

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26, 2003

Reference No.: 2.1c(2)

Action 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 APPLICATION
AMENDMENT APPROVALS, RESOLUTION TAA-03-02, AMENDING
RESOLUTIONS TA-00-01, TA-01-11, TA-01-17, TA-02-04, TA-02-07, TA-02-13,
TAA-01-05, TAA-02-02, and TAA-02-07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution TAA-03-02 for 11 Traffic Congestion Relief Program application amendments, including one amendment to de-program a net of \$500,000. A fact sheet describing each of the projects is attached.

- Project #12.2 – Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the Hercules Rail Station and related improvements, West Contra Costa County. Amend application to update project schedule. Original TCR application approved under Resolution TA-01-01, as amended by Resolution TAA-02-07. The Contra Costa Transportation Authority and the City of Hercules are requesting this amendment.
- Project #19 – Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco. Amend application to update project schedule. Original TCR application approved under Resolution TA-01-17. The San Francisco Bay Area Water Transit Authority is requesting this amendment.
- Project #37.1 – Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system in Mid-City/Wilshire Corridor in Los Angeles County. Amend application to update schedule. Original TCR application approved under Resolution TA-01-01, as amended by Resolution TA-02-13. The Los Angeles County Metropolitan Transportation Authority (LACMTA) is requesting this amendment.
- Project #38.1 – Los Angeles-San Fernando Valley Transit Extension; build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center. Amend application to redirect \$1,900,000 in allocated TCR funds from Phase 1 – Environmental and Permits (ENV) to Phase – 2 Plans, Specifications, and Estimates (PS&E) and update scope, schedule and financial plan. Original TCR application approved under Resolution TA-01-01, as amended by Resolution TA-02-04. The LACMTA is requesting this amendment.
(Letter of No Prejudice submitted by LACMTA)
(Concurrent item under Reference Item No. 2.6e.)

- Project #53 – Automated Signal Corridors (ATSAC); improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard and Route 118 Corridors in Los Angeles County. Amend application to update project schedule, revise funding plan to redirect \$900,000 from Phase 4 – Construction (CON) to Phase 2 – PS&E and deprogram \$500,000 in allocated TCR funds. Original TCR application approved under Resolution TA-00-01. The City of Los Angeles Department of Transportation is requesting this amendment.
(Concurrent item under Reference Item No. 2.6e.)
- Project #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. Amend application to update project scope and funding plan. Original TCR application approved under Resolution TA-01-11. Alameda Corridor-East Construction Authority is requesting this amendment.
- Project #83.1 – Route 15; add high-tech managed lane in San Diego County - Transit Elements. Amend application to extend project end date by one fiscal year. Original TCR application approved under Resolution TAA-01-03, as amended by Resolution TA-02-07. The San Diego Metropolitan Transit Development Board is requesting this amendment.
- Project #97.2 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. Amend application to update project schedule and revise funding plan to redirect \$30,000 in allocated TCR funds from Phase 2 – PS&E to Phase 1 – ENV, and to redirect \$300,000 in TCR funds from Phase 4 – CON to Phase 3 – Right of Way. Original TCR application approved under Resolution TA-01-09, as amended by Resolution TAA-02-07. The City of Fresno is requesting this amendment.
(Concurrent item under Reference Item No. 2.6e.)
- Project #139.2 – Balboa Park BART Station; phase I expansion - MUNI Station Improvements. Amend application to redirect \$160,000 TCR funds from Phase 2 – PS&E to Phase 4 – CON and update project schedule. Original TCR application approved under Resolution TAA-02-02. The San Francisco Bay Area Rapid Transit District is requesting this amendment.
(Concurrent item under Reference Item No. 2.6e.)
- Project #141– Union City; pedestrian bridge over Union Pacific rail lines. Amend application to update project schedule. Original TCR application approved under Resolution TA-01-11. The City of Union City is requesting this amendment.
- Project #145 – New siding in Sun Valley between Sheldon Street and Penrose Street on the Antelope Valley Line. Amend application to redirect \$250,000 in allocated TCR funds from Phase 2 – PS&E to Phase 4 - CON and extend project completion date by one fiscal year. Original TCR application approved under Resolution TA-00-01, as amended by Resolution TAA-01-05. The Southern California Regional Rail Authority is requesting this amendment.
(Concurrent item under Reference Item No. 2.6e.)

Attachments

TCR Program – Application Amendment Project # 12.2

Regional 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.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$6,000	<i>TCRP Funds covered by application:</i>	\$0
<i>TCRP Funds Available Subproject #12.2:</i>	\$3,000	<i>Phases(s) covered by application:</i>	1
<i>Total TCRP Available TCRP #12:</i>	\$17,000	<i>TCRP funds previously approved #12.2:</i>	\$100
<i>Lead Agency:</i>	Contra Costa Transportation Authority	<i>Implementing Agency:</i>	City of Hercules

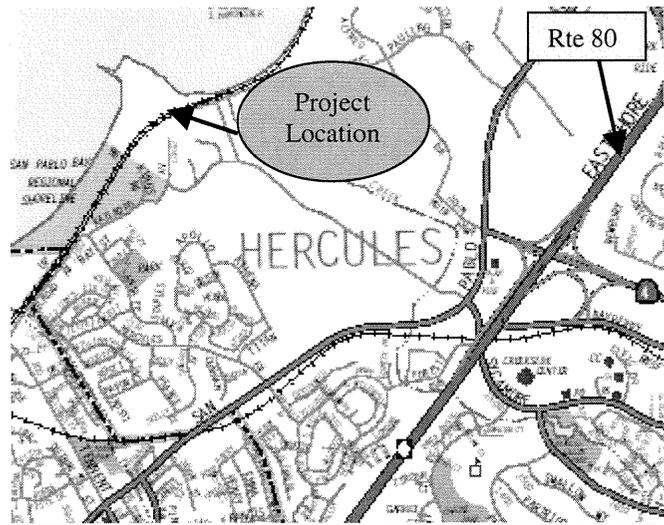
<i>TCRP allocation request concurrent w/application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP allocations to date:</i>	\$100	<i>for Phase(s):</i>	1

Project Summary:

The overall Bay Area Transit Connectivity project will be implemented in three sub-projects:

- Sub-Project 12.1 – Route 4 Study (Estimated Total = \$7,000,000 (TCRP))
- Sub-Project 12.2 – Hercules Rail Station and Improvements (Estimated Total = \$6,000,000, including \$3,000,000 from TCRP and \$3,000,000 from STIP)
- Sub-Project 12.3 – I-580 Livermore Corridor (Estimated Total = \$7,000,000 (TCRP))

The total estimated cost for all three sub-projects is \$20,000,000, including \$17,000,000 from TCRP and \$3,000,000 from STIP.



The first application for Sub-Project #12.2, the Hercules Rail Station and related improvements portion of TCRP Project 12 (Bay Area Transit Connectivity), covers Phase 1 only for the Preliminary engineering and environmental work related to constructing a train station in the City of Hercules along the Capitol Corridor rail line. The train station project will include work on the existing train track by increasing the radius of curvature, constructing a 600 lf x 15 ft wide center platform and inland concrete platform, installation of passenger shelters, construction of parking lots, landscape installation and other associated amenities.

Summary of Action: This amendment revises the end date for Phase 1 (Environmental & Permits) from December 2002 to December 2003. The original end date for Phase 1 was May 2001, which puts the new end date beyond one fiscal year, thereby requiring a major amendment, per CTC guidelines.

