMMARY

Significant accomplishments have been made since the enactment of AB 2928 which established the Governor's Traffic Congestion Relief Program. They are as follows:

- Guidelines were adopted by the CTC on September 28, 2000.
- 30 projects were approved by the CTC concurrently with the adoption of the guidelines on September 28, 2000.
- 129 of the 141 projects (92%) have received project approval.
- More than \$2.3 billion in TCRP funding as been approved.
- Accelerated the initiation and completion of project activities.

The following report will expand on the above and provide information on the first year's implementation of the TCRP in accordance with the Department's responsibilities.

TCRP PROJECT APPLICATION/FUNDING STATUS

As of the November 2001 CTC meeting, 129 of the 141 projects (92%) had received, at a minimum, initial project approval. There are only 12 remaining projects where an application has not yet been submitted. It is anticipated that the remaining 12 projects will have an application submitted before the July 2002 deadline, as stipulated by AB 2928.

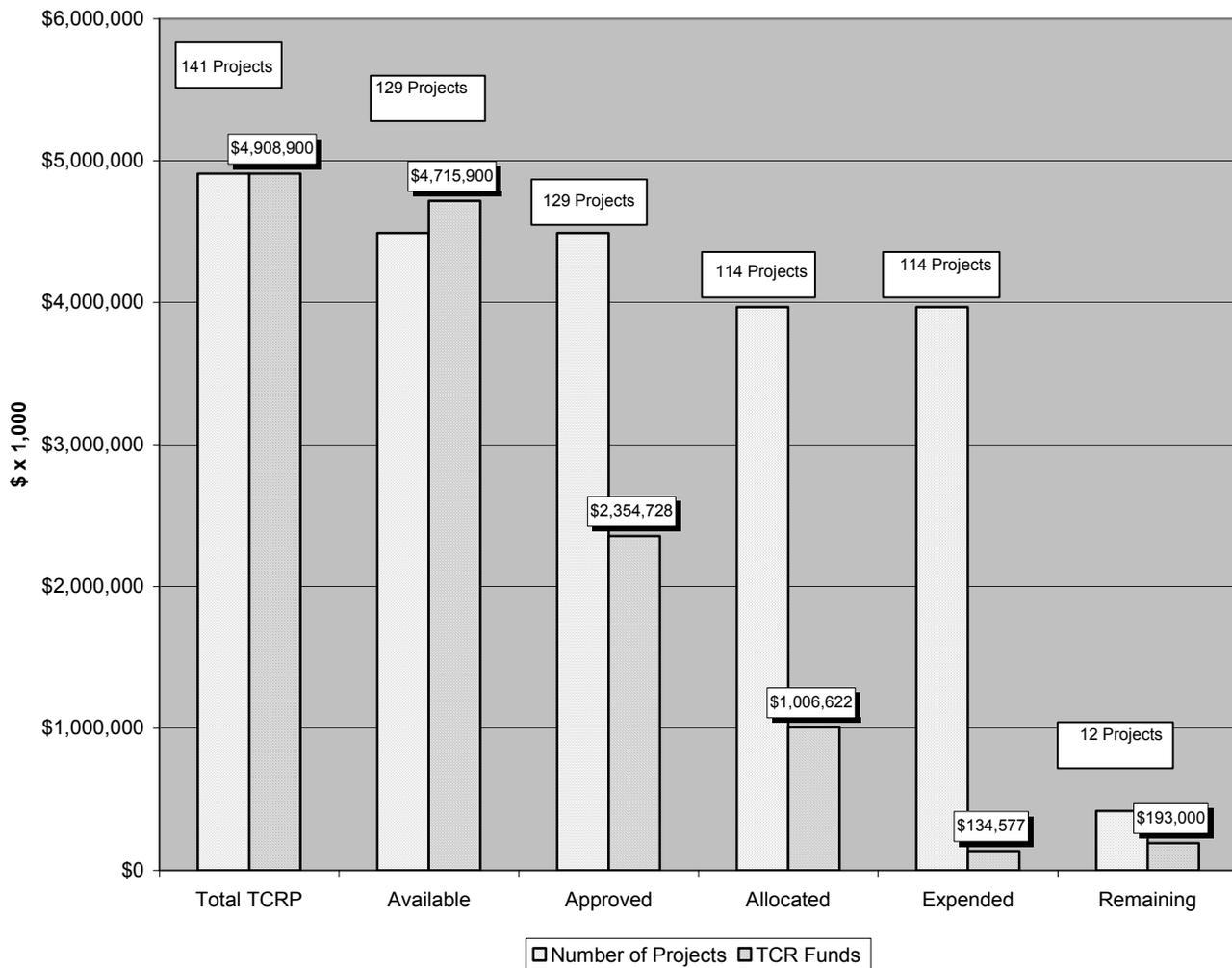
In most cases, a partial application, as allowed by AB 2928, has been submitted. A partial application covers only a portion of the total amount of TCRP funding available for the project. Most have received project approval to start the environmental and design phases. Subsequent applications will be submitted for the right-of-way acquisition and construction phases. Hence, \$2.35 billion of the \$4.72 billion available for the 129 projects have been approved to date, as indicated below:

- **\$4,715,900,000** in TCRP funding is **available** for the 129 projects.
- **\$2,354,728,000** of the \$4,715,900,000 has been **approved**. "Approval" essentially "programs" the TCRP dollars for the particular phases of the project and identifies how the TCRP funds are "planned to be used". Phases include environmental, design, right-of-way, and construction.
- **\$1,006,622,000** has been **allocated** for 114 of the 129 projects. An allocation grants approval to use the dollars and will allow reimbursements to occur.

- **\$134,577,000** has been recorded by the Department as **expended** (see further discussion on expenditures in a following section of this report).
- **\$193,000,000** in TCRP funding is available for the **remaining** 12 projects to be submitted.
- In addition, **\$400,000,000** of TCRP funding was provided to cities and counties for deferred maintenance, bringing the total TCRP funding expenditure to **\$534,577,000**.

This information is summarized in the following graph:

TCRP Status - Projects



AB 2928 identifies 141 projects to receive funding. However, the description of the projects in legislation is relatively short, and in many cases, broadly defines the projects being delivered. Some projects, like studies, simple construction projects and purchasing of rolling stock, are relatively

straightforward in terms of the legislative definition. Others are more complex, involving multi-modal transportation solutions, complex and/or extended reports, segmented construction phases, or combined construction / procurement projects.

In the course of preparing to administer these more complex projects, it became necessary to break some projects down into better-defined deliverable sub-projects. These sub-projects are designated by using the legislative TCRP number to the left of a decimal point, followed by the sub-project number to the right. Below is an example of a TCRP sub-project as described in AB 2928:

Project #12:

“Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties.”

This project is described by three separate but connected sub-projects as follows:

- Project 12: Bay Area Transit Connectivity-I-580 Livermore Corridor
- Project 12.1: Bay Area Transit Connectivity-Route 4 Corridors
- Project 12.2: Bay Area Transit Connectivity-Hercules Rail Station study and improvements

Listed below is the general criteria used to establish sub-projects:

- Sub-projects with unique independent utility (generally separate Environmental Document).
- Projects that require an initiating report to better define remaining project scope, purpose and need.
- Sub-projects with different implementing agencies.
- Complex projects to separate construction from rolling stock procurement.

It should be noted that many large corridor-type construction projects will be delivered and constructed in several design/bid packages. When these projects are being developed under a single environmental document by the same implementing agency, the project will not be further divided as sub-projects and will be tracked using processes similar to the STIP corridor projects.

Therefore, while there are still only 141 legislative projects to be delivered, there are now 182 TCRP projects and sub-projects to be delivered. This requires the Department to track approvals, allocations, and expenditures as it relates to these 182 TCRP sub-projects. Additionally, as projects become more defined, and the need necessitates it, more sub-projects may be established. The application submitted for the 129 legislatively defined projects are now being tracked using 167 projects and sub-projects.

While it is possible to roll-up the sub-project information to the original 141 AB 2928 project number, it is more practical and necessary to refer to the sub-projects. Therefore, the Department will be reporting information (actions, status, delivery) at the sub-project level. Equally important to note, reporting on TCRP application submittal will continue, based on the 141 original projects. Each of these projects must have an application submitted by July 2002. To continue tracking this delivery, each project must be measured against the original 141 projects defined in legislation. After completion of this milestone, all reporting will be based on the actual number of projects being delivered.

The Attachment to this report is a detailed listing of the approval and funding status for the TCRP sub-projects.

AGREEMENTS

Agreements between the Department and the implementing agencies are necessary to administer the TCR funds. The agreements, which incorporate the application and allocation decisions made by the CTC and the Department, determine eligible work that implementing agencies can perform for TCRP fund reimbursement.

The Department, along with the CTC, recognizes the importance of promptly and diligently completing these agreements to ensure that monies are available and flow smoothly to implementing agencies. A major goal of the TCRP program is to use, to the extent practical, existing processes to administer the TCR Program. Additionally, the goal is to streamline existing processes where possible to benefit not only the TCRP program, but also other programs within the Department.

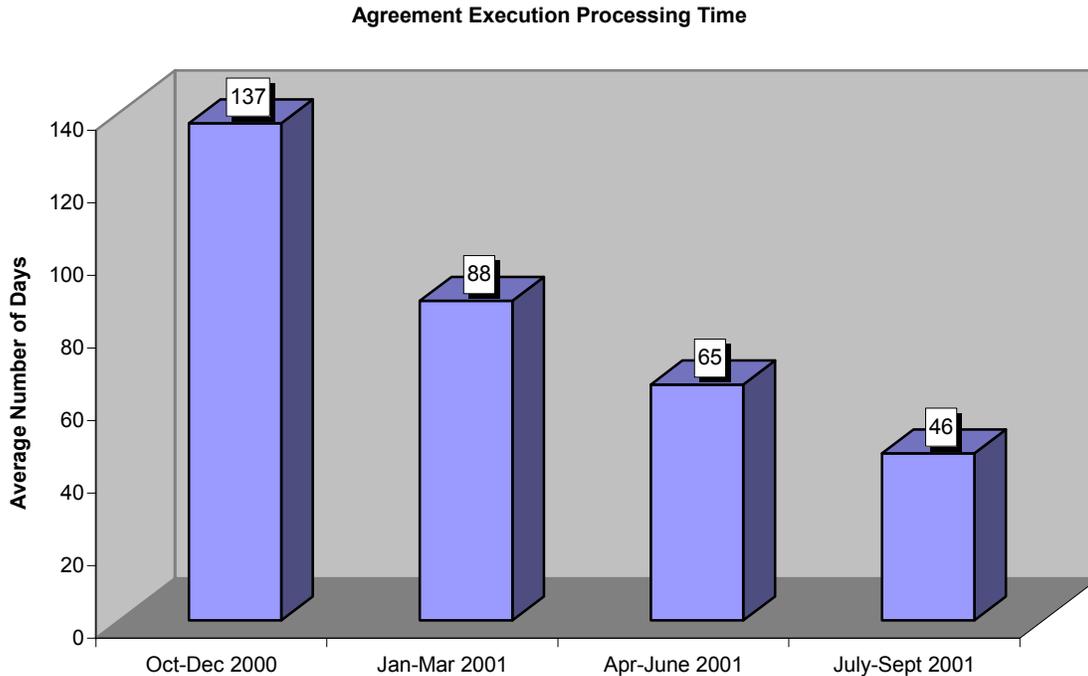
As an example, the Department’s Division of Mass Transportation modified their agreement process whereby their existing Fund Transfer Agreement was replaced with Master Agreements/Program Supplements. Although initiated as a result of the TCR Program, this new agreement process was implemented for projects using TCRP funds as well as other fund sources (i.e., STIP). All TCRP implementing agencies were required to execute Master Agreements with Program Supplements executed for each project allocation.

However, change is not always as fast or seamless as it is envisioned. While some process improvements yield immediate results, others may actually slow the process down initially, to have a larger pay-off later.

The following table summarizes the number of actions (approvals, allocations and amendments) taken by the CTC and the Department, as well as, the number and status of agreements necessitated by those actions in regards to allocations.

	Actions	Percent of Total
Total actions taken (approvals, allocations, delegated allocations)	183	N/A
Actions NOT requiring an agreement (no allocation, amended not involving funding)	78	N/A
Total Actions requiring an agreement	103	N/A
Actions taken where no agreement has yet been processed	32	31% (35 of 103)
Actions taken and agreements executed	71	69% (71 of 103)

The following graph summarizes the average number of days required to execute an agreement for allocations made during the quarter indicated. Processing times were somewhat extended initially at an average of 137 days to execute an agreement. During this timeframe, changes to the agreement process were made. However, as the graph shows, processing time has steadily decreased to just 46 days during the most recent quarter.



Agreements that have not yet been executed will increase the average times slightly, however, it is anticipated that, as time goes on, the average processing time will remain within a range of 45 to 60 days. This includes time required for legal reviews and required board or council actions.

PROJECT DELIVERY STATUS

Project activities commence upon receipt of a TCRP allocation or other non-TCRP funding. Lead and implementing agencies furnish progress information to track actual progress against approved costs and schedules. Project phases and schedules will be tracked for all phases, including those being delivered with non-TCRP funds. Tracking TCRP project delivery against approved schedules is best accomplished by recognizing the diverse nature of the various products and deliverables being funded by the TCRP. The purpose for the project, the type of deliverables and the TCRP phases required to deliver each project will become the basis for reporting project delivery. This initial report identifies the status of approved schedules versus published years to break ground schedules and significant accomplishments in delivery to date. To get an overall view of completion of the program, the report then focuses on defining the number of currently identified projects and deliverables and follows with the current status for overall program delivery. This report also provides a status of on-time delivery based on committed phases scheduled to be completed between July 6, 2000, and September 30, 2001. Future reports will provide additional information on the efficiency of delivery (earned value analysis).

Program Definition

For tracking purposes, each TCRP project has been categorized by the major purpose and significant deliverables required to accomplish the project objectives. Of the 167 projects and sub-project currently defined by the applications submitted to date:

- Five are primarily administrative in nature. There is no defined product from this type of project. Progress can only be measured by percent of funds spent.

