



**SAN DIEGO  
REGIONAL  
CHAMBER OF  
COMMERCE**

Proj # 79

EMERALD PLAZA  
402 West Broadway, Suite 1000  
San Diego, California 92101-3585  
Tel 619.544.1300

www.sdchamber.org

January 13, 2003

Chairman R. Kirk Lindsay  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

REC'D BY CTC

FEB 13 2003

Dear Chairman Lindsay,

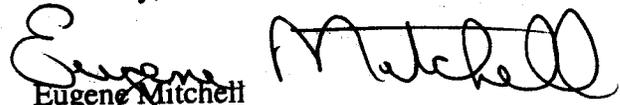
The San Diego Regional Chamber of Commerce appreciates the immensity of California's state budget crisis and commends your efforts to balance the state budget. However we feel that there are compelling reasons for the State to continue to support the Oceanside-Escondido Rail Line Project.

The Oceanside-Escondido Rail Line involves the conversion of 22 miles of existing freight railroad into a passenger rail service that parallels Highway 78 and is set to open in December 2005. It is estimated that each year the project would save 1.5 million hours of highway travel time and would reduce carbon dioxide emissions by more than 4,000 tons. The Federal Transit Administration (FTA) has given the project three rarely awarded "highly recommended" ratings based on the project's potential to relieve regional congestion with a well-designed, cost-efficient plan. In addition, the project design is complete and construction activities have commenced. Nearly \$60 million has been expended to date and over \$21 million in contracts has been awarded for construction, management and design.

The total project cost is \$351.5 million including \$80 million from the state Transportation Congestion Relief Program (TCRP) funds and \$152.1 million from the federal government through an agreement called a Full Funding Grant Agreement (FFGA). The FFGA was literally days away from being signed, when the state budget crisis hit. The FFGA has not been signed due to the federal government's concern over the State's commitment to fully fund its \$80 million share of the project. The TCRP funds have been in application for two years, but could not be allocated until the FFGA was officially signed. *Loss of state funding for the project would result in a loss of federal funds not only to the region, but also to the State, as the funds are restricted to use on eligible New Starts transit projects.*

At this time, we request your continued support for the State to fully fund its share of the Oceanside-Escondido Rail Project. Your support is crucial to the project's success. Should you have any questions, please do not hesitate to contact me at 619.544.1309.

Sincerely,

  
Eugene Mitchell  
Vice President of Public Policy

Project # 79

February 11, 2003

REC'D BY CTC

FEB 14 2003

Chairman R. Kirk Lindsay  
California Transportation Commission  
1120 N. Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

**SUBJECT: North San Diego County Rail Project Funding**

Dear Mr. Lindsay,

As residents and registered voters of San Diego County, we urge your support for San Diego's North County Transit District Oceanside to Escondido Rail Line Project. We are backers of this project and emphasize that the funding already committed to the project should be retained. The following points are included to support our position:

- The Federal Government is prepared to fund over \$150 Million of the project's costs.
- **RETURN ON THE DOLLAR!** The State's previously committed \$83 Million needs to be realized. For each State dollar spent, three dollars of benefit is achieved.
- Nearly **\$60 million has been expended** to date.
- **Over \$21 million in contracts has been awarded for:**
  - Construction
  - Management
  - Design
  - Owner Controlled Insurance Program administration
- **Loss of the Project means that loss of 4,884 direct FTE (full time equivalent jobs) and 6,667 additional secondary or indirect jobs from the project.**
- **If the project is lost, overall development of the community will be lost. The economic blow to the region would be staggering.**

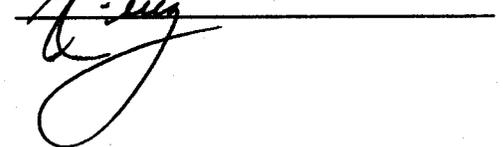
I cannot stress enough the importance and value this project will have on the communities of San Diego County.

- The Oceanside-Escondido Rail Line Project will improve 22 miles of existing freight railroad into a passenger rail service planned to operate seven days per week from approximately 5 a.m. to 11 p.m. In addition, it will include a new alignment to California State University, San Marcos.

Please take into consideration our expressed concern for the support of funding for the Oceanside to Escondido Rail Line Project.

Sincerely,

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC meeting: February 26-27, 2003

Reference No.: 4.3b.

Information Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Ross Chittenden  
Acting Program Manager  
Traffic Congestion Relief Program

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM PENDING ALLOCATIONS**

## **BACKGROUND:**

At the December 2002 meeting, the California Transportation Commission (Commission) took action to defer approval of any additional Traffic Congestion Relief Program (TCRP) applications and allocations due to the continuing economic challenges faced by the State. The Governor signed Executive Order D-49-01, BL 02-21, directing all State agencies and departments to reduce expenditures in order to achieve General Fund savings wherever possible. Additionally, the Administration announced a mid-year spending reduction proposal on December 6, 2002, subject to legislative approval. These actions will have direct impacts on the TCRP.