Reason for Change: Delay attributed to lengthy review time by the Union Pacific (UP) Railroad. Until comments are received by the UP on the project conceptual design, the environmental clearance process cannot be concluded.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary engineering and environmental work	5/01	12/03 12/02	\$100
2	Initiate project design work based on data obtained in Phase 1	12/03	6/04	\$350
3	Right of way acquisition	6/04	7/04	\$50
4	Construction	7/04	7/05	\$5,500
Total:				\$6,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$100				\$100
		Proposed		\$350	\$50	\$2,500	\$2,900
STIP-RIP	State	Committed				\$3,000	\$3,000
		Proposed					
Totals:		Committed	\$100			\$3,000	\$3,100
		Proposed		\$350	\$50	\$2,500	\$2,900
		Totals:	\$100	\$350	\$50	\$5,500	\$6,000

Prior TCRP Action: Original application was approved on January 18, 2001 (Resolution TA-01-01). A minor amendment was approved October 2001 to extend the completion date of Phase 1 from May 2001 to January 2002. A major amendment was approved in July 2002 to extend the end date of phase 1 to December 2002. The delay was attributed to review time by the Union Pacific railroad.

Status of Conditions: No conditions.

Discussion/Issues: Recommend Approval.

TCR Program – Application Approval Project # 19

Regional Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.

(\$ X 1,000)

Estimated Project Cost:	\$2,000	TCRP Funds covered by the application:	\$0
Total TCRP Funds Available:	\$2,000	Phases(s) covered in application:	1
Lead Agency:	San Francisco Bay Area Water Transit Authority (BAWTA)	TCRP funds previously approved:	\$150
		Implementing Agency:	BAWTA

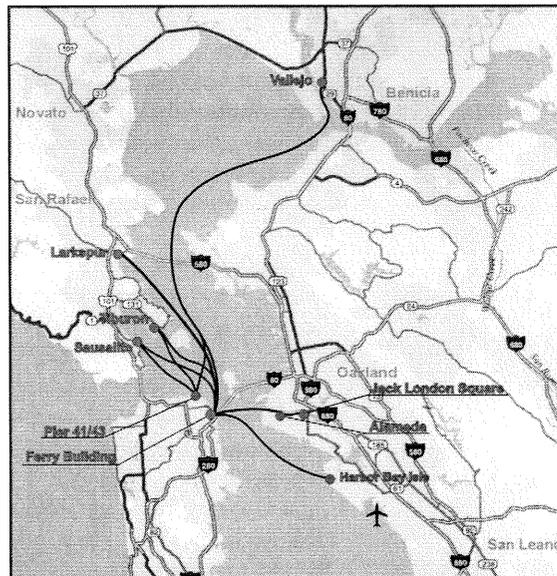
TCRP allocation request concurrent w/application:	\$0	for Phase(s):	1
Advance requested:	\$0	for Phase(s):	N/A
TCRP allocations to date:	\$150	for Phase(s):	1

Project Summary:

The purpose of this project is to develop passenger ferry service to Treasure Island. The overall project will include the development of terminals, vessels and other capital improvements or operations costs necessary to initiate ferry passenger service to Treasure Island.

Summary of Action: This amendment revises the start date of the project by more than one fiscal year, to August 2004.

Reason for Change: The start of the project was originally delayed in order to incorporate findings from the Regional Ferry Expansion Plan being prepared by the WTA for submittal to the Legislature in December 2002. The start was then put on hold due to the suspension of the TCR Program in December 2002.



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Studies and Environmental	08/03 12/01	08/04 12/02	\$150
2	Design	8/04	8/05	\$200
3	Right of Way - N/A			
4	Construction	9/05	9/06	\$1,650
			Total:	\$2,000

Funding Plan (\$ x 1,000)

Source	Type	Phase 1	Phase 2	Phase 3	Phase 4	Total	
TCRP	State	Committed	\$150			\$150	
		Proposed		\$200		\$1,650	\$1,850
	Totals:	Committed	\$150			\$150	
		Proposed		\$200		\$1,650	\$1,850
		Totals:	\$150	\$200		\$1,650	\$2,000

Prior TCRP Action: Original Application was approved on December 12, 2001 (Resolution TA-01-17).

Status of Conditions: No conditions.

Discussion/Issues: Recommend Approval.

TCR Program – Application Amendment Project # 37.1

Los Angeles 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.

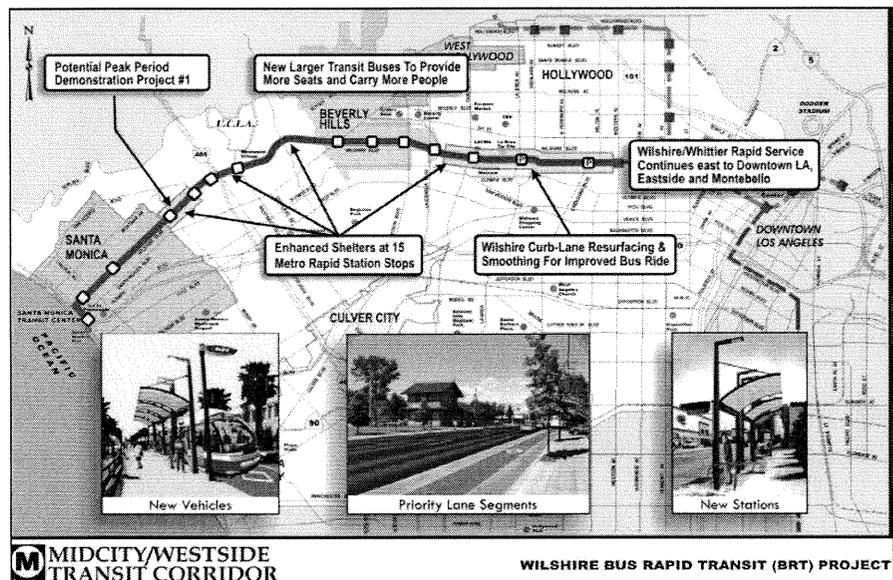
(\$ X 1,000)

Estimated Project Cost:	\$194,400	TCRP Funds covered by application:	\$0
TCRP Funds – Subproject #37.1:	\$186,900	Phases(s) covered by application:	1,2,4
TCRP Funds for Project #37:	\$256,000	TCRP Funds Previously Approved for #37.1:	\$81,100
Lead Agency:	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Implementing Agency:	LACMTA

TCRP allocation request concurrent w/application:	\$0	for Phase(s):	N/A
Advance requested:	\$0	for Phase(s):	N/A
TCRP allocations to date:	\$6,200	for Phase(s):	1

Project Summary: The Los Angeles Mid-City Transit Improvements project is to build a light rail transit (LRT) or bus rapid transit (BRT) system along the Mid-City/Westside/ Exposition corridors in Los Angeles County. The overall project will be implemented to two sub-projects:

- Sub-Project #37.1 – BRT system along Wilshire Boulevard (Total cost = \$194,400,000, including \$186,900,000 in TCRP funding) (originally approved as Project #37), and
- Sub-Project #37.2 – LRT system along Exposition Boulevard (Total cost = \$343,900,000, including \$69,100,000 in TCRP funding)



Sub-Project #37.1 will provide a 12.7-mile limited stop express bus service along Wilshire Boulevard that will connect the Wilshire/Western Metro Red Line station to 2nd Street and Colorado Blvd. in Santa Monica.