- Nine are primarily to delivery transportation planning studies. The studies are intended to define future projects or transportation management strategies to alleviate congestion at a specific location or on a specific transportation corridor. Some of the studies are legislatively defined TCRP projects, other studies were undertaken to better define the best use for the remaining TCRP funding (sub-projects). These projects typically consist of a single phase of work categorized as TCRP Phase 1 (Studies), with completion upon delivery of the study document.
- 14 are primarily rolling stock / ferry procurement projects. The products, typically transit buses, light rail or commuter rail rolling stock, or ferries, are additions and enhancement to existing transit fleets. This group also includes projects to replace or retrofit heavy-duty diesel engines with less polluting engines in the Sacramento Valley and San Joaquin Valley regions. Complex equipment procurement projects typically consist of two Phases of work; Phase 1 – Design and Procurement Documents, and Phase 4, Procurement. Procurements using standard equipment often include the procurement documents with the Phase 4 procurement activity. If the project is to initiate a new service route or significantly expand an existing service route, the project may also require an Environmental Document (Phase 1). In many cases, the procurement is statutorily or categorically exempt from CEQA and NEPA. Project delivery is accomplished when the transit vehicle is put in revenue service.
- 129 are primarily construction improvement projects. These projects typically add traffic capacity on freeways or major arterials by adding mixed-flow or high occupancy vehicle lanes, constructing interchange improvements, adding auxiliary lanes, or other construction improvements designed to reduce congestion. Each of these projects requires Environmental Approval (Phase 1), Design Plan, Specifications and Estimates (Phase 2) and Construction (Phase 4). Unless the project is constructed on property owned by a transportation agency, the project also requires Right-of-Way Acquisition (Phase 3). Project delivery is accomplished when the construction improvement is open to traffic (vehicle or transit traffic).
- 10 are primarily combination construction / procurement projects. These are typically very large projects to establish new transit services or significantly expand existing transit service routes. The projects consist of constructing new transit guideways and procurement of rolling stock to establish the new service. These projects require the deliverables defined above for construction and procurement projects. Project delivery is accomplished when the service route is open to revenue service using the newly procured rolling stock.

TCRP program and project delivery reporting will recognize the differing nature of the products and deliverables for these types of projects. The number of projects in each category will be updated as additional project applications are approved.

Years to Break Ground

When the TCRP was developed, each project that received funding also had an expected “years to break ground” schedule identified. The “years to break ground” is generally considered an estimated time period required to initiate construction activities or the date transit vehicles are placed in revenue service.

The “years to break ground” is one of several factors considered by Department staff in evaluating project applications. In some cases where the project is in its infancy, the project application programs TCRP funds for Phase 1, Environmental Studies, only and includes conceptual estimates for phases beyond Phase 1. The comparison of the conceptual schedule against the “years to break ground” is not a particularly meaningful measure at that time. For projects programming any other phase, the delivery

schedule is essentially committed to make a meaningful comparison to the “years to break ground” schedule.

To date, 102 projects (excluding administrative and planning study only projects) have programmed TCRP funds beyond the environmental studies phase. An analysis of the committed schedules against the years to break ground is as follows:

- 61 projects are essentially on schedule for “years to break ground”
- **27 projects are ahead of the “years to break ground” schedule**
- 14 projects have schedules with anticipated delivery beyond the “years to break ground” schedule

The analysis of delivery against the “years to break ground” schedule will continue to be evaluated as the remaining TCRP funds are programmed. Agencies will be encouraged to identify strategies to meet or beat the expected schedules. Projects with approved schedules later than the “years to break ground” schedule will receive a higher degree of scrutiny in evaluating amendment requests. Similarly, agencies seeking amendments that extend planned completion beyond the “years to break ground” dates will be required to demonstrate that all means to bring the project in on-time have been identified and considered.

It is the intent of this report to identify project successes, major accomplishments and, where necessary, project delays and failures. The TCR Act provides for the Commission to review the status of each project, and, if it determines that the applicant or agency implementing the project is not pursuing the work and use of funds diligently, the Commission may rescind its allocation, leaving unused funds in the Traffic Congestion Relief Fund for future use as authorized by the act. Department staff will endeavor to identify any at risk projects and seek remediation before the project can be deemed a failure.

Major Project Accomplishments

Congestion relief is accomplished when a project is completed – i.e., open to traffic for roadway projects or in revenue service for transit. A project enters its final implementation stage upon groundbreaking – start of construction or contract award for procurements. Procurements have another significant event upon delivery of rolling stock and initiation of final acceptance testing. Open to traffic or in-service accomplishments are typified by ribbon cutting. The following projects have achieved these most significant milestones:

- Ribbon-cutting:
TCRP #158 - The Santa Monica Boulevard Reconstruction Project. Construction activities reconstructed approximately 3 miles of roadway within West Hollywood.
- Rolling stock delivery – in final acceptance testing:
TCRP #76.1 – new Locomotive for Coaster Commuter Rail service in San Diego County
- Groundbreaking – initiation of construction activities:
TCRP #9.1 – Harder Road Overcrossing of Capitol Corridor (UPRR) intercity rail line in the City of Hayward
TCRP #21 – San Francisco Muni Light Rail, reconstruct Ocean Avenue Light Rail line to Route 1 near San Francisco State University

TCRP #34 – Pasadena Blue Line construction in Los Angeles County
 TCRP #70.1 - High Occupancy Vehicle (HOV) Lanes, State Route 22 in Orange County.
 Advance construction of Noise Attenuation Barriers (soundwalls)
 TCRP #87.1 – State Route 94 / Route 125 interchange, construct new freeway connectors
 TCRP #117 – Sacramento Regional Transit Folsom Light Rail Extension in Sacramento County
 TCRP #139 – Balboa Park BART Station – Phase 1 – in San Francisco
 TCRP #134 – State Route 50/Sunrise Blvd Interchange Modifications in Sacramento County
 TCRP #144 – Seismic Retrofit of the Golden Gate Bridge
 TCRP #158 – Reconstruct and install new traffic signals at the intersection of Olympic / Mateo and Porter Streets in Los Angeles

- Construction Projects – Advertised or Ready to Advertise:
 TCRP #3 – Widen U.S 101, improve 101 / Route 85 interchange south of San Jose
 TCRP #82 – Reconstruct I-5 / I-805 interchange, widen I-5 and I-805 in San Diego County
 TCRP #102.1 – State Street smart corridor in downtown Santa Barbara
 TCRP #127 – State Route 85 / Route 87 interchange in San Jose, construct direct connectors
- Request for Proposal or Contract award for Procurements:
 TCRP #29 – AC Transit, fuel cell demonstration project
 TCRP #101 – Santa Cruz Metropolitan Transit District, acquire low-emission buses (local service)
 TCRP #119.1– Sacramento Regional Transit, convert SacRT bus fleet to low-emission buses
 TCRP #149 – Santa Cruz Metropolitan Transit District, acquire low-emission buses (State Route 17 express service)
- Clean Air Initiatives:
 TCRP #100 – San Joaquin Valley Clean Air Attainment Program. Establish and accept applications for the Heavy-Duty Engine Incentive Program
 TCRP #118 – Sacramento Emergency Clear Air / Transportation Program (SECAT). Award funds for public and private fleet air pollution mitigation.
- Alameda Corridor – East (TCRP #54, #55 and #73):
 In April 2001, the ALAMEDA CORRIDOR – EAST CORRIDOR PLAN was completed through the partnership of many public agencies and private-sector partners. The Traffic Congestion Relief Act required development of the Corridor Plan prior to approval and allocation of the \$273 million provided for improvements along this strategic transportation link. The plan was presented to the California Transportation Commission at its June 2001 meeting. The plan identifies a program of improvements totaling \$3.07 billion with \$561 million in funds committed to date. The plan proposes 130 grade separations along the 282 miles trade corridor, plus 22 crossing improvements. Committed funds provide needed resources to complete 20 grade separations. Since development of the plan, a total of 7 TCRP applications have been approved to provide funding to these specific locations:
 - Union Pacific Railroad – Alhambra and Los Angeles Branches in Los Angeles County:
 - East End Grade Separation
 - Reservoir Road Grade Separation
 - Nogales Street Grade Separation
 - Sunset Avenue Grade Separation
 - Brea Canyon Road Grade Separation

- Union Pacific Railroad – Alhambra and Los Angeles Branches in San Bernardino County:
 - Monte Vista Avenue Grade Separation
 - Ramona Avenue Grade Separation
 - Millikin Avenue Grade Separation
 - South Hunts Lane Grade Separation
 - State Street / University Parkway Grade Separation
- Burlington Northern-Sante Fe Railway in Los Angeles County:
 - Valley View Avenue in the City of Sante Fe Springs
 - Passons-Serapis Grade Separation in the City of Pico Rivera
- Burlington Northern-Sante Fe Railway in Orange County:
 - Melrose Street Grade Separation and Bradford Avenue closure in the City of Placentia
 - Placentia Avenue Grade Separation

General Project Progress

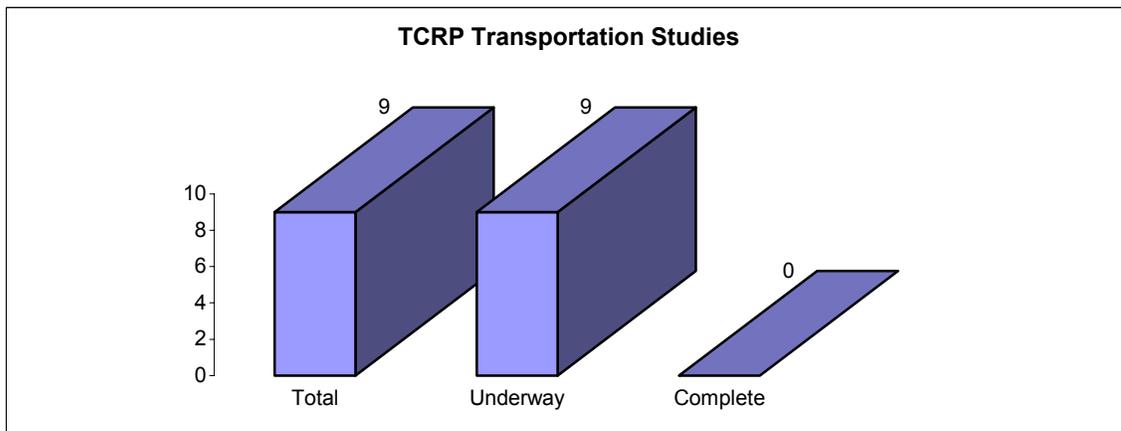
General project progress will be quantified by identifying the number of deliverables required using the program definition above. Each identified deliverable or phase will be reported as:

- PRIOR - Completed prior to enactment of the TCR Act (July 6, 2000)
- COMPLETED - Completed between the enactment of the TCR Act and Progress Reporting period (July 2000 through September 2001)
- UNDERWAY - Phase has started and is still in progress on September 30, 2001
- FUTURE - Phase has not started as of September 30, 2001

The current status of all project phases will be reported, including those phases funded with non-TCRP funds.

Transportation Studies

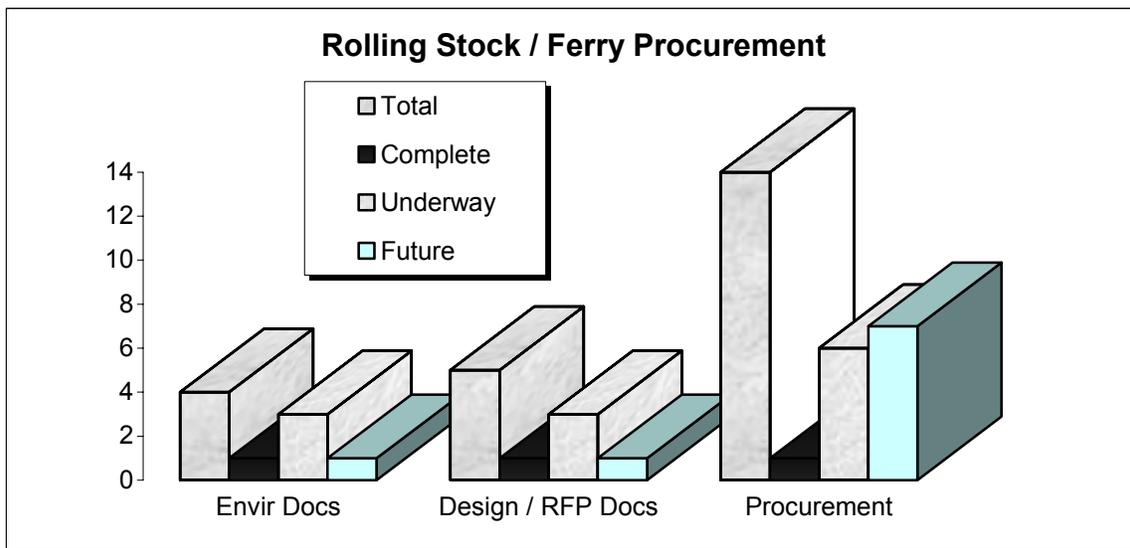
The transportation studies funded by TCRP were all initiated as specific legislatively defined projects or by lead / implementing agencies after enactment of the TCRP. Therefore, no studies were completed prior to July 6, 2001. All studies are currently underway. Of the 9 projects currently identified as Transportation Studies:



Total # of Studies	Studies Underway	Studies Complete
9	9	0

Rolling Stock / Ferry Procurement

All of the TCRP procurement projects require the TCRP funding to complete the procurement. None of the procurement phases were completed prior to enactment of the TCR Act. Of the 14 projects currently identified as rolling stock / ferry procurement:



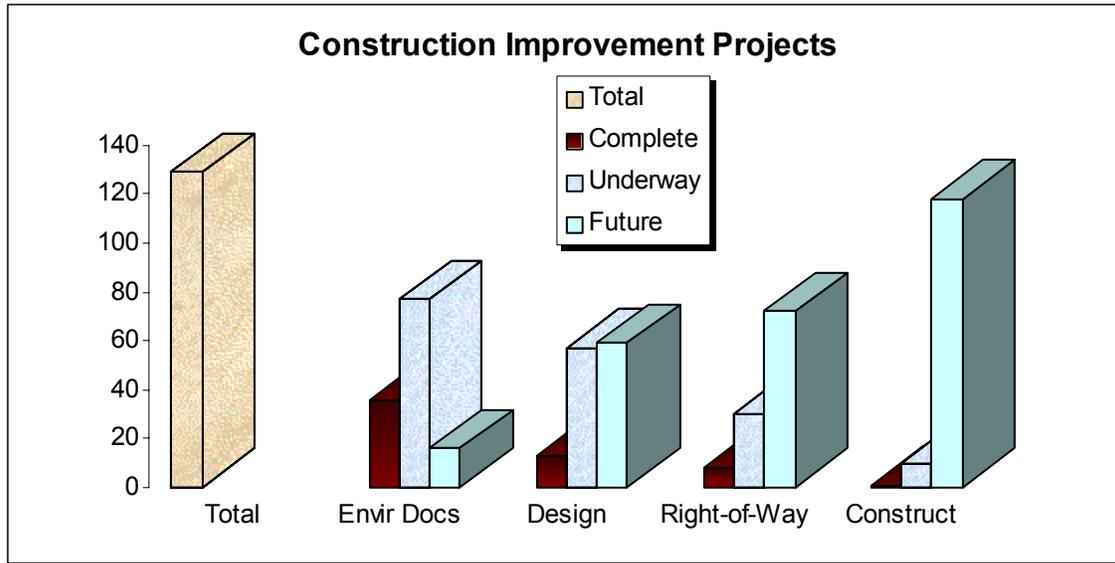
Phase	Total	Complete	Underway	Future
1 – Environment Documents *	4	1	3	1
2 – Procurement Documents **	5	1	3	1
4 – Procurement	14	1	6	7