In the meantime, implementing agencies are continuing to submit allocation requests for phases of work that are ready to begin. The following list identifies pending allocation requests deferred until the April 2003 Commission meeting. Except for those allocation requests subject to application approval, the following projects are consistent with the approved application, have met any applicable conditions set by Commission, and the implementing agency is ready to proceed.

The allocation requests, totaling \$146,570,000 for 22 TCRP projects, are as follows:

- The following one project allocation request for \$1,204,000 was received subsequent to the January 2003 Commission meeting:
  - \$1,204,000 – Project #27.2, Phase 4 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties – ACE Commuter Parking.  
Implementing Agency: City of Livermore
- The following 21 project allocation requests totaling \$145,366,000 were listed under Tab 15 (Agenda Item 4.3b) of the January 2003 Commission meeting materials:
  - \$4,675,000 – Project #9.2, Phase 4 for Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties – Emeryville Station Track and Platform Improvements.  
Implementing Agency: Capitol Corridor Joint Powers Authority (CCJPA)  
(Allocation of funds subject to application approval)

- (\$1,750,000) – Project #9.3, Phases 2, 3 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 Track Improvements.  
Implementing Agency: CCJPA  
(De-allocation of funds subject to application amendment approval)
- \$1,800,000 – Project #11, Phase 1 for San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge or second BART tube) in Alameda and San Francisco or San Mateo Counties.  
Implementing Agency: Metropolitan Transportation Commission
- \$230,000 – Project #27.1, Phase 3 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties – Vasco Road Improvements.  
Implementing Agency: Alameda County Public Works Agency  
(Allocation of funds subject to application approval)
- \$980,000 – Project #27.3, Phase 4 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties – Valley Center ACE Parking Structure.  
Implementing Agency: City of Livermore Community Development Department  
(Allocation of funds subject to application approval)
- \$14,000,000 – Project #37.2, Phase 1 for Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County – Mid-City/Exposition Light Rail Transit Project.  
Implementing Agency: Los Angeles County Metropolitan Transportation Authority  
(Allocation of funds subject to application amendment approval)
- \$6,834,000 – Project #54.1, Phases 2, 3 for 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.  
Implementing Agency: Alameda Corridor-East Construction Authority  
(Allocation of funds subject to application amendment approval)
- (\$432,000) – Project #60.1, Phases 2, 3 for Route 15; southbound truck climbing lane at two locations in San Bernardino County.  
Implementing Agency: California Department of Transportation (Department)  
(De-allocation of funds subject to application approval)
- \$3,288,000 – Project #74.5, Phase 4 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – Encinitas Passing Track.  
Implementing Agency: San Diego North County Transit District (NCTD)

- \$200,000 – Project #74.6, Phase 1 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – Leucadia Boulevard Grade Separation Project Study Report.  
Implementing Agency: San Diego Association of Governments  
(Allocation of funds subject to application approval)
- \$1,248,000 – Project #74.7, Phase 1 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – Encinitas Grade-Separated Pedestrian Crossing(s).  
Implementing Agency: City of Encinitas  
(Allocation of funds subject to application approval)
- \$7,700,000 – Project #75.2, Phase 4 for San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.  
Implementing Agency: NCTD
- \$80,000,000 – Project #79, Phase 4 for North County Light Rail; build new 20-mile light rail line for Oceanside to Escondido in San Diego County.  
Implementing Agency: NCTD
- \$7,800,000 – Project #83.1, Phase 3 for Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1) from Route 163 to Route 78 in San Diego County – Transit Elements.  
Implementing Agency: San Diego Metropolitan Transit Development Board
- \$10,000,000 – Project #92, Phase 4 for San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County.  
Implementing Agency: Department
- \$35,000 – Project #97.2, Phase 3 for Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County.  
Implementing Agency: City of Fresno
- \$260,000 – Project #98, Phase 3 for Peach Avenue; widen to four-lane arterial and add pedestrian overcrossings for three schools in Fresno County.  
Implementing Agency: City of Fresno
- \$7,000,000 – Project #99.2, Phase 4 for San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties – Stockton to Escalon Second Main Track.  
Implementing Agency: Department

- \$1,298,000 – Project #114, Phases 2, 3 for Route 65; add four passing lanes, intersection improvement, and conduct environmental studies for ultimate widening to four lanes from Route 99 in Bakersfield to Tulare County line in Kern County.  
Implementing Agency: Department
- \$200,000 – Project #141, Phase 2 for Union City; pedestrian bridge over Union Pacific rail lines.  
Implementing Agency: City of Union City
- \$0 – Project #145, Phases 2, 4 for Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard. Redistribution of savings of \$250,000 from Phase 2 – Plans, Specifications, & Estimates to Phase 4 – Construction.  
Implementing Agency: Southern California Regional Rail Authority  
(Redistribution of previously allocated funds subject to application amendment approval)