The Locally Preferred Alternative (LPA) selected, based on the results of the environmental studies and public input, is to implement a service enhancement project intended to provide high capacity transit service to the Westside of Los Angeles County, improving on the existing Metro Rapid Bus service. The enhancements will be based upon BRT features found in other systems worldwide and will contain two sets of components. The first set of components to be implemented are as follows: Enhanced Metro Rapid Stations; High Capacity Vehicles; Wilshire Boulevard Curb Lane and Intersection Reconstruction; Maintenance and Storage Facilities and Community Parking Facilities. The second set of components are considered alternatives to the project, with implementation subject to approval and concurrence of local jurisdictions. The alternatives include Expanded Transit Signal Priority and Peak Period Dedicated Bus Lanes.

Summary of Action: This amendment updates the end dates for Phase 1 – Environmental & Permits (ENV) by more than one fiscal year, to July 2004. The amendment also updates the end dates for Phase 2 – PS&E and Phase 4 – CON.

Reason for Change: LACMTA has indicated that additional time is needed to complete Phase 1 – ENV, Phase 2 – PS&E to enable the agency to seek federal environmental clearance that will allow them to utilize federal funds not previously planned for this project. Additionally, as TCR funds may not be available in the short-term, LACMTA had to re-evaluate funding availability which caused a slight delay in the progress of Phases 1 and 2, until a funding plan for the overall project could be determined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental study to develop an EIR/EIS and preliminary engineering.	12/00	7/04 6/03	\$8,700
2	Preparation of design/build contract or final design plans under design/bid/build.	7/03 10/02	6/06 6/04	\$5,000
3	Right of Way Acquisition	7/03 11/02	6/04	\$26,100
4	Construction activities for BRT	1/04	11/08 11/05	\$110,100
4	High capacity vehicle acquisition	11/02	4/05	\$44,500
Total:				\$194,400

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$6,200	\$5,000	\$26,100	\$44,500	\$81,800
		Proposed				\$105,100	\$105,100
Prop C 25%	Measure	Committed				\$5,000	\$5,000
		Proposed					
STIP-RIP	State	Committed	\$2,500				\$2,500
		Proposed					
Totals:		Committed	\$8,700	\$5,000	\$26,100	\$49,500	\$89,300
		Proposed				\$105,100	\$105,100
Totals:		Totals:	\$8,700	\$5,000	\$26,100	\$154,600	\$194,400

Prior TCRP Action: Original application for Phase 1 (ENV) was approved on January 18, 2001 (Resolution TA-01-01). Minor Amendment was approved June 20, 2002, to extend the end date of Phase 1, per April 2002 Progress Report. A subsequent application was approved October 3, 2002 (Resolution TA-02-13) to update the overall project scope, and program additional funds to continue Phase 1 preliminary engineering activities, as well as funds for Phase 2 - PS&E, Phase 3 – ROW, and Phase 4 – CON. As a result of the scope update, the TCRP funds originally proposed for this sub-project were reduced, from \$228,900,000 to \$186,900,000. A minor amendment was also included to extend the end date of Phase 1 (ENV) to June 2003.

Status of Conditions: No conditions set for this project under Resolution TA-01-01. The following conditions were set forth under Resolution TA-02-13:

- Prior to an allocation of funds for Phase 2 (Plans, Specifications & Estimates), LACMTA must notify the Department and CTC staff which design approach will be used for the project.
- Prior to an allocation of funds for any capital phase of the project, LACMTA must develop a parking management plan that, among other requirements, provides for procedures to ensure that a specified number of non-tandem designated parking spaces are for the exclusive use of Metro Rapid riders, and ensure the commuter parking spaces are maintained and operated separate from other parking areas.
- Prior to an allocation of funds for bus procurement, LACMTA shall provide a Financial Operating Plan that demonstrates they have the financial capability to operate the expanded service once the project has been completed.

Discussion/Issues: Recommend Approval.

Regional Transportation Plan documentation on file. CTC reviewed the Final EIR/EIS and approved the project for future consideration of funding on October 3, 2002, under Resolution E-02-44.

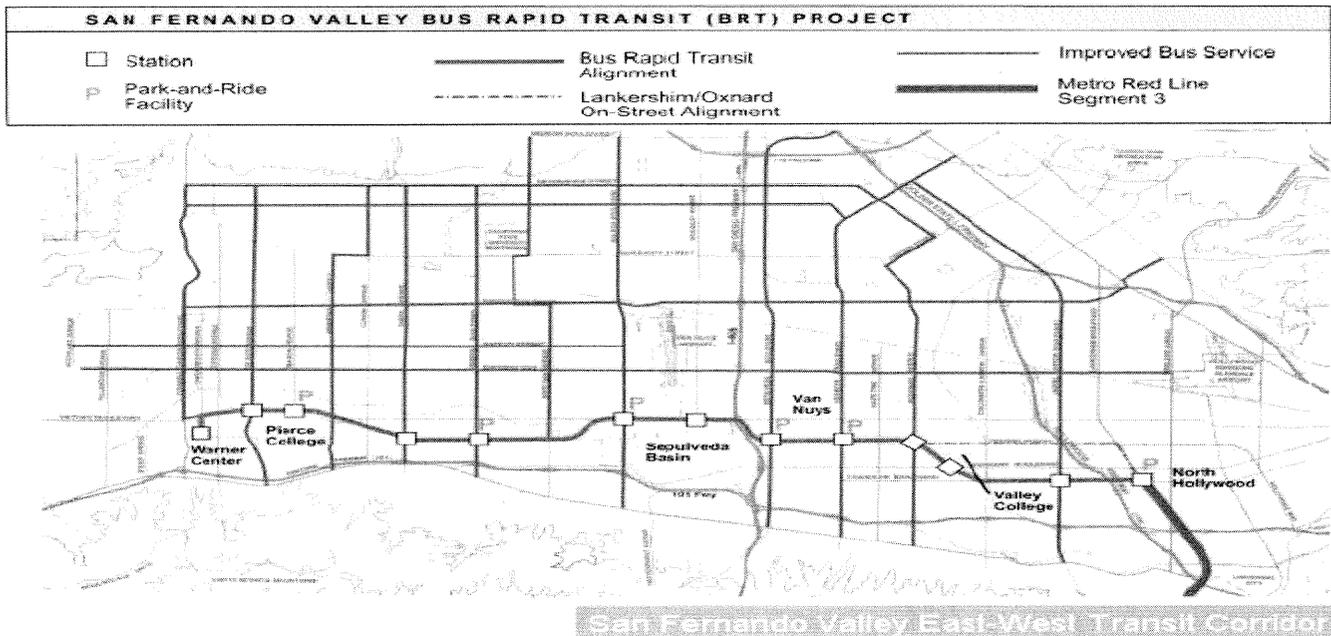
TCR Program – Application Amendment Project # 38.1

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

(\$ X 1,000)

Estimated Project Cost:	\$329,500	TCRP Funds covered by application:	\$0
TCRP Funds – Subproject #38.1:	\$145,000	Phases(s) covered by application:	All
TCRP Funds for Project #38:	\$245,000	TCRP funds previously approved for #38.1:	\$145,000
Lead Agency:	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Implementing Agency:	LACMTA

TCRP allocation request concurrent w/application:	\$0	for Phase(s):	N/A
Advance requested:	\$0	for Phase(s):	N/A
TCRP allocations to date:	\$57,000	for Phase(s):	1,2,3



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

Summary of Action: This amendment shifts \$1.9 million in TCR cost savings from Phase 1 – Environmental and Permits (ENV) to Phase 2 – Plans, Specifications, and Estimates (PS&E); updates the scope of the project to include an additional park and ride (PNR) lot not previously planned, updates the financial plan to redistribute local funds between phases to cover various cost increases; and, reduces the number of buses to be acquired from 87 to 22. This amendment also updates the end dates for Phase 2 – PS&E, Phase 3 – Right of Way, and Phase 4 – CON.