* Excludes SE and CE projects

** Procurement Documents for standard equipment included in Procurement phase

Construction Improvement Projects

Many of the construction improvement projects were initiated prior to enactment of the TCR Act. The delivery report includes the accomplishments prior to that date. Many of the larger construction projects are being delivered in multiple stages, therefore, several projects are in the design and right-of-way phases (Phase 2 and Phase 3) as well as being underway in the construction phase (Phase 4). Also, the number of projects that require no right-of-way acquisition are identified. Of the 129 projects currently identified as construction projects:



Phase	No R/W	Prior*	Completed	Underway	Future
1 - Envir Document		15	19	78	16
2 - Design		2	11	57	59
3 - Right-of-Way	19 **	1	7	30	72
4 - Construction		0	1	10	118

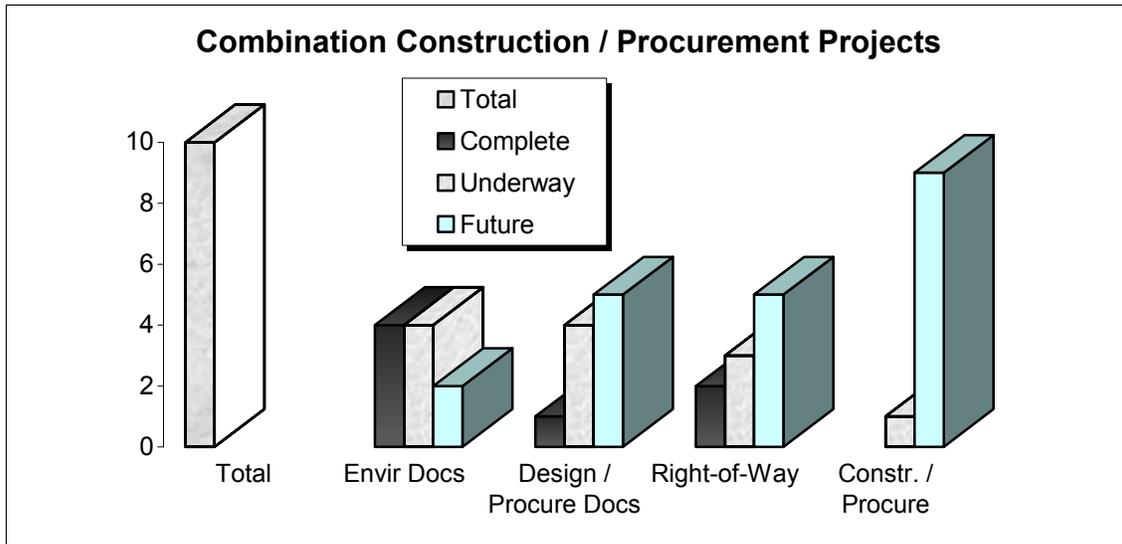
* Completed prior to July 6, 2000

** Right of Way Acquisition not required on 19 projects

Chart combines prior and completed for total phase complete through September 30, 2001.

Combination Construction Improvement / Procurement Projects

Many of the combination construction improvement / procurement projects were initiated prior to enactment of the TCR Act. The delivery report includes the accomplishments prior to that date. These significant projects all require Negative Declaration or EIS / EIR environmental documents. Many of the larger projects are being delivered in multiple stages, therefore, several projects are in the design and right-of-way phases (Phase 2 and Phase 3) as well as being underway in the construction phase (Phase 4). One currently identified project requires no right-of-way acquisition. The others require significant expenditures of funding to acquire right of way. Of the 10 projects identified by this type:



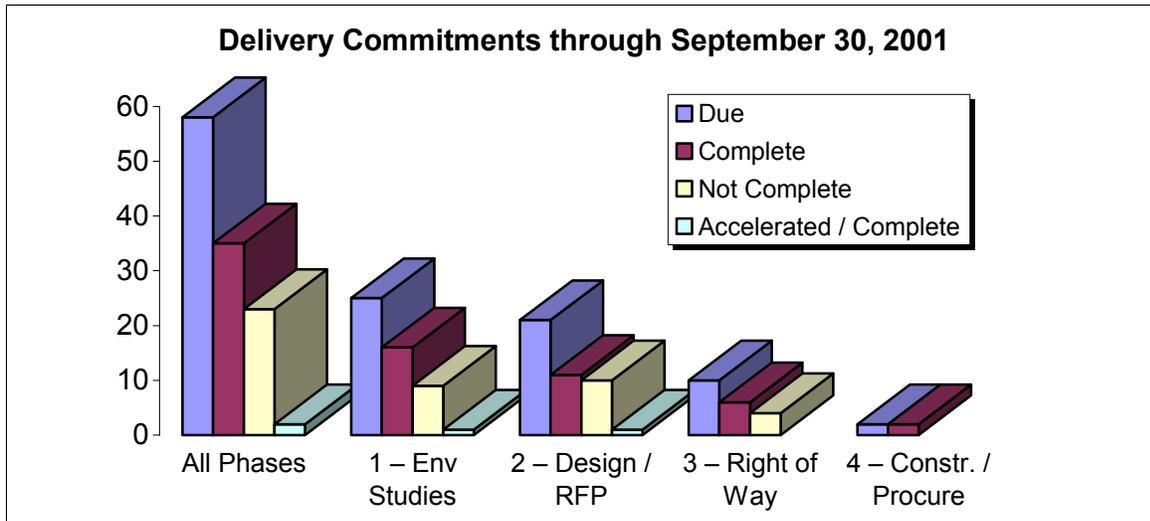
Phase	Prior*	Completed	Underway	Future
1 - Environmental Documents	3	1	4	2
2 - Design / Procurement Docs	0	1	4	5
3 - Right-of-Way **	0	1	3	5
4 - Construction / Procurement	0	0	2	8

* Completed prior to July 6, 2000
 ** Right of Way not required on one project

Chart combines prior and completed for total phase complete through September 30, 2001.

Delivery Commitments through September 30, 2001

The previous sections reported the current status of each identified TCRP phase, i.e., what has been completed, what is underway and what remains for the future. For phases of work scheduled to be completed, it is important to measure on-time performance. The following table provides a status of on-time delivery for those committed phases scheduled for completion between July 6, 2000 and September 30, 2001.



Phase	Due	Complete	Not Complete	Accelerated to Complete
1 - Environmental Studies	29	20 69%	9 31%	1
2 - Design / Procurement Documents	22	12 55%	10 45%	1
3 - Right of Way	11	8 73%	3 27%	0
4 - Construction / Procurement	2	2 100%	0	0
All Phases	58	37 64%	21 36%	2

All phases not completed on-time will require a major or minor amendment. The Department is currently reviewing the information submitted by implementing agencies to evaluate those that can be approved with a minor amendment approved by the Department and CTC staff versus those that require a major amendment seeking Commission approval. More information regarding minor amendments will be provided at the January Commission meeting. Lead and implementing agencies that require a major amendment will submit their requests in the up-coming months.

PROJECT EXPENDITURES

The Attachment also includes information regarding TCRP expenditures as recorded by the Department’s Transportation Accounting Management System (TRAMS) and represents actual monies paid out based on received and processed invoices from TCRP Implementing Agencies.

It is important to recognize that this expenditure information is only an indication of monies paid out as it represents a snapshot in time based on invoices received. Not all agencies submit invoices immediately upon incurring an expense, nor do they always bill all that they may have expended, opting to send invoices at some later time.

A better source of expenditure information, based on actual work completed, would be the Lead and Implementing Agencies reporting the expenditures directly in association with percentages of work complete. The Department attempted to solicit this expenditure information from the Lead Agencies as part of their Progress Reporting. However, a review of the information indicated that the responses were sporadic, included other funds beyond TCRP, and in some cases were simply not reported. Therefore, the TRAMS expenditures totaling \$134,577,000 are used in the Attachment.

The Department recognizes the keen interest that the Commission and other stakeholders have in knowing how much TCR funds have been expended. However, expenditure information alone does not necessarily give a true indication of the progress being made in regard to completing projects based on the limitations of available expenditure data as described above. Instead, it is important to look at all aspects of the project being delivered and consider all the information, regarding a certain project, in regard to project approvals, allocations, expenditures, and especially percent of work completed to date. The Department will work more closely with the reporting agencies in regard to expenditure reporting and will provide more complete information in the next bi-annual report. This expenditure information, coupled with accurate percent complete status will enable the Department to report project progress on an earned value basis, thus leading to more sound conclusions regarding status of a project.

ACCELERATION & STREAMLINING

In addition to the delivery successes outlined previously, the TCR Program has provided the funding and incentive to accelerate and/or fully fund projects, implement institutional changes, and foster partnerships for co-operative funding and delivery of the high priority TCR Program projects. Several of these accomplishments are outlined in the sections to follow.

Funding

The TCR Program provided funding for projects that are of high priority and statewide significance and that may not have otherwise been able to secure funding immediately. The program provided a significant infusion of dollars to the 141 projects. This action in itself accelerated the delivery of these projects. The TCRP provided funding to projects as follows:

1. Fully fund projects so that the project may be implemented or construction can begin. This included funding the design phase so that design can be completed or providing funds to secure the needed right-of-way for the project.
2. "Jump start" projects that did not have funding. Provided funding to enable studies to begin and to secure project consensus. Completion of studies, better scope definition and consensus obtained will facilitate securing the remaining funding needed to fully implement each project.
3. Provided funds for projects that would have been restricted by or would be difficult to pursue due to Article XIX restrictions.

Significant Process Successes and Innovation

The Department has a stated goal to use the Traffic Congestion Relief Program as a showcase for project delivery and a laboratory for testing and proving the viability of new efficiencies. Streamlining and accelerating existing processes – from project approval, to project development, to project implementation – is key for the success of the TCR Program. The TCRP has been and continues to be a catalyst for change. Process innovations and streamlining include:

- Opening dialogue and building stronger partnerships between agencies to ensure appropriate projects are funded and implemented.
 - Each TCRP Project has a Department Project Manager or Project Coordinator assigned.
 - Quarterly progress meeting; project status, earlier problem identification leading to timely solutions.
- Providing opportunities for innovative funding strategies.
- Expediting TCRP application and allocation process.
 - Committing to review and reduce statutory review time by half.
 - Simplifying guidelines and application forms.
Working with the CTC to improve approval times.
- Delegating allocation authority to the Department.
 - Delegating most TCRP funding allocations to the Department.
 - Delegating STIP funding allocations to the Department for TCRP projects utilizing STIP funding. Success of this initiative may result in further delegation and efficiency for STIP allocations for non-TCRP projects.
 - Delegated approval authority to Department and CTC staff for Minor Project Amendment Requests.
- Modifying and improving the agreement process.
 - Using existing processes with TCRP modifications rather than creating completely new processes and procedures.
 - Implementation of “Master Agreement” in place of more cumbersome Fund Transfer Agreements.
- Expediting payment to local agencies.
 - Accelerating implementation of Electronic Fund Transfers.
 - Utilizing Advance Payments to provide working capital to implementing agencies.
 - Establishing a unit in Accounting dedicated to processing TCRP invoices and working with the State Controllers Office to get timely payments.
- Combined Progress Reports and Minor Project Amendment Requests to eliminate paperwork.

Additionally, the Department has made significant efforts in identifying project delivery streamlining improvements. Improvements have been made through its environmental streamlining effort in working with the federal and state resource agencies, AB 1012 effort, etc. The TCRP will take advantage of identified improvement strategies. The TCRP will continue to be a “testbed” for additional opportunities. Future TCRP status reports will highlight these new opportunities.

Significant Project Successes and Innovation

The TCRP project allocations provide opportunities to transportation agencies to achieve specific project milestones, initiate procurement activities, and achieve project delivery for some short-term projects. In addition to the accomplishments listed in the Project Delivery Status section of this report, the TCR Program has experienced a number of streamlining and innovative financing achievements on numerous projects. A sampling of various project successes and innovations follows. Please note that the examples listed below may not be the only projects using these innovative techniques.

JUMPSTART PROJECT INITIATION - Project #1, Extend BART from Fremont to San Jose

The Santa Clara Valley Transportation Authority (VTA) received \$8 million in TCRP funding at the February 2001 Commission meeting to perform Major Investment Studies (MIS) and conduct alternative analysis for transit service on this corridor. The VTA recently adopted a BART system as the preferred investment strategy. Concurrent with this action, VTA and BART have reached an agreement, which outlines project funding and operational responsibilities and provides BART a revenue stream for future operating costs system wide.

INNOVATIVE PROCUREMENT / DELIVERY - Project #13, Caltrain “Baby Bullet” Express Service

At its November 2001 meeting the CTC approved a project application amendment and allocation to the Peninsula Corridor Joint Power Board to acquire new passenger rail cars, through an innovative agreement with Sound Transit of Seattle, to expedite the implementation of a demonstration express service starting in advance of the official “Baby Bullet” service and expedite completion of the overall project by one year.

INNOVATIVE PROJECT DELIVERY - Project #17, Marin County 101 Reversible High Occupancy Vehicle (HOV) Lanes

This project was originally programmed using STIP and local funding to first construct a fully funded interim southbound-only HOV lane and then to convert this lane to a reversible HOV lane contingent upon future funding. The commitment of TCRP funding prompted Marin County to provide additional local funding to fully fund the ultimate reversible HOV facility, thus eliminating the need for the interim strategy.

PUBLIC / PRIVATE PARTNERSHIP - Project #28, Transit Village at Richmond BART Station

The TCRP provides \$5 million in funding to construct a new parking facility for transit riders at this important inter-modal station. The new parking structure allows for public / private development of a Transit Village on the location of the existing surface parking lot.

STREAMLINING - Project #36, San Fernando Valley East/West Bus Rapid Transit

Use of TCRP funds provides flexibility for projects to move forward without having to go through federal processes. The Los Angeles County Metropolitan Transportation Authority will add approximately \$170 million in measure funds to the \$145 million from the TCRP to fully fund the San Fernando East/West Bus Rapid Transit project – a design/build project.

INTERAGENCY PARTNERSHIPS

Open dialogue and build stronger partnerships between agencies to ensure that appropriate projects are funded and implemented – regardless of jurisdictional boundaries. Some examples include:

- Projects #114 and #122; Kern and Tulare counties have executed agreements to share in costs to improve Route 65.

- Project #53 – ATSAC; City of Los Angeles and the Department are partnering to complete signal synchronization projects in the San Fernando Valley
- Project #138 - Cross Valley Rail; Formation of a joint power authority among corridor cities to deliver the Cross Valley Rail project.
- Project #102; City of Santa Barbara and the Santa Barbara Metropolitan Transit District (MTD) cooperation to share TCRP funding to coordinate installation of signal synchronization equipment along State Street and procurement of vehicle tracking equipment for MTD buses running along the State Street corridor.
- Project #148, Widen State Route 111 in Imperial County. The City of Calexico and the Department have partnered funding to accelerate delivery of a portion of the 111 widening in the rapidly developing eastern portion of the City of Calexico. Along with congestion relief, the project will provide safety-related improvements through a designated school zone.

FUTURE PROGRAM FOCUS

With only 12 projects remaining for initial approval, the program's emphasis will shift to tracking project progress, processing project amendments and updates, approval of remaining uncommitted TCRP funds, and securing additional funds from non-TCRP sources to fully fund each project.

As stated earlier, project tracking will identify delivery and success and further innovation. Project progress will be measures using Earned Value analysis to clearly identify projects progressing towards completion and those where progress is falling behind. Lead and implementing agencies will be challenges to identify schedule and financial efficiencies. Since TCRP funding is fixed for each project, all financial efficiencies result in funding opportunities for other needed improvements.

Approximately \$2.6 billion in TCRP funding remains to be programmed, in many cases to fully fund projects through construction or procurement. Several under funded projects are expected to receive appropriations from the 2002 Federal budget bill. The Department and project proponents expect significant funding from the 2002 State Transportation Improvement Program (STIP). Several large transit projects are working to secure or have secured Full Funding Grant agreements from the Federal Transit Authority.

Future reports will concentrate on these issues and highlight additional success stories, including groundbreakings and ribbon cuttings, innovative financing, and innovative delivery strategies.

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)
1	BART to San Jose	10 yrs	Santa Clara / Alameda	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$ 725,000	\$ 8,000	1	\$ 8,000	1	\$ -
2	Fremont-South Bay Commuter Rail; acquire rail line and start commuter rail service between Fremont and San Jose in Santa Clara and Alameda Counties.	4 yrs	APPLICATION TO BE SUBMITTED IN DECEMBER 2001								
3	Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County	2 yrs	Santa Clara / Alameda	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$ 25,000	\$ 25,000	4	\$ 25,000	4	\$ -
4	Route 680; add northbound HOV lane over Sunol Grade. Milpitas to Route 84 in Santa Clara and Alameda Counties.	5 yrs	Santa Clara / Alameda	Caltrans	Caltrans	\$ 60,000	\$ 60,000	1,2,4	\$ 2,000	1,2	\$ 10
5	Route 101; add northbound lane to freeway through San Jose, Route 87 to Trimble in Santa Clara County	2 yrs	Santa Clara / Alameda	Caltrans	Caltrans	\$ 5,000	\$ 5,000	3	\$ -		\$ -
6	Route 262; MIS for Cross Connector freeway	Study	Santa Clara	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$ 1,000	\$ 1,000	1	\$ 1,000	1	\$ -
7	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County.	1-2 yrs	APPLICATION SUBMITTED - TARGET FEBRUARY 2002								
8	Route 880; reconstruct Coleman Ave. interchange	4-5 yrs	Santa Clara	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$ 5,000	\$ 5,000	1,2	\$ 5,000	1,2	\$ -
9.1	Capital Corridor; improve intercity rail line between Oakland and San Jose. Harder Road Undercrossing.	1 yr	Regional	City of Hayward	Capitol Corridor Joint Powers Authority	\$ 600	\$ 600	4	\$ 600	4	\$ -
9.2	Capitol Corridor; improve intercity rail line between Oakland and San Jose. Emeryville Station Project	1 yr	Regional	Capital Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	\$ 5,400	\$ 225	1,2	\$ 225	1,2	\$ -
9.3	Capital Corridor; improve intercity rail line between Oakland and San Jose. Jack London Square Project	1 yr	Regional	Capital Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	\$ 10,000	\$ 1,750	1,2	\$ 1,750	1,2	\$ -
9.4	Capital Corridor; improve intercity rail line between Oakland and San Jose, various locations	1 yr	APPLICATION SUBMITTED - TARGET FEBRUARY 2002			\$ 9,000					
10	Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide; in nine counties	1 yr	Regional	Metropolitan Transportation Commission	Metropolitan Transportation Commission	\$ 40,000	\$ 40,000	4	\$ 16,035	4	\$ -
11	San Francisco Bay Southern Crossing	Over 4 years	Regional	Metropolitan Transportation Commission	Metropolitan Transportation Commission	\$ 5,000	\$ 3,200	1	\$ 3,200	1	\$ 1,194

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12	Bay Area Transit Connectivity-I-580 Livermore Corridor	1 yr	Regional	Alameda County Congestion Management	Alameda County Congestion Management / BART	\$ 7,000	\$ 1,200	1	\$ 1,200	1	\$ 278
12.1	Bay Area Transit Connectivity-Route 4 Corridors	1 yr	Regional	Contra Costa Transportation Authority	Contra Costa County Transportation Authority and the San Francisco Bay Area Rapid Transit District	\$ 7,000	\$ 2,000	1	\$ 2,000	1	\$ 500
12.2	Bay Area Transit Connectivity-Hercules Rail Station study and improvements	1 yr	Regional	City of Hercules	Contra Costa Transportation Authority	\$ 3,000	\$ 100	1	\$ 100	1	\$ -
13	CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure	3 yrs	Regional	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	\$ 127,000	\$ 127,000	1,2,4	\$ 127,000	1,2,4	\$ 1,050
14	CalTrain; extension to Salinas in Monterey County	1-2 yrs		Transportation Agency for Monterey County	Transportation Agency for Monterey County	\$ 20,000	\$ 365	1	\$ 365	1	\$ -
15	Route 24; Caldecott Tunnel; add fourth bore tunnel	7 yrs	Alameda / Contra Costa	Caltrans	Caltrans	\$ 20,000	\$ 20,000	1,2	\$ 15,000	1	\$ 362
16.1	Route 4; construct one or more phases of improvements to widen freeway to eight lanes. Segment 1	3 yrs	Contra Costa	Contra Costa Transportation Authority	Contra Costa Transportation Authority	\$ 25,000	\$ 25,000	1,2,3,4	\$ 25,000	3	\$ 9,000
16.2	Route 4; construct one or more phases of improvements to widen freeway to eight lanes. Segment 2	3 yrs	Contra Costa	Contra Costa Transportation Authority	Contra Costa Transportation Authority	\$ 14,000	\$ 14,000		\$ -		\$ -
17	Route 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County	1-2 yrs	Marin / Sonoma	Caltrans	Caltrans	\$ 15,000	\$ 15,000	4	\$ 2,751	4	\$ -
18	Route 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma Counties.	10 yrs	Marin / Sonoma	Caltrans	Caltrans	\$ 21,000	\$ 6,200	1	\$ 2,000	1	\$ 263
19	Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.	1 yr	APPLICATION SUBMITTED - TARGET DECEMBER 2001								
20	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the city of San Francisco.	5 yrs	San Francisco	San Francisco County Transportation Agency	San Francisco Municipal Transportation Agency	\$ 140,000	\$ 140,000	2,4	\$ 140,000	2,4	\$ -
21	San Francisco Muni Ocean Avenue Light Rail	1 yr	San Francisco	San Francisco Municipal Railway	San Francisco Municipal Railway	\$ 7,000	\$ 7,000	4	\$ 7,000	4	\$ -

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22	Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Ave. to Route 1 Interchange in City and County of San Francisco.	Study	San Francisco	San Francisco County Transportation Agency	San Francisco County Transportation Authority	\$ 15,000	\$ 3,000	1	\$ 3,000	1	\$ -	
23	CalTrain Peninsula Corridor; complete grade separations at Poplar Avenue in (San Mateo), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	2 yrs	APPLICATION TO BE SUBMITTED IN APRIL 2002									\$ -
24	Vallejo Baylink Ferry; acquire low-emission ferryboats	1yr	Solano	City of Vallejo Solano Transportation Authority	City of Vallejo Solano Transportation Authority	\$ 5,000	\$ 5,000	2,4	\$ 5,000	2,4	\$ -	
25.1	I-80/I-680/Route 12 Interchange in Fairfield	Study	Solano	Solano Transportation Authority	Solano Transportation Authority	\$ 1,000	\$ 1,000	1	\$ 1,000	1	\$ 378	
25.2	I-80/I-680/Route 12 Interchange in Fairfield	Study	APPLICATION SUBMITTED - TARGET DECEMBER			\$ 3,000						
25.3	I-80/I-680/Route 12 Interchange in Fairfield	Study	APPLICATION SUBMITTED - TARGET DECEMBER			\$ 9,000						
26	ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	1-2 yrs	APPLICATION TO BE SUBMITTED IN MARCH 2002									
27.1	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road Re-alignment	4 yrs	Alameda/Contra Costa	Alameda County Public Works Agency	Alameda County Congestion Management Agency (ACCMA)	\$ 6,500	\$ 150	1	\$ 150	1	\$ -	
27.2	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road ACE parking	4 yrs	Alameda/Contra Costa	City of Livermore	Alameda County Congestion Management Agency (ACCMA)	\$ 3,000	\$ 1,920	1,2,3	\$ 424	1,2	\$ -	
27.3	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Valley Center Parking Project	4 yrs	Alameda/Contra Costa	City of Livermore, Community Development Department	Alameda County Congestion Management Agency	\$ 1,500	\$ 520	1,2	\$ 520	1,2	\$ -	
28	Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.	1 yr	Contra Costa	City of Richmond	City of Richmond	\$ 5,000	\$ 680	2	\$ 680	2	\$ -	
29	AC Transit; buy two fuel cell buses and fueling facility	1-2 yrs	Alameda / Contra Costa	Alameda Contra Costa Transit District	Alameda Contra Costa Transit District	\$ 8,000	\$ 8,000	4	\$ 8,000	4	\$ -	
30	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties	2 yrs	Marin / Sonoma	Sonoma Marin Area Rail Transit Commission	Sonoma-Marin Area Rail Transit Authority	\$ 37,000	\$ 7,700	1	\$ 7,700	1	\$ 281	

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)
31	Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County	6 yrs	Alameda / Contra Costa	Caltrans	Caltrans	\$ 25,000	\$ 25,000	1,2,3,4	\$ 7,000	1	\$ -
32.1	NCRA; Defray administrative costs	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 1,000	\$ 750	1	\$ 750	1	\$ 724
32.2	NCRA; Sub-Paragraph (b) Lombard to Willits	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 600	\$ 600	1	\$ 600	1	\$ 600
32.3	North Coast Railroad; Sub-paragraph (c) completion of rail line from Willits to Arcata	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 1,000	\$ 1,000	2	\$ 400	2	\$ -
32.4	NCRA; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties.	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 5,000	\$ 5,000	1,2,4	\$ 100	1	\$ -
32.5	North Coast Railroad: Sub-paragraph (e) environmental remediation projects	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 4,100	\$ 100	1	\$ 100	1	\$ -
32.6	North Coast Railroad: Sub-paragraph (f) debt reduction	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 10,000	\$ 10,000	4	\$ 10,000	4	\$ 9,812
32.7	North Coast Railroad: Sub-paragraph (g) local match fund	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 1,800	\$ 50	1	\$ 50	1	\$ -
32.8	North Coast Railroad: Sub-paragraph (h) fund repayment of federal loan obligations	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 5,500	\$ 5,500	4	\$ 5,500	4	\$ 5,500
32.9	North Coast Railroad	1 yr	Regional	North Coast Railroad Authority	North Coast Railroad Authority	\$ 31,000	\$ 31,000	1,2,3,4	\$ -		\$ -
33	Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service	Over 4 years	Los Angeles	Los Angeles Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$ 150,000	\$ 150,000	4	\$ -		\$ -
34	Los Angeles To Pasadena Blue Line	1 yr	Los Angeles	Los Angeles to Pasadena Metro Blue Line Construction Authority	Los Angeles to Pasadena Metro Blue Line Construction Authority	\$ 40,000	\$ 40,000	1,2,3,4	\$ 40,000	1,2,3,4	\$ 18,576
35.1	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.	1-2 yrs	Los Angeles	Caltrans	Caltrans	\$ 100,000	\$ 28,000	1,2	\$ 28,000	1,2	\$ 1,000
35.2	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.	1-2 yrs	APPLICATION TO BE SUBMITTED IN MAY 2002								