Reason for Change: LACMTA is requesting to move \$1.9 million in TCR cost savings (and \$1.5 million in local funds) from Phase 1 – ENV to Phase 2 – PS&E to cover the cost of additional activities associated with the Design/Build contract. LACMTA is also proposing to reduce the number of buses to be acquired by 75%, from 87 to 22. LACMTA has indicated in their latest Bus Fleet Management Plan that only 22 vehicles (including spares)

will be required on opening day. There is no cost decrease to the project resulting from the reduced number of buses to be acquired due to the expanded scope of the project (additional PNR). LACMTA has indicated that additional time is needed to complete Phase 2 – PS&E, Phase 3 – Right of Way, and Phase 4 – CON due to the inability to execute new third party contracts resulting from the suspension of the TCR Program.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary Engineering and completion of Final EIR	12/00	9/02	\$10,700 \$14,100
2	Final design plans required to contract design/build BRT lane	8/02	9/03 7/03	\$16,800 \$12,100
3	Right of Way Acquisition	3/02	6/04 9/03	\$24,900 \$22,600
4	Construct BRT lane	4/03	8/05 4/05	\$259,600 \$227,200
4	Purchase buses	11/02	12/04	\$17,500 \$53,500
Total:				\$329,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$10,400	\$14,000	\$22,600	\$98,000	\$145,000
		Proposed	\$12,300	\$12,100			
PC25%	Local	Committed	0	\$2,800	\$2,300	\$179,100	\$184,200
		Proposed	\$1,500			\$182,700	\$184,200
STIP-RIP (APD)	State	Committed	\$300				\$300
		Proposed					
Totals:		Committed	\$10,700	\$16,800	\$24,900	\$277,100	\$329,500
		Proposed	\$14,100	\$12,100		\$182,700	
Totals:			\$10,700	\$16,800	\$24,900	\$277,100	\$329,500
			\$14,100	\$12,100		\$182,700	

Prior TCRP Action: Original application was approved on January 18, 2001 (Resolution TA-01-01). A subsequent application for Phase 2 – PS&E; Phase 3 – ROW, and Phase 4 – CON, was approved on April 3, 2002, under Resolution TA-02-04, including a minor amendment to update the completion date and cost of Phase 1. A minor amendment was approved April 2002, to update the project schedule.

Status of Conditions: No conditions.

Discussion/Issues: Recommend Approval. LACMTA has requested *Letter of No Prejudice* (AB1335) authority for this project. LACMTA has indicated that they will advance project delivery now through the sale of bonds for later reimbursement from the TCRP should funds become available.

The Commission reviewed the Final EIR and approved the project for future consideration of funding on April 4, 2002, under Resolution E-02-27. Regional Transportation Plan documentation on file.

TCR Program – Application Amendment Project #53

Los Angeles Automated Signal Corridors (ATSAC); improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard and Route 118 Corridors in Los Angeles County

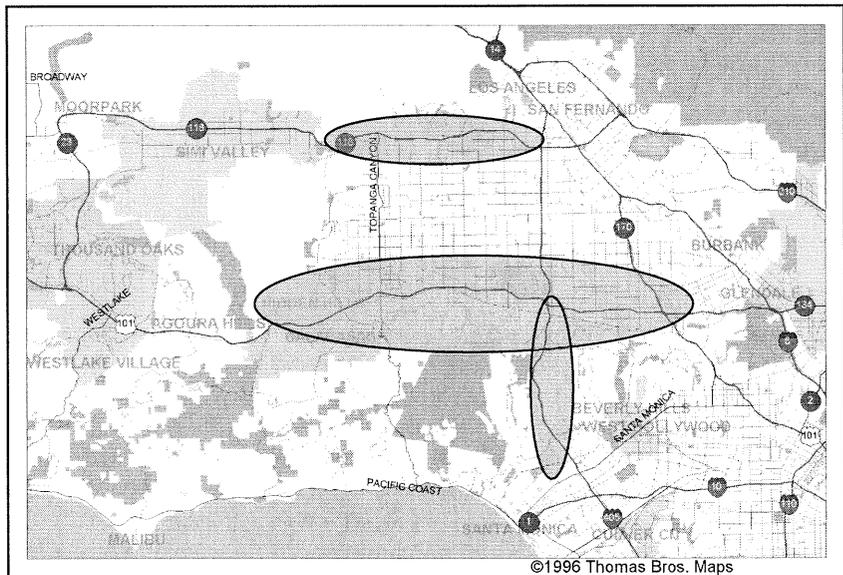
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$15,500	<i>TCRP Funds covered by application:</i>	(\$500)
	\$16,000		
<i>Total TCRP Funds Available:</i>	\$16,000	<i>Phases(s) covered by application:</i>	All
		<i>TCRP Funds previously approved for #53</i>	\$16,000
<i>Lead Agency:</i>	City of Los Angeles Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP allocation requested concurrently with application:</i>	(\$500)	<i>for Phase(s):</i>	2,4
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP allocations to date:</i>	\$16,000	<i>for Phase(s):</i>	2,4

Project Summary: Optimize existing highway system by implementing computerized Automated Traffic Surveillance and Control (ATSAC) System in the Victory/Ventura Corridor (retrofit 479 existing signals), Sepulveda Blvd. Corridor (35 signals), and in the Ronald Reagan Route 118 Freeway Corridor (59 signals)

Summary of Action: This amendment un-programs and de-allocates \$500,000 of TCR funds and transfers \$900,000 of TCR funds from Phase 4 to Phase 2. In addition, the amendment adjusts the schedule for the start of Phase 4 from May 2002 to March 2002 and extends the completion of Phase 2 from June 2002 to July 2003 and Phase 4 from August 2003 to October 2004. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.



Reason for Change: The project was presented to the CTC as a rapidly deployable project. The CTC expressed a desire to expedite the schedule. As a result, the work to meet this demand resulted in unforeseen overtime expenditures. The original financial plan did not take into account this accelerated schedule and increase design cost.

The project was originally to be delivered as three elements. Upon evaluating these areas relative to optimization of design staff and contract size, it was determined that the first project (Victory/Ventura Corridor) should be split into two separate elements. As a result, schedules were set relative to implementing four project elements.

The 1st Project element has been fully completed, the 2nd is under construction, the 3rd has been advertised and bids received, and the 4th is nearing design completion, the Implementing Agency is certain that the overall project will not exceed \$15,500,000. Thus, at a minimum there will be a reduced project cost of at least \$500,000.

The schedule has been impacted by the Los Angeles County Metropolitan Transportation Authority (MTA) request that bus transit priority loops be installed along the Sepulveda Corridor Project element so that the MTA could implement their Metro Rapid Bus Program. The incorporation of this additional work, during the design process, was much more practical and cost effective than adding the work as a construction change order. In addition, design activities were halted in December 2002, when TCRP Officials notified the Applicant that any project expenditures might be at risk for future reimbursement. It is now estimated that the overall Project can be

completed by October 2004. It is noted that this completion date is four months earlier than that envisioned at the time the project was originally approved by the CTC under Resolution TA-00-01 (approved Phase 4 completion of 2/05).

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	N/A			
2	Plan and specification preparation by City staff. Necessary relative equipment	7/01	7/03 6/02	\$2,600 \$1,700
3	N/A			
4	Equipment purchase, award, execution and implementation for a competitively bid construction contract	3/02 5/02	10/04 8/03	\$12,900 \$14,300
			Total:	\$15,500 \$16,000

Funding Plan (\$ x 1,000)

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed		\$2,600		\$12,900	\$15,500
		Proposed		\$1,700		\$14,300	\$16,000
		Totals:		\$2,600		\$12,900	\$15,500
				\$1,700		\$14,300	\$16,000
		Totals:		\$2,600		\$12,900	\$15,500
				\$1,700		\$14,300	\$16,000

Prior TCRP Action: Original application was approved on September 28, 2000 (TA-00-01) for \$16,000,000 for Phases 2 and 4. A minor amendment was approved on June 27, 2002 based on the April 2002 Progress Report due to efforts to expedite the project. This amendment update the start date for Phase 2 from November 2000 to July 2001 and Phase 4 from November 2002 to May 2002 and extended the completion date for Phase 2 from May 2002 to June 2002 and accelerate Phase 4 from February 2005 to August 2003.

Status of Conditions: No conditions set.

Discussion/Issues: Project is fully funded.

Applicant requested that \$4.5 Million of Phase 4 money be made available as an advance. Upon receipt (and processing by CTC if required) of any required environmental documents, and a written request from the applicant stating when the funds are needed, the state can advance up to \$4.5 Million when allocating Phase 4 money for equipment procurement.

Recommend Approval

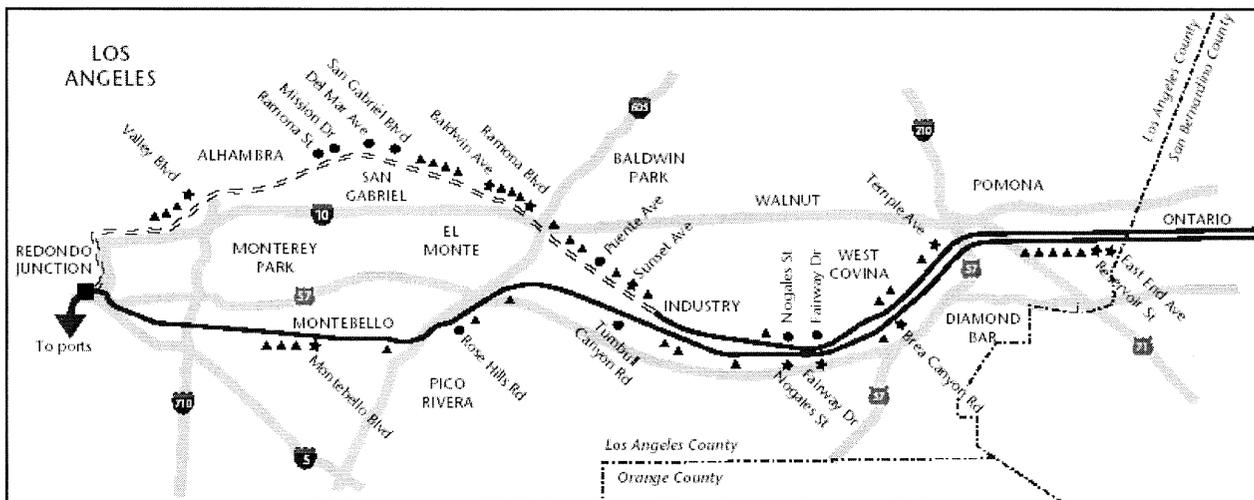
TCR Program – Application Amendment Project #54.1

Los Angeles 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.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$273,657	<i>TCRP Funds covered by application:</i>	\$0
	\$215,689		
<i>TCRP Funds – Sub-Project:</i>	\$130,300	<i>Phases(s) covered by application:</i>	2,3,4
<i>TCRP Funds for Project #54:</i>	\$150,000	<i>TCRP Funds previously approved for #54.1</i>	\$130,300
<i>Lead Agency:</i>	San Gabriel Valley Council of Governments	<i>Implementing Agency:</i>	Alameda Corridor-East Construction Authority

<i>TCRP allocation requested concurrently with application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP allocations to date:</i>	\$61,573	<i>for Phase(s):</i>	2,3,4



Project Summary: This project application is one of three proposed by the San Gabriel Council of Governments to implement priority improvements along the Alameda Corridor – East rail facility. This application covers funding for the Alameda Corridor – East Project being implemented by the Alameda Corridor-East Construction Authority (a subset of the Los Angeles County Alameda Corridor- East project).

The overall project scope includes improvements at 44 grade crossings located throughout the San Gabriel Valley on the Alhambra and Los Angeles Branches of the Union Pacific Railroad between the City of Los Angeles and the City of Pomona in Los Angeles County. Improvements at 20 of the 44 locations will be made by construction of grade separations. The TCRP funding will be used with other committed funds to design and construct **seven** of eleven grade separations listed in Phase I of the Alameda Corridor – East project. Grade separations funded through this application are located at East End Avenue, Reservoir Street, Nogales Street, Sunset Avenue, Brea Canyon Road, Baldwin Avenue, and Ramona Boulevard grade crossings. These grade separation projects will be constructed in segments and, therefore, phases may overlap.

In addition to the scope of work documented in this application, **four** six grade separations identified in Phase I, and nine additional grade separations identified in Phase II of the Alameda Corridor – East Project are not included in the Total Project Cost documented in this application. Future funding must be identified to implement these improvements.

Summary of Action: This amendment increases the scope of the project by adding Ramona Boulevard and Baldwin Avenue grade crossings projects. The overall project funding plan is updated, including \$3,422,000 of TCR funds being redistributed from Phase 4 to Phase 3. In addition, the amendment updates the project

schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: This amendment adds the Ramona Boulevard and Baldwin Avenue grade separation projects. These two projects were originally planned to be funded utilizing other funding sources. The two projects are being added since TCR funding is being deferred and for cash flow purposes to expand TCR funding to be used for later segments. TCR funding is being shifted to these later segments.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental clearance - already completed			
2	Plans, Specifications & Estimates	12/00	2/04 5/03	\$26,348 \$18,202
3	Right of Way Acquisition	3/01	8/04 6/03	\$54,919 \$36,972
4	Construction	9/02 6/02	3/07 4/05	\$192,390 \$160,515
Total:				\$273,657 \$215,689

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$6,900	\$5,522	\$117,878	\$130,300
		Proposed			\$2,100	\$121,300	
TEA-21	Federal	Committed		\$12,697	\$30,502	\$25,352	\$68,551
		Proposed		\$6,800	\$18,327		\$25,127
STIP-IIP	State	Committed		\$4,259	\$7,531	\$26,945	\$38,735
		Proposed		\$2,010	\$5,181	\$29,000	\$36,191
Section 1118C	Federal	Committed		\$1,240	\$2,397		\$3,637
		Proposed					
STIP-RIP	State	Committed			\$7,262	\$9,308	\$16,570
		Proposed					
Prop C	Measure	Committed		\$1,252	\$1,705	\$907	\$3,864
		Proposed					
UPRR	Private	Committed				\$12,000	\$12,000
		Proposed					
Totals:		Committed		\$26,348	\$54,919	\$192,390	\$273,657
		Proposed		\$18,202	\$36,972	\$160,515	\$215,689
Totals:				\$26,348	\$54,919	\$192,390	\$273,657
				\$18,202	\$36,972	\$160,515	\$215,689

Prior TCRP Action: Original application was approved on July 11, 2001 (TA-01-11) for \$130,300,000 for Phases 2, 3, and 4. The funding plan has been updated based on the 2002 STIP Adoption (G-02-04). Minor amendment was approved June 28, 2002 based on the April 2002 Progress Report. This amendment extended the completion date of Phase 2 from October 2002 to May 2003 and Phase 3 from November 2002 to June 2003 due to the acquisition of right-of-way requiring condemnation.