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36	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.	5-7 yrs	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$ 236,000	\$ 19,500	1	\$ 19,500	1	\$ 1,143
37	Los Angeles Mid-City Transit Improvements	5-7 yrs	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$ 256,000	\$ 4,700	1	\$ 4,700	1	\$ 94
38.1	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. One hundred forty-five million dollars (\$145,000,000).	5-7 yrs	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$ 145,000	\$ 12,300	1	\$ 12,300	1	\$ 233
38.2	Los Angeles-San Fernando Valley Transit Extension; (B) Build a North-South corridor bus transit project that interfaces with the foregoing East-West Burbank-Chandler corridor project and with the Ventura Boulevard Rapid Bus project.	5-7 yrs	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$ 100,000	\$ 2,000	1	\$ 2,000	1	\$ -
39	Route 405; add northbound HOV lane over Sepulveda Pass	6 yrs	Los Angeles	Caltrans	Caltrans	\$ 90,000	\$ 15,000	1	\$ 15,000	1	\$ 659
40	Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.	5 yrs	Los Angeles	Caltrans	Caltrans	\$ 90,000	\$ 12,500	1,2	\$ 500	1	\$ 528
41.1	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 (Hollywood Freeway) to Route 14 in Los Angeles County. Segment 1	4 yrs	Los Angeles	Caltrans	Caltrans	\$ 30,950	\$ 30,950	3,4	\$ 2,200	3	
41.2	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 (Hollywood Freeway) to Route 14 in Los Angeles County. Segment 2	4 yrs	Los Angeles	Caltrans	Caltrans	\$ 19,050	\$ 19,050	2,3	\$ 19,050	1,2	\$ 2,862
42.1	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV & eight mixed flow), Orange County line to Route 710, with related major arterial improvements in Los Angeles County. Segment A	7-8 yrs	Orange	Caltrans	Caltrans	\$ 109,000	\$ 109,000	1,2,3,4	\$ 6,000	1	\$ -
42.2	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV & eight mixed flow), Orange County line to Route 710, with related major arterial improvements in Los Angeles County. Segment B	7-8 yrs	Orange	Caltrans	Caltrans	\$ 8,000	\$ 8,000	1,2			

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42.3	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV & eight mixed flow), Orange County line to Route 710, with related major arterial improvements in Los Angeles County. Segment C	7-8 yrs	Orange	Caltrans	Caltrans	\$ 8,000	\$ 8,000	1,2			
43	Route 5; improve Carmenita Road Interchange in Norwalk	4 yrs	Los Angeles	Caltrans	Caltrans	\$ 71,000	\$ 71,000	2,3,4	\$ 290	2	\$ -
44	Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass	1 yr	Los Angeles	Port of Long Beach	Port of Long Beach	\$ 18,400	\$ 18,400	2,3,4	\$ 14,660	2,3	\$ -
45	Route 710; complete Gateway Corridor Study	Begin in 2000	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Caltrans	\$ 2,000	\$ 2,000	1	\$ 2,000	1	\$ -
46	Route 1: reconstruct intersection at Route 107 in Torrance in Los Angeles County	2 yrs	Los Angeles	Caltrans	Caltrans	\$ 2,000	\$ 700	1,2	\$ 700	1,2	\$ 40
47	Route 101; California Street off-ramp in Ventura County.	4 yrs	Ventura	Caltrans	City of San Buenaventura	\$ 15,000	\$ 620	1	\$ 620	1	\$ 186
48	Route 101; corridor analysis and PSR	Begin in 2000	Los Angeles	Los Angeles County Metropolitan Transportation Authority	Caltrans	\$ 3,000	\$ 3,000	1	\$ 3,000	1	\$ -
49	Hollywood Intermodal Transportation Center; Intermodal facility at Highland Avenue and Hawthron Avenue in the City of Los Angeles	1-2 yrs	Los Angeles	Community Redevelopment Agency of the City of Los Angeles	City of Los Angeles	\$ 10,000	\$ 350	1	\$ 350	1	\$ -
50	Route 71; complete three miles of six-lane freeway through Pomona	4-5 yrs	Los Angeles	Caltrans	Caltrans	\$ 30,000	\$ 11,800	1,2	\$ 1,500	1	\$ 1,886
51	Route 101/405; add auxiliary lane and widen ramp through freeway interchange	4 yrs	Los Angeles	Caltrans	Caltrans	\$ 21,000	\$ 4,000	1,2	\$ 4,000	1,2	\$ 393
52	Route 405; add HOV and auxiliary lanes for 1 mile in West LA from Waterford Ave. to Route 10 in LA County	3 yrs	Los Angeles	Caltrans	Caltrans	\$ 25,000	\$ 25,000	4	\$ -		\$ -
53	Automated Signal Corridors (ATSAC)	1-2 yrs	Los Angeles	City of Los Angeles; Department of Transportation	City of Los Angeles Department of Transportation	\$ 16,000	\$ 16,000	2,4	\$ 1,700	2	\$ 137
54.1	Alameda Corridor-East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines downtown Los Angeles to Los Angeles County line in Los Angeles County	3-8 yrs	Los Angeles	Alameda Corridor-East Construction Authority	San Gabriel Valley Council of Governments	\$ 130,300	\$ 130,300	2,3,4	\$ 4,500	2,3	\$ -
54.2	Alameda Corridor-East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines downtown Los Angeles to Los Angeles County line in Los Angeles County	3-8 yrs	Los Angeles	City of Santa Fe Springs	San Gabriel Valley Council of Governments	\$ 15,300	\$ 15,300	1,2,3,4	\$ -		\$ -

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54.3	Alameda Corridor-East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines downtown Los Angeles to Los Angeles County line in Los Angeles County	3-8 yrs	Los Angeles	City of Pico Rivera	San Gabriel Valley Council of Governments	\$ 4,400	\$ 4,400	1,2	\$ -		\$ -
55.1	Alameda Corridor-East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Cotton, with rail-to-rail separation at Cotton in San Bernardino County	3-8 yrs	San Bernardino	City of Monclair	San Bernardino Associated Governments	\$ 18,800	\$ 2,250	1,3	\$ 250	1	\$ -
55.2	Alameda Corridor-East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines; Los Angeles County to Cotton, with rail-to-rail separation at Cotton in San Bernardino County.	3-8 yrs	San Bernardino	City of Ontario	San Bernardino Associated Governments	\$ 38,100	\$ 700	1	\$ 700	1	\$ -
55.3	Alameda Corridor-East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines; Los Angeles County to Cotton, with rail-to-rail separation at Cotton in San Bernardino County.	3-8 yrs	San Bernardino	San Bernardino Associated Governments	San Bernardino Associated Governments	\$ 38,100	\$ 510	1	\$ 510	1	\$ -
56	Metrolink; track and signal improvements on Metrolink San Bernardino Line	2 yrs	San Bernardino	Southern California Regional Railroad Authority	Southern California Regional Railroad Authority	\$ 15,000	\$ 15,000	2,4	\$ 15,000	2,4	\$ 137
57	Route 215; add HOV lanes through downtown San Bernardino, Route 10 to Route 30 in San Bernardino County	4 yrs	San Bernardino	Caltrans	San Bernardino Associated Governments	\$ 25,000	\$ 25,000	4	\$ -		\$ -
58	Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County	5 yrs	San Bernardino	San Bernardino Associated Governments	SANBAG	\$ 10,000	\$ 10,000	2,3,4	\$ -		\$ -
59	Route 10; Live Oak Canyon Interchange	3 yrs	San Bernardino	San Bernardino Associated Governments	San Bernardino County Transportation Commission	\$ 11,000	\$ 11,000	1,2,3,4	\$ 1,650	1,2	\$ -
60	Route 15; southbound truck climbing lane at two locations in San Bernardino County	5 yrs	San Bernardino	Caltrans	Caltrans	\$ 10,000	\$ 955	1,2	\$ 955	1,2	\$ 270
61	Route 10; reconstruct Apache Trail Interchange	6 yrs	Riverside	Caltrans	Caltrans	\$ 30,000	\$ 3,900	1,2	\$ 3,900	1,2	\$ -
62	Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County	6 yrs	Riverside	Riverside County Transportation Commission	Riverside County Transportation Commission	\$ 20,000	\$ 15,700	1,2	\$ 3,700	1	\$ 70
62.1	Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County	6 yrs	Riverside	Caltrans	Caltrans	\$ 20,000	\$ 20,000	4	\$ -		\$ -

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63	Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County	2 yrs	Riverside	Caltrans	Caltrans	\$ 25,000	\$ 3,800	1,2	\$ 3,800	1,2	\$ 1,037	
64	Route 91; improve the Green River Interchange and add auxiliary lane and connector ramp east of the Green River Interchange to northbound Route 71 in Riverside County.	4 yrs	APPLICATION TO BE SUBMITTED IN JANUARY 2002									
70.1	Route 22; add HOV lanes on Garden Grove Freeway, Soundwalls	5-7 yrs	Orange	Caltrans	Caltrans or Orange County Transportation Authority	\$ 22,300	\$ 22,300	3,4	\$ 22,300	3,4	\$ 1,369	
70.2	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County.	5-7 yrs	Orange	Caltrans	Orange County Transportation Authority / Caltrans	\$ 184,200	\$ 184,200	1,2,3,4	\$ 31,100	1,2,3,4	\$ 4,383	
73	Alameda Corridor-East; (Orangethrope Corridor) build grade separation in LA County	3-8 yrs	Orange	City of Placentia	Orange County Transportation Authority / Caltrans	\$ 28,000	\$ 28,000	3,4	\$ 8,900	3	\$ 5,200	
74.1	Pacific Surfliner; double track intercity rail like within San Diego County, add maintenance yard in San Diego county - Oceanside Double Track Project	4-6 yrs	San Diego	Caltrans	Caltrans	\$ 28,000	\$ 6,000	1,2,4	\$ 500	1,2	\$ -	
74.2	Pacific Surfliner; double track intercity rail like within San Diego County, add maintenance yard in San Diego county - EIR/EIS for LOSSAN Corridor	4-6 yrs	San Diego	Caltrans	Caltrans	\$ 19,000	\$ 2,498	1	\$ 2,498	1	\$ -	
75.1	San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. MTDB	1 yr	San Diego	San Diego Metropolitan Transit Development Board	San Diego Metropolitan Transit Development Board	\$ 21,000	\$ 21,000	4	\$ -		\$ -	
75.2	San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. NCTD	1 yr	San Diego	North Coast Transit Authority	San Diego Metropolitan Transit Development Board	\$ 9,000	\$ 9,000	4	\$ 1,300	4	\$ -	
76.1	Coaster Commuter Rail; acquire one new train set to expand commuter rail in San Diego County. Locomotive Procurement	2 yrs	San Diego	North County Transit District	North County Transit District	\$ 1,620	\$ 1,620	4	\$ 1,620	4	\$ 1,620	
76.2	Coaster Commuter Rail; acquire one new train set to expand commuter rail in San Diego County. Rail Car Procurement	2 yrs	San Diego	North County Transit District	North County Transit District	\$ 12,380	\$ 12,380	4	\$ 12,380	4	\$ -	
77	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.	5-6 yrs	San Diego	Caltrans	Caltrans	\$ 20,000	\$ 4,000	1	\$ 4,000	1	\$ 97	

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)
78	Improve access to light rail from new in-town East Village development in San Diego County	1-2 yrs	San Diego	Metropolitan Transit Development Board	Metropolitan Transit Development Board	\$ 15,000	\$ 15,000	2,4	\$ 382	2	\$ -
79	North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido in San Diego County	4 yrs	San Diego	North San Diego County Transit District	North County Transit District	\$ 80,000	\$ 80,000	4	\$ -		\$ -
80	Mid-Coast Light Rail; extend Old Town light rail line 6 miles to Balboa Avenue in San Diego County.	4 yrs	APPLICATION TO BE SUBMITTED IN MARCH 2002								
81	San Diego Ferry; acquire low-emission high speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County	1 yr		San Diego Unified Port District	San Diego Unified Port District	\$ 5,000	\$ 400	1,2	\$ 400	1,2	\$ -
82	Widen portions of Interstates 5 and 805	2 yrs	San Diego	Caltrans	Caltrans	\$ 25,000	\$ 25,000	4	\$ 25,000	4	\$ 10
83	San Diego Managed Lanes/Operation Improvements	2-3 yrs	San Diego	Caltrans	Caltrans	\$ 64,500	\$ 24,500	1,2,3	\$ 24,500	1,2,3	\$ 1,420
83.1	San Diego Managed Lanes/Operation Improvements	2-3 yrs	San Diego	San Diego Metropolitan Transit Development Board	Caltrans	\$ 5,500	\$ 5,500	3	\$ 5,500	3	\$ 5,500
84	Route 52; build four miles of new six-mile freeway to Santee, Mission Gorge to Route 67 in San Diego County	2-3 yrs	San Diego	Caltrans	Caltrans	\$ 45,000	\$ 45,000	3,4	\$ 25,000	3	\$ -
85	Route 56; construct approximately five miles of new freeway alignment between I-5 and I-15 from Carmel Valley to Rancho Penasquitos in the City of San Diego in San Diego County.	2 yrs	San Diego	Caltrans	Caltrans	\$ 25,000	\$ 25,000	3,4	\$ 10,813	3	\$ 10,813
86	Route 905; build new six-lane freeway on Otay Mesa, Route 805 to Mexico Port of Entry in San Diego County.	3 yrs	San Diego	Caltrans	Caltrans	\$ 25,000	\$ 25,000	3	\$ 25,000	3	\$ 113
87.1	Routes 94/125; build two new freeway connector ramps	7-8 yrs	San Diego	Caltrans	Caltrans	\$ 1,271	\$ 1,271	4	\$ 1,271	4	\$ -
87.2	Route 94/125; build two new freeway connector ramps	7-8 yrs	San Diego	Caltrans	Caltrans	\$ 58,729	\$ 1,700	1	\$ 1,700	1	\$ -
88	Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.	4 yrs	APPLICATION TO BE SUBMITTED IN FEBRUARY 2002								
89	Route 99; improve Shaw Avenue Interchange in northern Fresno in Fresno County.	4 yrs	Fresno	Caltrans	Caltrans	\$ 5,000	\$ 1,600	1	\$ 1,600	1	\$ 263
90	Route 99; widen freeway to six lanes, Kingsburg to Selma in Fresno County	3-4 yrs	Fresno	Caltrans	Caltrans	\$ 20,000	\$ 3,860	2,3	\$ 3,800	2	\$ 693
91	Route 180; build new expressway east of Clovis, Clovis Avenue to Temperance Avenue in Fresno County.	3-4 yrs	Fresno	Caltrans	Caltrans / Council of Fresno County Governments	\$ 20,000	\$ 20,000	2,3,4	\$ 12,561	2,3	\$ 576

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)
92	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County.	1 yr	APPLICATION TO BE SUBMITTED IN MARCH 2002								
93	Route 180; complete environmental studies	4 yrs	Fresno	Caltrans	Caltrans	\$ 7,000	\$ 7,000	1	\$ 7,000	1	\$ 136
94	Route 43; widen to four-lane expressway from Kings County line to Selma in Fresno County	5 yrs	Fresno	Caltrans	Caltrans	\$ 5,000	\$ 2,600	1	\$ 2,600	1	\$ 205
95	Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County.	3-4 yrs	Fresno	Caltrans	Caltrans	\$ 10,000	\$ 2,674	1,2,3	\$ 2,674	1,2,3	\$ 549
96	Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County	2 yrs	Fresno	County of Fresno, Department of Public Works	County of Fresno	\$ 10,000	\$ 10,000	1,2,3,4	\$ 512	1,2	\$ -
97	Plans/working drawings, and related program management costs for the Fresno Events Center.	2 yrs	Fresno	California State University at Fresno	California State University at Fresno	\$ 2,100	\$ 2,100	1	\$ 2,100	1	\$ -
97.1	Operational improvements on Shaw, Chestnut, Willow and Barstow Avenues in Fresno	2 yrs	Fresno	City of Clovis	CSU, Fresno	\$ 1,850	\$ 1,850	2,3,4	\$ 1,385	2,3,4	\$ -
97.2	Operational improvements on Shaw Avenue, Willow Ave. and Barstow Ave. in Fresno	2 yrs	Fresno	City of Fresno	CSU, Fresno	\$ 6,050	\$ 6,050	2,3,4	\$ 468	2	\$ -
98	Peach Avenue; widen to four-lane arterial and add pedestrian overcrossing for three schools in Fresno County.	6 yrs	Fresno	City of Fresno	City of Fresno	\$ 10,000	\$ 10,000	1,2,3,4	\$ 600	1,2	\$ -
99.1	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties.	1-2 yrs	APPLICATION TO BE SUBMITTED IN DECEMBER 2001								
99.2	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties.	1-2 yrs	APPLICATION TO BE SUBMITTED IN DECEMBER 2002								
100	San Joaquin Valley Emergency Clean Air Attainment Program; incentives for the reduction of emissions from heavy-duty diesel engines operating within the eight-county San Joaquin Valley region.	1 yr	Regional	San Joaquin Valley Unified Air Pollution Control District	San Joaquin Valley Unified Air Pollution Control District	\$ 25,000	\$ 25,000	1,4	\$ 25,000	1,4	\$ 12,500
101	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses.	2 yrs	Santa Cruz	Santa Cruz Metropolitan Transit District	Santa Cruz Metropolitan Transit District	\$ 3,000	\$ 3,000	4	\$ 3,000	4	\$ -
102.1	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.	2 yr	Santa Barbara	City of Santa Barbara	City of Santa Barbara	\$ 400	\$ 400	4	\$ 400	4	\$ -
102.2	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.	2 yr	Santa Barbara	Santa Barbara Metropolitan Transit District	City of Santa Barbara	\$ 900	\$ 900	4	\$ 900	4	\$ -

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)	
103	Route 99; improve interchange at Seventh Standard Road	4-5 yrs	Kern	Kern County Road Department	Kern Council of Governments	\$ 8,000	\$ 8,000	1,2,3,4	\$ 1,900	1,2,3	\$ -	
104	Route 99; build seven miles of new six-lane freeway	4-5 yrs	Merced	Caltrans	Caltrans	\$ 5,000	\$ 5,000	2,3	\$ -		\$ 1,042	
105	Route 99; two miles of new six-lane freeway, Madera County line in Merced County	4-5 yrs	Merced County	Caltrans	Caltrans	\$ 5,000	\$ 5,000	2,3	\$ -		\$ -	
106	Campus Parkway; build new arterial in Merced County from Route 99 to Bellevue Road.	3-4 yrs	APPLICATION TO BE SUBMITTED IN JANUARY 2002									\$ -
107	Route 205; widen freeway to six lanes, Tracy to I-5 in San Joaquin County	3-4 yrs	San Joaquin	Caltrans	Caltrans	\$ 25,000	\$ 25,000	4	\$ -		\$ -	
108	Route 5; add northbound lane to freeway through Mossdale "Y"	5-6 yrs	San Joaquin	Caltrans	Caltrans	\$ 7,000	\$ 7,000	1,2,4	\$ 761	1,2	\$ 127	
109	Route 132; build four miles of new four-lane expressway in Modesto from Dakota Avenue to Route 99 and improve Route 99 Interchange in Stanislaus County.	5 yrs	APPLICATION TO BE SUBMITTED IN APRIL 2002									
110	Route 132; build 3.5 miles of new four-lane expressway	5 yrs	Stanislaus/San Joaquin	Caltrans	Caltrans	\$ 2,000	\$ 500	1	\$ 500	1	\$ 253	
111	Route 198; build 10 miles of new four-lane expressway from Route 99 to Hanford in Kings and Tulare Counties.	5 yrs	Kings / Tulare	Caltrans	Caltrans	\$ 14,000	\$ 853	2	\$ 853	2	\$ -	
112	Jersey Ave; widen from 17th St. to 18th St.	2 yrs	Kings	Kings County Public Works	Kings County Public Works	\$ 1,500	\$ 1,500	4	\$ -		\$ -	
113	Route 46; widen to four lanes for 33 miles from Route 5 to San Luis Obispo County line in Kern County.	7 yrs	Kern	Caltrans	Caltrans	\$ 30,000	\$ 300	1	\$ 300	1	\$ 1,625	
114	Route 65; add four passing lanes, intersection improvement, and conduct Environmental studies.	3-5 yrs	Kern	Caltrans	Kern Council of Governments	\$ 12,000	\$ 1,674	1,2	\$ 376	1	\$ 24	
115	South Line Light Rail	4-5 yrs	Sacramento	Sacramento Regional Transit District	Sacramento Regional Transit District	\$ 70,000	\$ 4,000	1	\$ 4,000	1	\$ -	
116	Route 80 Light Rail Corridor; double-track Route 80 light rail for express service to Sacramento County	3 yrs		Sacramento Regional Transit District	Sacramento Regional Transit District	\$ 25,000	\$ 4,000	2	\$ -		\$ -	
117	Folsom Light Rail	3 yrs	Sacramento	Sacramento Regional Transit District	Sacramento Regional Transit District	\$ 20,000	\$ 20,000	2,3,4	\$ 20,000	2,3,4	\$ 1,381	
118	Sacramento Emergency Clean Air/Transportation Plan (SECAT)	Program can begin in 2000	Sacramento	Sacramento Area Council of Governments	Sacramento Area Council of Governments	\$ 66,000	\$ 66,000	4	\$ 16,500	4	\$ 16,500	
119.1	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolo bus service	1-2 yrs	Sacramento / Yolo	Sacramento Regional Transit District/Yolo County Transportation District	Sacramento Area Council of Governments / Yolo County Transportation District							

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)
119.2	Provide Yolobus service	Program can begin in 2000	Sacramento / Yolo	Sacramento Regional Transit District/Yolo County Transportation District	Sacramento Area Council of Governments / Yolo County Transportation District	\$ 3,000	\$ 3,000	1,4	\$ 1,173	1,4	\$ 580
121	Metropolitan Bakersfield System Study	Study	Kern	Kern County of Governments	Kern Council of Governments	\$ 350	\$ 350	1	\$ 350	1	\$ 151
122	Route 65; widening project from 7th Standard Road to Route 190 in Porterville	3-5 yrs	Tulare	Caltrans	Tulare County	\$ 3,500	\$ 3,500	1,2	\$ 2,200	1	\$ 16
123	Oceanside Transit Center; parking structure	3-5 yrs	San Diego	City of Oceanside	City of Oceanside	\$ 1,500	\$ 1,500	1,2,4	\$ 385	1	\$ -
126	Route 50/Watt Ave. Interchange; widening of over-crossing and modifications to interchange.	3-4 yrs	Sacramento	County of Sacramento	County of Sacramento	\$ 7,000	\$ 720	1	\$ 720	1	\$ -
127	Route 85/Route87; Interchange completion; addition of tow direct connectors for SB Route 85	1 yr	Santa Clara / Alameda	Santa Clara Valley Transportation Authority	City of San Jose	\$ 3,500	\$ 3,500	1	\$ 3,500	1	\$ -
128	Airport Road; reconstruction and intersection improvement project	3 yrs	Shasta	County of Shasta	County of Shasta	\$ 3,000	\$ 233	1,2	\$ 47	1	\$ -
129	Route 62; traffic and pedestrian safety and utility undergrounding project in right of way of Route 62.	1 yr	San Bernardino	Town of Yucca Valley	Town of Yucca Valley	\$ 3,200	\$ 3,200	1,2,3,4	\$ 150	1	\$ -
133	Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road.	Study	Sacramento	County of Sacramento	City of Elk Grove	\$ 150	\$ 150	1	\$ 150	1	\$ -
134	Route 50/Sunrise Boulevard; interchange modifications.	1 yr	Sacramento	Caltrans	The County of Sacramento Department of Transportation	\$ 3,000	\$ 3,000	4	\$ 3,000	4	\$ 225
135	Route 99; Sheldon Road; Interchange project	2-3 yrs	Sacramento	County of Sacramento	County of Sacramento	\$ 3,000	\$ 1,500	2	\$ -		\$ -
138	Cross Valley Rail; upgrade track from Visalia to Huron.	1 yr	Tulare	Cross Valley Rail Corridor Joint Powers Authority	Cross Valley Rail Corridor Joint Powers Authority	\$ 4,000	\$ 4,000	1,2,4	\$ 100	1,2	\$ 100
139	Balboa Park BART Station; phase I expansion.	1-2 yrs	San Francisco	San Francisco Bay Area Rapid Transit District	San Francisco Bay Area Rapid Transit District	\$ 6,000	\$ 6,000	1,2,4	\$ 2,330	1,2	\$ -
140	City of Goshen; overpass for Route 99	4 yrs	Tulare	Caltrans	Caltrans	\$ 1,500	\$ 750	1,2,3	\$ 750	1,2,3	\$ 65
141	Union City; pedestrian bridge over Union Pacific rail lines	3 yrs		City of Union City	City of Union City	\$ 2,000	\$ 2,000	1,2,3,4	\$ 120	1	\$ -
142	West Hollywood; Santa Monica Boulevard	1 yr	Los Angeles	City of West Hollywood	City of West Hollywood	\$ 2,000	\$ 2,000	4	\$ 2,000	4	\$ 2,000
144	Seismic Retrofit of the national historic landmark Golden Gate Bridge	1-2 yrs	San Francisco	Golden Gate Bridge, Highway and Transportation District	Golden Gate Bridge, Highway and Transportation District	\$ 5,000	\$ 5,000	4	\$ 5,000	4	\$ 5,000

BREF	Brief Description	Original Years to Break Ground	County	Implementing Agency	Lead Applicant	Available (\$1,000's)	Approved (\$1,000's)	Approved Phase(s)	Allocation (\$1,000's)	Allocated Phase(s)	Expended (\$1,000's)
145	Construction of a new siding in Sun Valley	1-2 yrs	Los Angeles	Southern California Regional Railroad Authority	Southern California Regional Railroad Authority	\$ 6,500	\$ 6,500	2,4	\$ 6,500	2,4	\$ -
146	Construction of Palm Drive Interchange	4 yrs	Riverside	Coachella Valley Association of Governments	Coachella Valley Association of Governments	\$ 10,000	\$ 10,000	3,4	\$ -		\$ 78
148.1	Route 98; widening of 8 miles between Route 111 and Route 7 from two lanes to 4 lanes	6 yrs	Imperial	Caltrans	Caltrans	\$ 8,900	\$ 3,500	1,2	\$ 2,500	1	\$ 491
148.2	Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes. Avenue to Meadows Rd (signalization intersection).	6 yrs	Imperial	Caltrans	City of Calexico	\$ 1,100	\$ 1,100	4	\$ 1,100	4	\$ -
149	Purchase of low-emission buses for express service on Route 17.	1-2 yrs	Santa Cruz	Santa Cruz Metropolitan Transit District	Santa Cruz Metropolitan Transit District	\$ 3,750	\$ 3,750	4	\$ 3,750	4	\$ -
150	Renovation or rehabilitation of Santa Cruz Metro Center	1-2 yrs	Santa Cruz	Santa Cruz Metropolitan Transit District	Santa Cruz Metropolitan Transit District	\$ 1,000	\$ 200	1	\$ 200	1	\$ -
151	Purchase of five alternative fuel buses for the Pasadena Area Rapid Transit system	1 yr	Pasadena	City of Pasadena	City of Pasadena	\$ 1,100	\$ 1,100	4	\$ 1,100	4	\$ -
152	Pasadena Blue Line transit-oriented mixed-use development.	1 yr	Los Angeles	City of South Pasadena	City of South Pasadena	\$ 1,500	\$ 1,500	1,2,3,4	\$ 808	1,2	\$ -
153	Pasadena Blue Line utility relocation.	1 yr	Los Angeles	City of South Pasadena	City of South Pasadena	\$ 550	\$ 550	4	\$ -		\$ -
154	Route 134/I-5 interchange study.	Study	Los Angeles	Caltrans	Caltrans	\$ 100	\$ 100	1	\$ 100	1	\$ -
156	Seismic retrofit and ore segment improvements for the Bay Area Rapid Transit system	2 yrs	Regional	San Francisco Bay Area Rapid Transit District	San Francisco Bay Area Rapid Transit District	\$ 20,000	\$ 500	1	\$ 500	1	\$ -
157	Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.	5-6 yrs	Napa	Caltrans	Caltrans	\$ 7,000	\$ 7,000	1,2	\$ 4,100	1	\$ 269
158.1	Re-model the Intersection of Olympic Boulevard/Mateo Street and Porter Street. Segment A	1 yr	Los Angeles	City of Los Angeles, Department of Transportation	City of Los Angeles, Department of Transportation	\$ 800	\$ 800	1,2,4	\$ 800	1,2,4	\$ -
158.2	Re-model the Intersection of Olympic Boulevard/Mateo Street and Porter Street. Segment B	1 yr	Los Angeles	Caltrans	City of Los Angeles, DOT	\$ 1,200	\$ 1,200	2,3,4			\$ -
159	Sonoma County Route 101; redesign and construction of Steele Lane interchange	4 yrs	Sonoma	Caltrans	Caltrans	\$ 6,000	\$ 6,000	4	\$ -		\$ -
					TOTALS	\$ 4,715,900	\$ 2,354,728		\$ 1,006,622		\$ 134,577