Status of Conditions: Condition set forth in Resolution TA-01-11 has been met.

Discussion/Issues: This project is fully funded. The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

Summary of Environmental status: Sunset and Brea Canyon grade separations are Statutorily Exempt under CEQA. East End and Reservoir grade separations have been determined to be Categorically Exempt. The CTC reviewed the Negative Declaration for Nogales and the Mitigated Negative Declaration for Ramona and approved the projects for future consideration of funding under resolution E-02-08 and E-03-02, respectively.

Recommend Approval with the following condition:

- The allocation of capital funds for Baldwin Avenue is contingent upon CTC review of the final environmental document and approval of the project for future consideration of funding.

TCR Program – Application Amendment Project # 83.1

San Diego **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.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$50,800	<i>TCRP Funds covered by the application:</i>	\$0
<i>TCRP Funds – Subproject #83.1:</i>	\$28,800	<i>Phases(s) covered in application:</i>	All
<i>TCRP Funds for Project #83:</i>	\$70,000	<i>TCRP funds previously approved for #83.1:</i>	\$28,800
<i>Lead Agency:</i>	California Department of Transportation (Caltrans)	<i>Implementing Agency:</i>	San Diego Metropolitan Transit Development Board (MTDB)

TCRP allocation request concurrent w/application:	\$0	<i>for Phase(s):</i>	N/A
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP allocations to date:</i>	\$5,700	<i>for Phase(s):</i>	1,3

Project Summary: The overall project is to construct four managed lanes within the freeway median that may flow in both directions configured with a movable barrier to handle peak direction traffic, incidents, and special events. Excess capacity may be sold to single-occupancy vehicles via “Value Pricing” or other method. In addition, implement a Bus Rapid Transit System (BRTS) of routes connecting residential and employment areas, with preferential access provided to buses and carpools via direct ramps from transit centers constructed adjacent the freeway. This project has been segmented into two sub-projects for implementation:

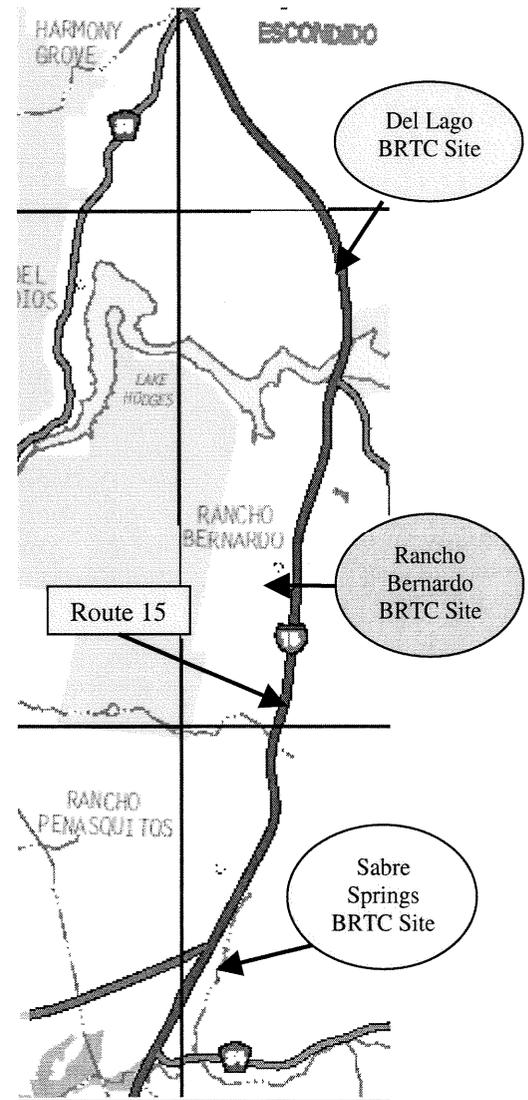
- Sub-Project #83.1 - Transit elements
- **Sub-Project #83.2** - Freeway elements

Sub-Project #83.1 – Transit Elements includes construction of bus rapid transit centers along the freeway as well as bus acquisition. The Transit Element will play a significant part in reducing delay during the construction of the managed lanes. Use of the new buses will encourage ridership during this critical period. It will also help MTDB build a customer base for when the managed lanes open and the BRT system is in operation.

Summary of Action: This amendment updates the project schedule and extends the end date by more than one fiscal year, to November 2007.

Reason for Change: Additional time is needed to complete federal environmental clearances under Phase 1 – ENV, to enable the agency to pursue federal funds for Phase 3 – ROW and Phase 4 – CON. The additional federal funds are needed due to the uncertainty of TCR funds.

Prior TCRP Action: Original application was approved on November 1, 2000 (Resolution TA-00-02). An amendment for Sub-Project #83.1 was approved on May 2, 2001 (Resolution TAA-01-03) to program \$5,500,000 for Phase 3 (Right of Way). A subsequent Amendment was approved February 28, 2002 (Resolution TAA-02-02) to program the remaining funds. An application to redistribute \$300,000 in TCRP funds from Phase 3 (Right of Way) to Phase 1 (Environmental & Permits) and Phase 2 (Plans, Specifications & Estimates), and update the project schedule for Phase 1 and Phase 2, was approved July 18, 2002 (Resolution TAA-02-07).



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary Engineering, Environmental Studies, and public input/reviews required under NEPA/CEQA – IN HOUSE	9/98	3/04 12/02	\$200
2	Prepare plans, specifications and estimates (PS&E)	12/02	6/04 12/03	\$1,200
3	Acquire RW and utility relocations.	12/00	7/04 7/03	\$13,300
4	Bus Acquisition	2/05 2/02	12/06 12/03	\$25,000
4	Construct projects; administer construction contract.	1/04 1/03	11/07 3/05	\$11,100
Total:				\$50,600

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$200	\$1,200	\$13,300	\$14,100	\$28,800
		Proposed					
CMAQ	Federal	Committed				\$22,000	\$22,000
		Proposed					
Totals:		Committed	\$200	\$1,200	\$13,300	\$36,100	\$50,800
		Proposed					
		Totals:	\$200	\$1,200	\$13,300	\$36,100	\$50,800

Status of Conditions: No conditions set for this project under Resolution TA-00-02 or Resolution TAA-01-03.

The following conditions were set forth under Resolution TAA-02-02:

- Prior to an allocation of funds for the bus acquisition, MTDB shall provide a Financial Operating Plan that demonstrates they have the financial capability to operate the expanded service once the project has been completed.
- Allocation of funds for Right of Way or Construction is contingent upon review of and approval for future consideration of funding by the CTC of the Final Mitigated Negative Declaration. – **Condition Met**

Discussion/Issues: Recommend Approval. Regional Transportation Plan documentation on file.

Environmental Clearance:

- Bus Acquisition element of the project is categorically exempt under CEQA;
- Rancho Bernardo BRTC site - CTC took action on the Mitigated Negative Declaration September 2001, Resolution E-02-14;
- Sabre Springs BRTC site – Mitigated Negative Declaration pending.