Traffic Congestion Relief Program

December 12, 2001

California Transportation Commission

San Francisco

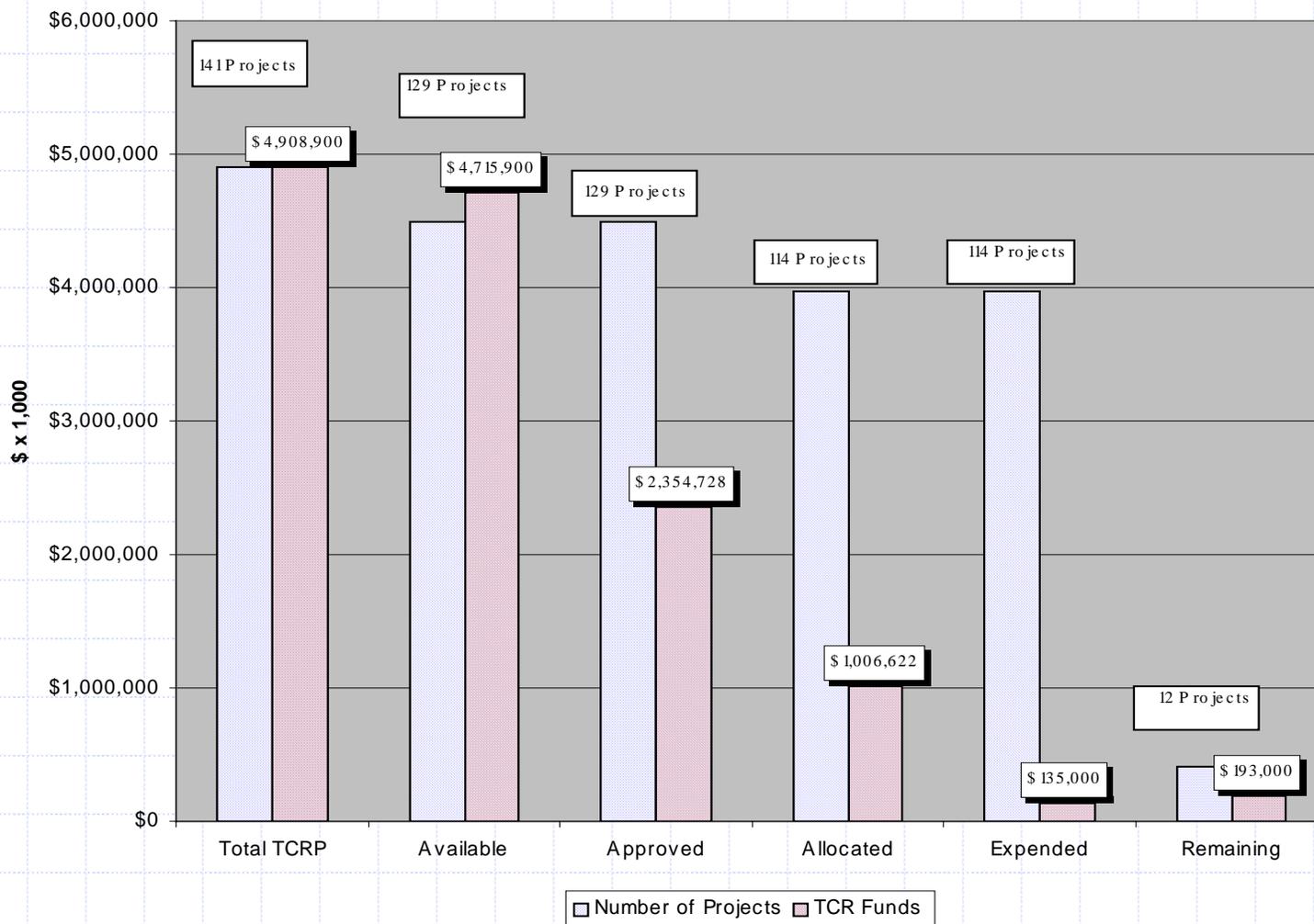
Overall Program Status

- ◆ \$5.3 billion for 141 projects and for local deferred maintenance
 - \$4.9 billion for 141 specific projects
 - \$400 million in 2000/2001 FY to cities and counties
- ◆ Guidelines adopted September 28, 2000
- ◆ 129 of 141 projects (92%) have received approval totaling >\$2.35 billion
- ◆ 12 projects remaining (2 to be considered today)
- ◆ Report through September 30, 2001

Project Application Status

- ◆ 129 projects approved
- ◆ \$4.7 billion available for the 129 projects
- ◆ \$2.35 billion of the \$4.7 approved
- ◆ Over \$1 billion has been allocated
- ◆ \$135 million expended
- ◆ \$400 million to cities and counties
- ◆ \$535 million total expenditure from TCRF

TCRP Status - Projects



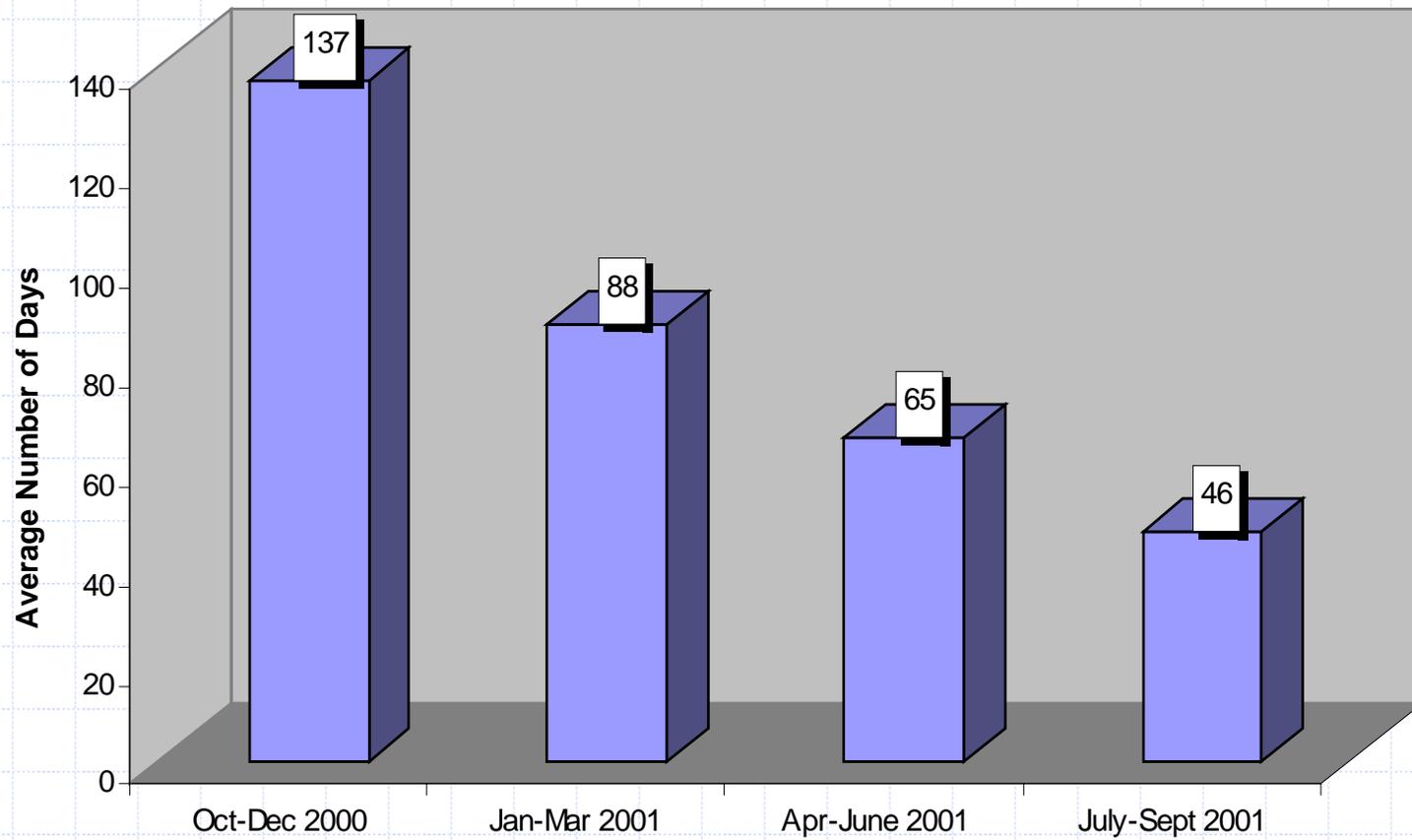
Project Identification

- ◆ "Sub-Projects"
- ◆ 141 projects >> 182 projects for delivery and implementation
- ◆ Continue tracking 141 legislative projects for application delivery

Agreement Status

- ◆ Required to effect the transfer of funds to an agency
- ◆ Prompt and timely
- ◆ Process improvements
- ◆ Nearly 70% of projects have agreements
- ◆ Improvement to timely delivery
- ◆ Average processing time will be 45-60 days

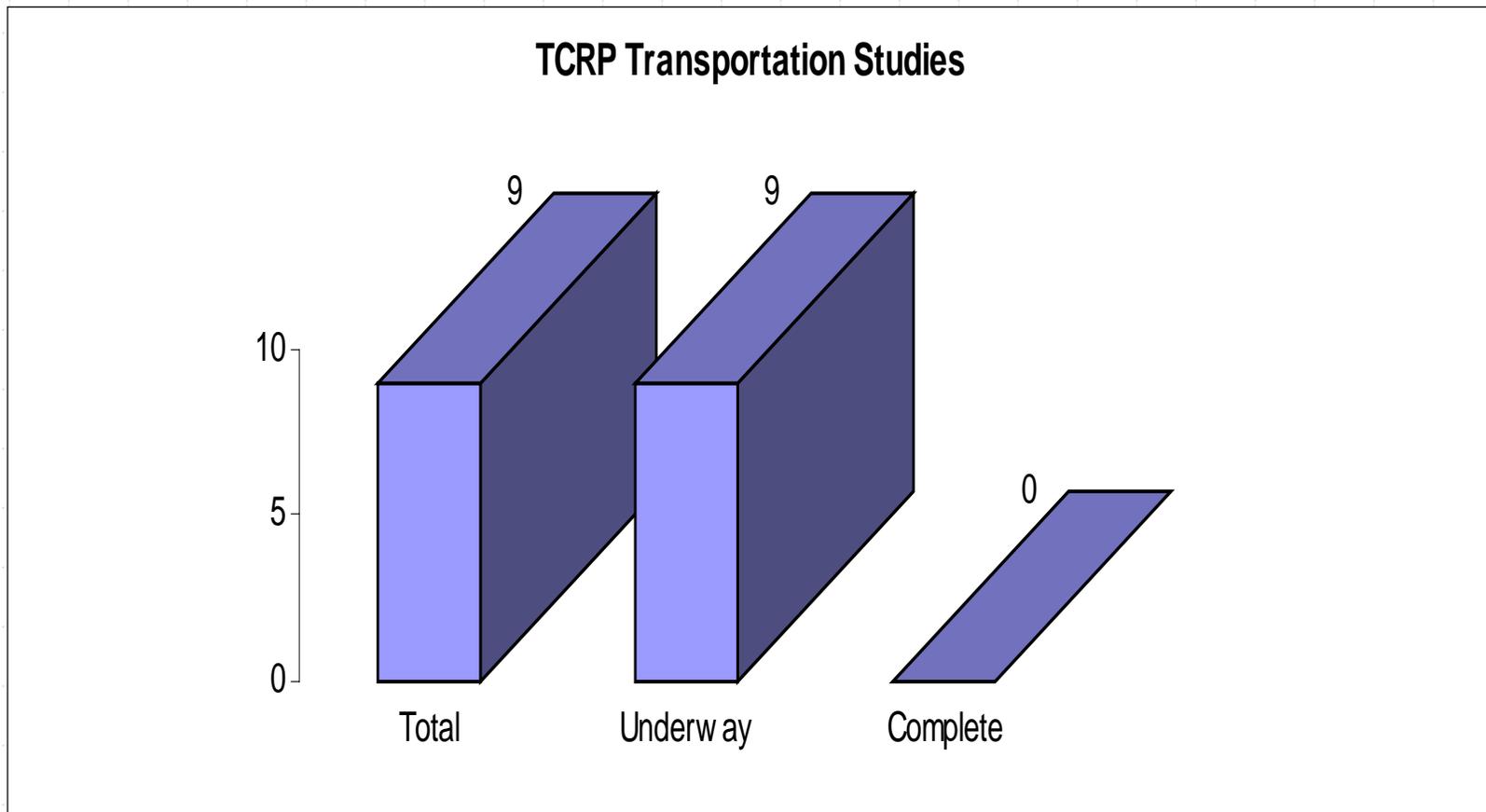
Agreement Execution Processing Time



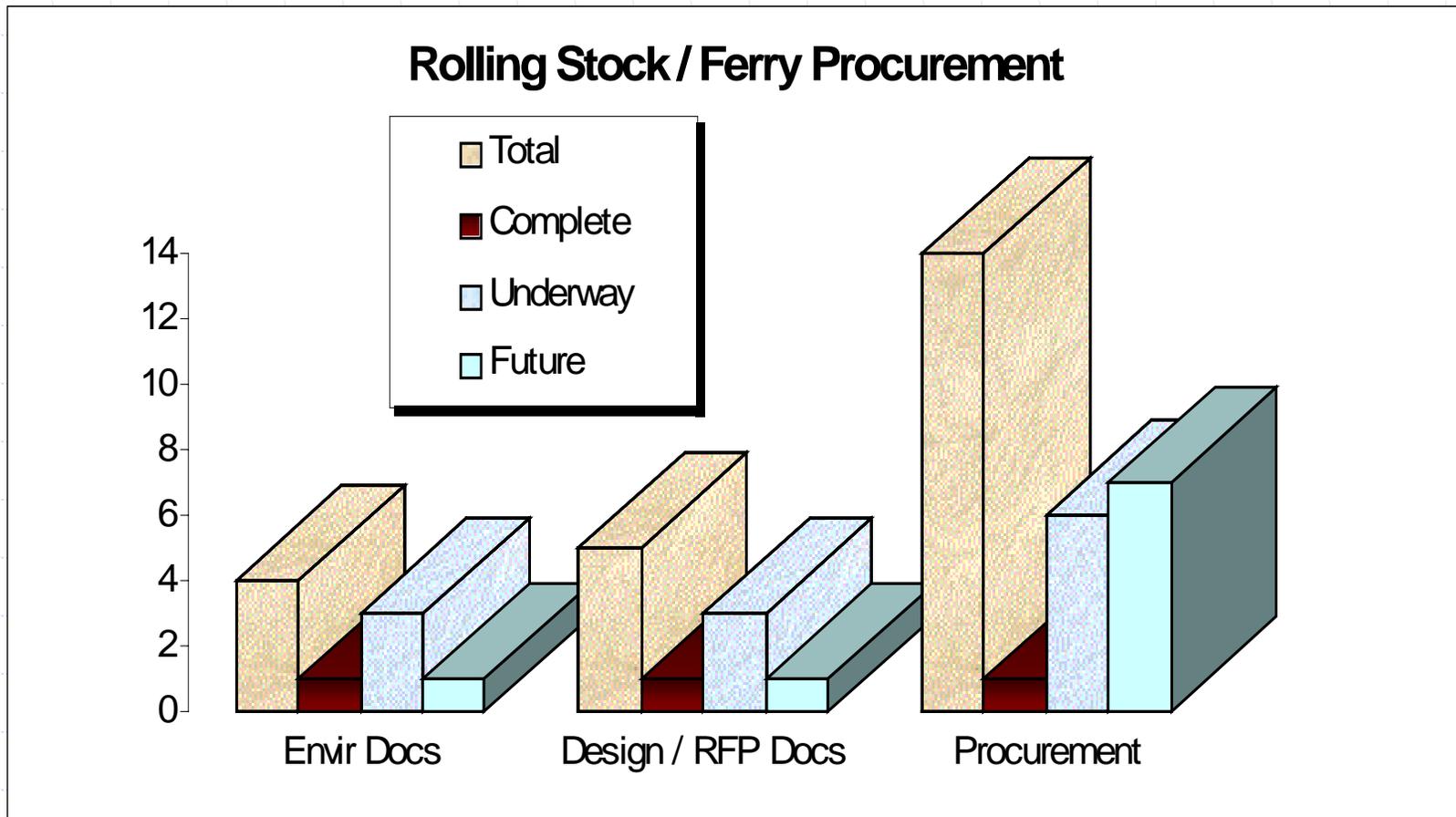
Project Delivery Status

- ◆ Program Definition
 - Administrative
 - Transportation Planning Studies
 - Rolling Stock/Ferry Procurements
 - Construction Improvement
 - Construction/Procurement
- ◆ Years to Break Ground – MEET or Beat!
- ◆ Major Accomplishments