TCR Program – Application Amendment Project #97.2

Fresno **Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County.**

(\$ X 1,000)

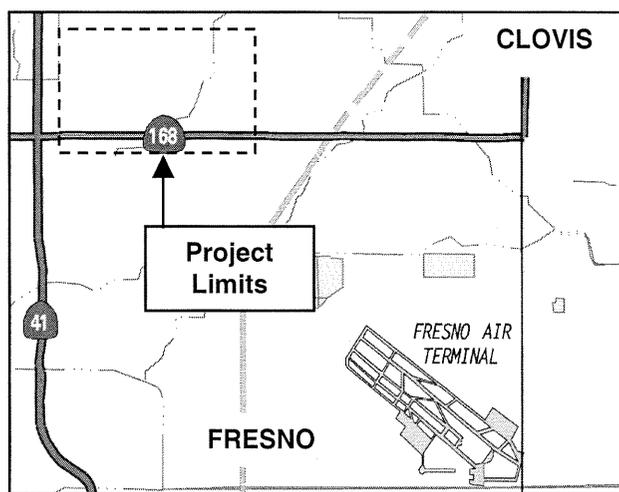
<i>Estimated Project Cost:</i>	\$6,050	<i>TCRP Funds covered by application:</i>	\$0
<i>TCRP Funds – Sub-Project:</i>	\$6,050	<i>Phases(s) covered by application:</i>	All
<i>TCRP Funds for Project #97:</i>	\$10,000	<i>TCRP funds previously approved for #97.2</i>	\$6,050
<i>Lead Agency:</i>	California State University, Fresno	<i>Implementing Agency:</i>	City of Fresno

<i>TCRP allocation requested concurrently with application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advanced requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP allocations to date:</i>	\$518	<i>for Phase(s):</i>	1,2

Project Summary: The overall project is legislatively divided into two parts: (1) Operational improvements to various streets and roads near the CSU Fresno campus and, (2) funds for plans, drawings, and project management costs associated with the CSU Fresno Events Center (Save Mart Center). The project has been segmented into three sub-projects for implementation.

Sub-Project #97 – Traffic study to assess traffic congestion relief and funds for plans, drawings, and project management costs associated with the Events Center (Total Project = \$2,100,000, 100% TCRP)
 Sub-Project #97.1 – Operational improvements in the City of Clovis (Total Project = \$3,046,000, including \$1,850,000 TCRP, \$286,000 TCRP from #97.2, and \$910,000 from other sources)

Sub-Project #97.2 – Operational improvements in the City of Fresno (Total Project = \$6,050,000, 100% TCRP)



This sub-project will improve traffic circulation and operations in the vicinity of California State University, Fresno, in anticipation of the construction of the Save Mart Center. Improvements are needed on Shaw, Chestnut, Willow, Woodrow, Herndon, Cedar, Bullard and Barstow Avenues and include intersection signalization, construction of turning pockets, roadway widening, and/or traffic surveillance equipment.

A portion of these funds will be used by the applicant to reimburse the City Of Clovis (TCRP #97.1) to fund a joint project – Willow/Bullard Intersection.

Note: The overall project will be segmented and, therefore, project, phases may overlap.

Amendment Summary: This amendment:

- Transfers \$30,000 of allocated TCRP funds from Phase 2 to Phase 1,
- Transfers \$300,000 of unallocated TCRP funds from Phase 4 to Phase 3, and
- Updates the project schedule.

Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: It was determined that a Focused Environmental Impact Report (EIR) is needed for the widening of Chestnut Avenue between Shaw and Bullard Avenue. The remainder of the operational improvement projects on Shaw Avenue, Cedar Avenue and Willow Avenue proceeded under a separate mitigated negative declaration (approved under Resolution E-03-04). To complete Focused EIR, a cultural/historic resources evaluation for large eucalyptus trees along the west side of the roadway was determined to be necessary during the public scoping period, as was a more extensive traffic analysis.

The \$300,000 shift of TCR funds from Phase 4 to Phase 3 is for irrigation canal and pipeline relocation, as well as tree removal. This work is a necessary part of clearing the right-of-way for other utility relocations that must occur before the right-of-way can be certified. There is no change in scope of work, only a change in the phase.

The schedule is updated due to the additional studies for the Focused EIR and to the lack of available TCR funds for right-of-way and construction.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Studies & Document	12/01	12/03 12/02	\$95 \$65
2	Plans, Specifications & Estimates	8/01	5/04 2/03	\$423 \$453
3	Right of Way Acquisition	7/04 7/02	4/05 5/03	\$914 \$614
4	Construction	5/05 5/03	10/05 10/03	\$4,618 \$4,918
Total:				\$6,050

Funding Plan (\$ x 1,000)

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed	\$95	\$423	\$914	\$4,618	\$6,050
		Proposed	\$65	\$453	\$614	\$4,918	
	Totals:	Committed	\$95	\$423	\$914	\$4,618	\$6,050
		Proposed	\$65	\$453	\$614	\$4,918	
		Totals:	\$95	\$423	\$914	\$4,618	\$6,050
			\$65	\$453	\$614	\$4,918	

Prior TCRP Action: Original application was approved on June 6, 2001 for \$6,050,000 (TA-01-09) for Phases 2, 3, and 4. A minor amendment was approved January 16, 2002 based on the October 2001 Progress Report. This amendment shifted \$15,000 of TCR funds from Phase 2 to Phase 1. It was originally believed that the EIR for the Events Center would provide sufficient documentation for the roadway improvements. Upon review to the final EIR for the Events Center, the document did not adequately address the roadway improvements. The amendment extended the completion of Phase 2 from April 2002 to January 2003 and Phase 3 from October 2002 to December 2002. The start date for Phase 3 was updated from April 2002 to May 2002 and Phase 4 from November 2002 to March 2003. A major amendment was approved July 18, 2002 (TAA-02-07). This amendment transferred \$50,000 from Phase 4 to Phase 1. It also extended the completion of Phase 1 from May 2002 to December 2002, Phase 2 from January 2003 to February 2003, and Phase 3 from December 2002 to May 2003. The start date for Phase 3 was updated from May 2002 to July 2002 and Phase 4 from March 2003 to May 2003. It was determined that a Focused Environmental Impact Report was needed for Chestnut Avenue between Shaw and Bullard Avenue.

Status of Conditions: No previous conditions set.

Discussion/Issues: Project is fully funded. CTC reviewed the Mitigated Negative Declaration for intersection improvements and approved the project for future consideration of funding under Resolution E-03-04. Regional Transportation documentation is on file.

Recommend Approval with the following condition:

- The allocation of capital funds for Chestnut Avenue between Shaw and Bullard Avenue is contingent upon CTC review of the final environmental document and approval of the project for future consideration of funding.

TCR Program – Application Amendment Project # 139.2

San Francisco Balboa Park BART Station; phase I expansion.

(\$ X 1,000)

Estimated Project Cost: \$10,075
 TCRP Funds – Subproject #139.2: \$540
 TCRP Funds for Project #139: \$6,000
 Lead Agency: San Francisco
 Bay Area Rapid Transit
 District (BART)

TCRP Funds covered by the application: \$0
 Phases(s) covered in application: All
 TCRP funds previously approved #139.2: \$540
 Implementing Agency: BART

TCRP allocation request concurrent w/application: \$0

Advance requested: \$0
 TCRP allocations to Date: \$540

for Phase(s): 2,4
 for Phase(s): N/A
 for Phase(s): 2,4

Project Summary:

The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building.

For purposes of implementation, the project has been split into two sub-projects. They are:

- Sub-Project #139.1 - BART Project Improvements (Balboa Park BART station (Segment 1) and Ocean Avenue BART station (Segment 2), Total Project = \$45,460,000, including \$5,460,000 TCRP and \$40,000,000 from other sources.);
- **Sub-Project #139.2** - MUNI Project Improvements (Historic Geneva Office Building, Total Project = \$10,075,000, including \$540,000 TCRP and \$9,535,000 from other sources.).