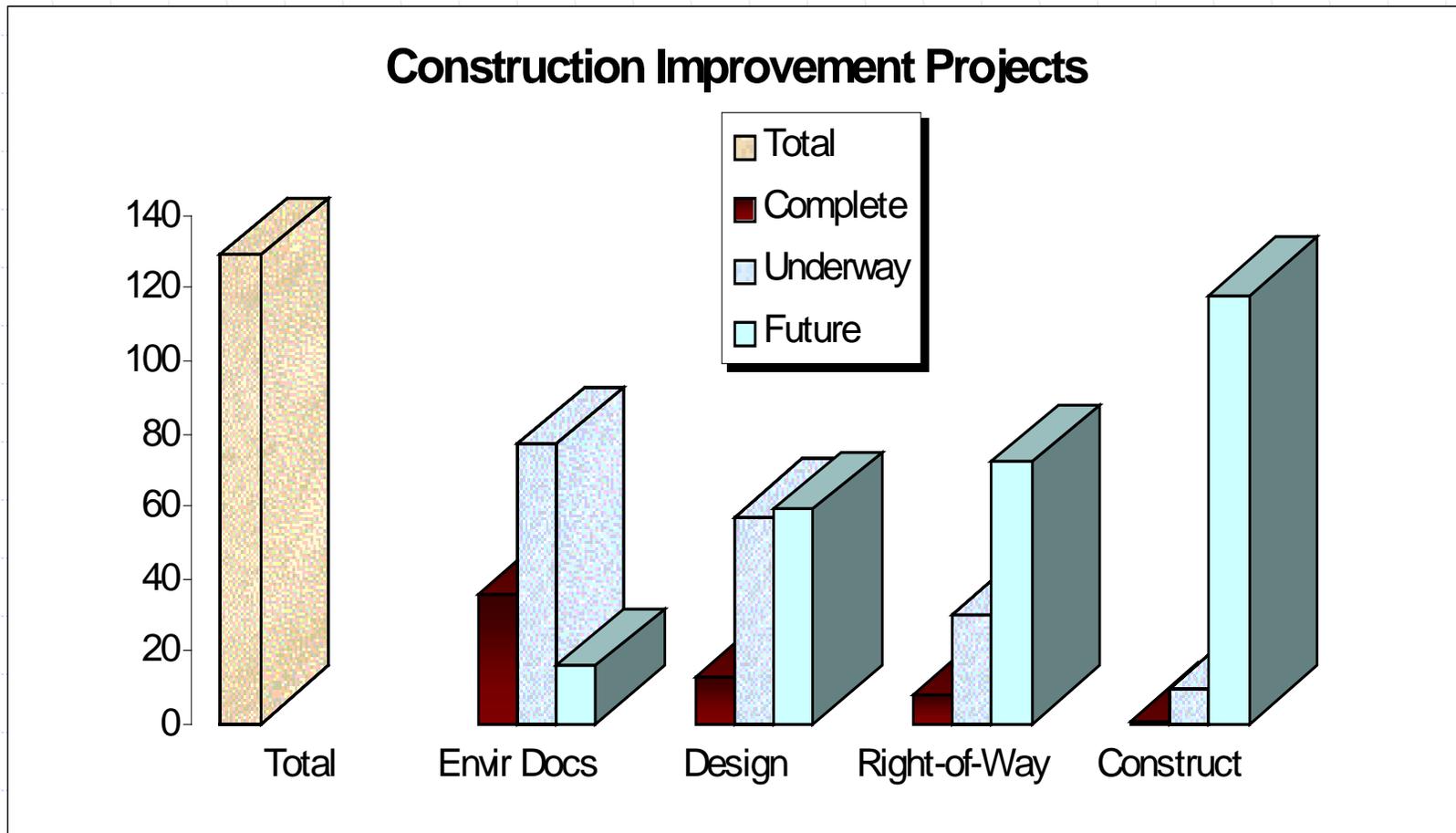
General Project Progress



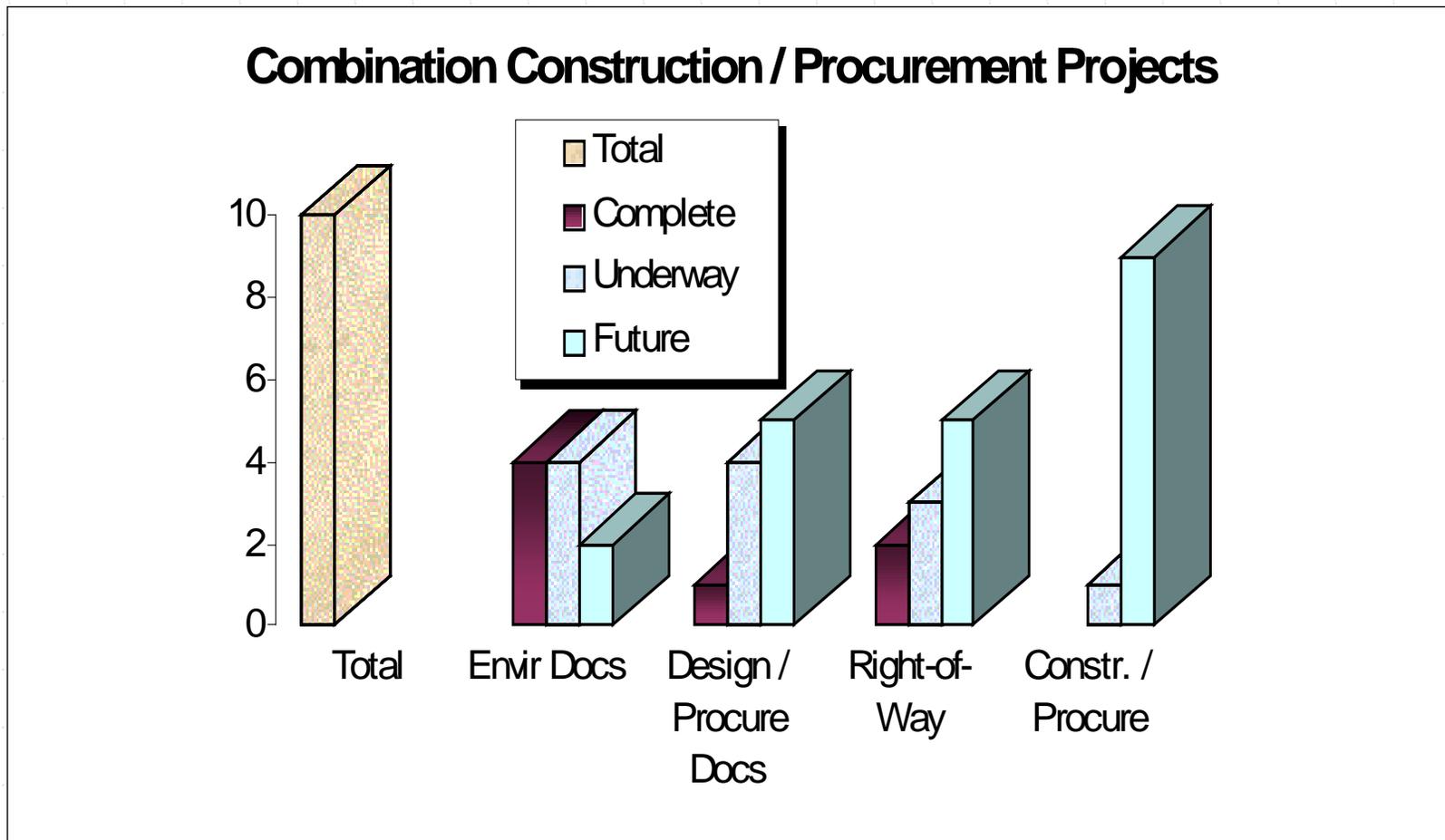
General Project Progress



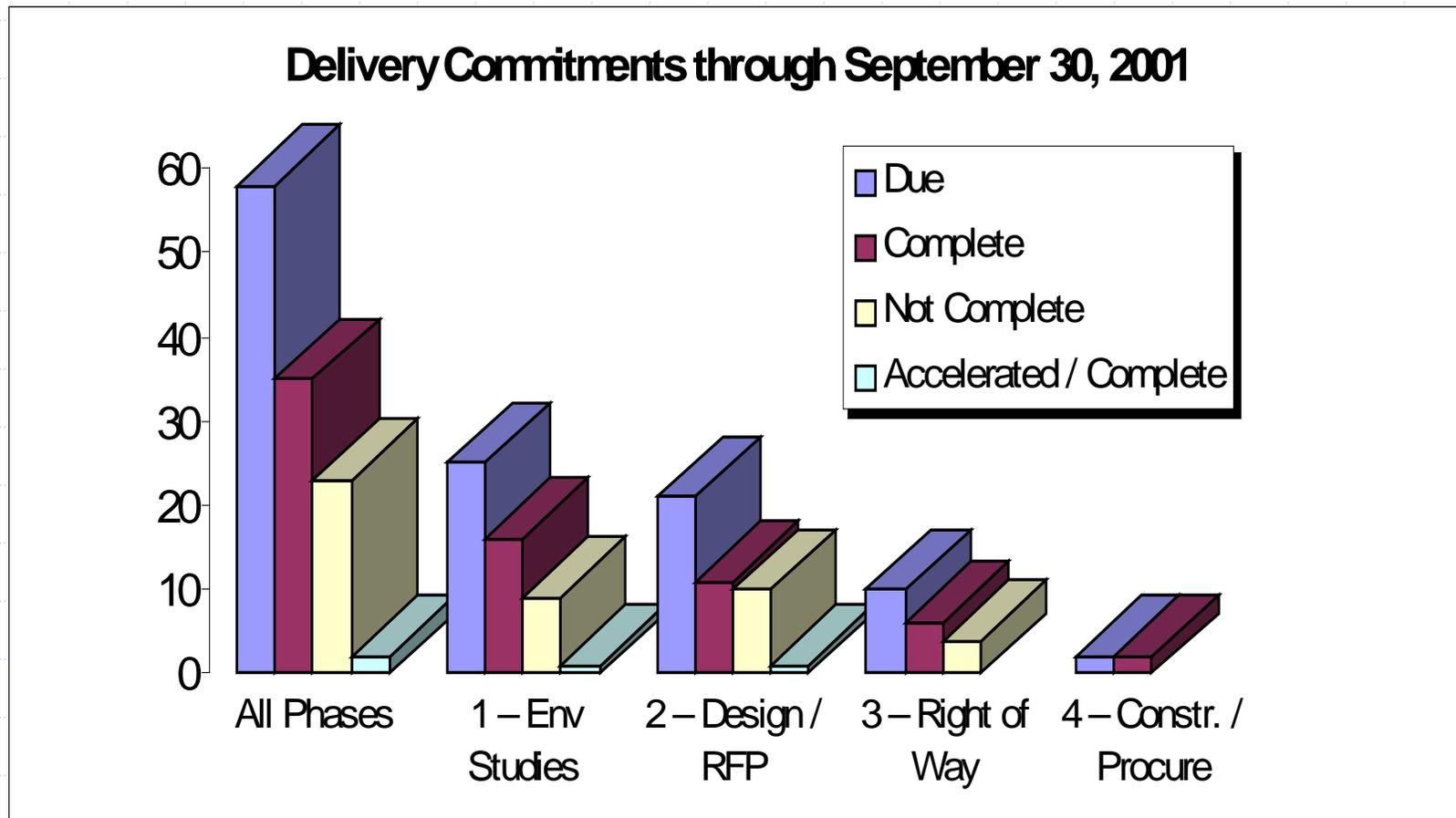
General Project Progress



General Project Progress



Delivery thru Sept. 30, 2001



Project Expenditures

- ◆ \$135 million expended towards 141 legislative projects
- ◆ \$400 million to cities and counties
- ◆ \$535 total expended from TCRF
- ◆ Timeliness of invoicing
- ◆ Progress Indicators

Acceleration & Streamlining

- ◆ Funding
- ◆ Process Successes & Innovation
 - Partnerships
 - TCRP Processes
 - Delegation of Authority to Department
- ◆ Project Successes & Innovation

Future Program Focus

- ◆ Ensure applications submitted for all projects by July 2002
- ◆ Process necessary amendments and subsequent applications to cover all project phases
- ◆ Tracking project progress to ensure full project implementation

Response to Questions

- ◆ Examples of innovative financing of TCRP projects
- ◆ Creatively challenge projects to move ahead