Sub-Project #139.2, MUNI Improvements to the Historic Geneva Office Building, will be implemented in two segments. Segment 1 covers building improvements and partial short-term structural stabilization improvements. Segment 2 will include long-term structural stabilization improvements.

Summary of Action: This amendment redirects \$160,000, of the \$210,000 approved amount, from Phase 2 – PS&E of Segment 2 to Phase 4 – CON of Segment 1. This amendment also updates the overall project schedule for both segments.

Reason for Change: The increase in Segment 1’s Phase 4 – CON costs is attributed to more extensive stabilization efforts (new roof rather than patched roof) which then required that the structural factors that make up the roof design be integrated with the seismic strengthening of both the interior and exterior walls. Additional time is needed to due to the unanticipated seismic work that was required before design could be finished.

Cost and Schedule - Geneva Building Improvements Segment 1 (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Historic Geneva Building Design & Reports	1/98	12/98	\$150
2	Historic Geneva Building PS&E	5/00	6/03 12/01	\$175
4	Historic Geneva Building Construction	9/03 2/03	6/04 6/03	\$780 \$620
Total:				\$1,105 \$945

Cost and Schedule - Geneva Building Improvements Segment 2 (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Historic Geneva Building Design & Reports			
2	Historic Geneva Building PS&E	1/04 10/02	6/05 2/04	\$1,370 \$1,530
4	Historic Geneva Building Construction	9/05 2/04	9/07 2/06	\$7,600
Total:				\$8,970 \$9,130

Funding Plan - Geneva Building Improvements Segment 1 (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$490	\$490
		Proposed				\$330	\$330
FEMA	Federal	Committed	\$150	\$100		\$40	\$290
		Proposed					
STP	Federal	Committed				\$50	\$50
		Proposed					
Sales Tax	Local	Committed				\$200	\$200
		Proposed					
City of San Francisco	Local	Committed		\$75			\$75
		Proposed					
Totals:		Committed	\$150	\$175		\$780	\$1,105
		Proposed				\$620	\$945
Totals:			\$150	\$175		\$780	\$1,105
						\$620	\$945

Funding Plan - Geneva Building Improvements Segment 2 (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$50			\$50
		Proposed		\$210			\$210
Sales Tax	Local	Committed					
		Proposed		\$370			\$370
Private	Private	Committed					
		Proposed		\$950		\$7,600	\$8,550
Totals:		Committed		\$50			\$50
		Proposed		\$210			\$210
Totals:				\$1,320		\$7,600	\$8,920
				\$1,370		\$7,600	\$8,970

Prior TCRP Action: Original application for Project #139 was approved September 28, 2000 (Resolution TA-00-01). A Major Amendment was approved February 28, 2002 (Resolution TAA-02-02) to split the project into two sub-projects, and update the project schedule and financial plan for both.

Status of Conditions: No conditions.

Discussion/Issues: Recommend Approval. MUNI Improvements are categorically exempt under CEQA.

TCR Program – Application Amendment Project # 141

Alameda Union City; pedestrian bridge over Union Pacific rail lines.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$2,500	<i>TCRP Funds covered by application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$2,000	<i>Phases(s) covered by application:</i>	All
<i>Lead Agency:</i>	City of Union City	<i>TCRP funds previously approved:</i>	\$2,000
		<i>Implementing Agency:</i>	City of Union City

<i>TCRP allocation request concurrent w/application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCR allocations to date:</i>	\$120	<i>for Phase(s):</i>	1

Project Summary:

The overall project will provide a pedestrian grade separation across the UPRR tracks for safe access near the existing BART Station in Union City. This project proposes the construction of a pedestrian grade separation across the UPRR tracks to provide the community safe access to the boarding areas for BART, AC Transit, Union City Transit, Dumbarton Express, future boarding areas for Capitol Corridor, ACE and Dumbarton Rail and safe public access to Guy Emmanuelle School. The project includes connections to existing pedestrian facilities along Decoto Road and will be coordinated with the Union City Intermodal Station project (a separate project funded by other sources).

Summary of Action:

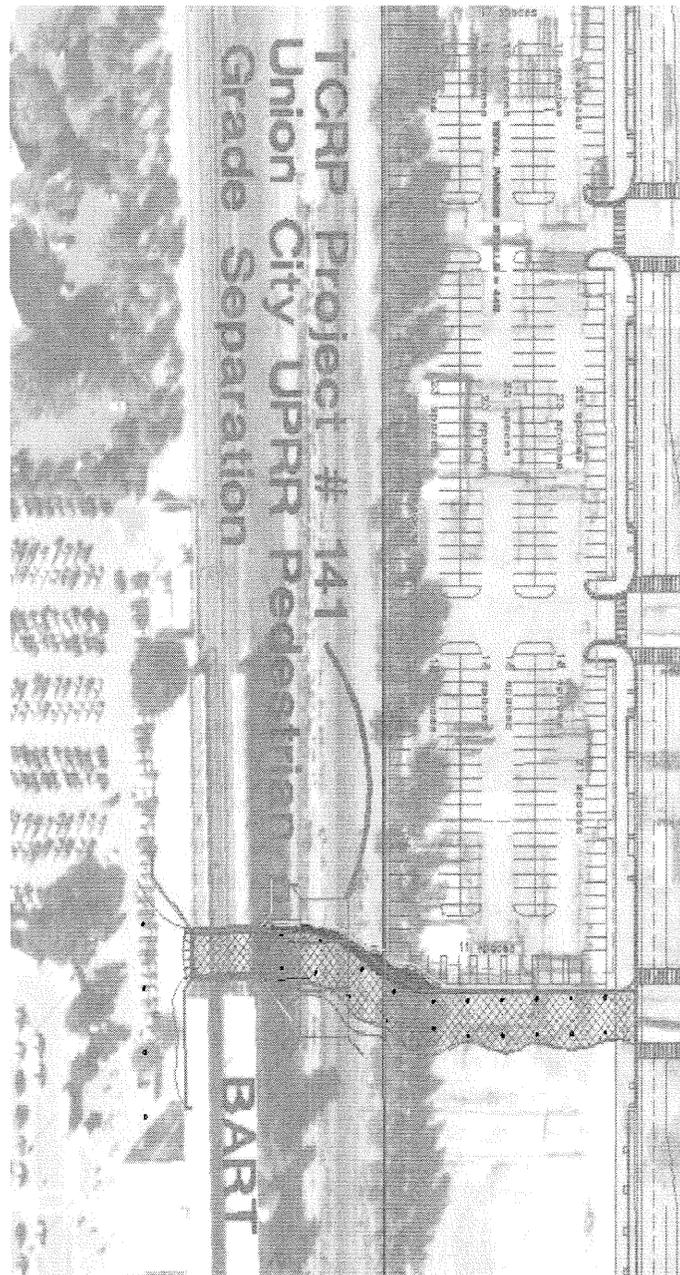
This amendment extends the end date for project completion by more than one fiscal year, to December 2005.

Reason for Change:

Phase 1 – ENV was delayed due to lengthy discussions with the various rail operators (BART, CCJPA, UP) on the design of the grade separation. The delay in completing Phase 1 - ENV, in turn, delayed the start of the remaining phases.

Prior TCRP Action: Original application was approved on July 11, 2001 (Resolution TA-01-11).

Status of Conditions: No conditions.



TCR Program – Application Amendment Project # 141

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Document, Preliminary Engineering, Right of Way Studies	7/01	10/02 3/02	\$150
2	Plans, Specifications & Estimates	11/02 3/02	10/04 3/03	\$250
3	Right of Way Acquisition	10/03 8/02	10/04 3/03	\$100
4	Construction	2/05 3/03	12/05 6/04	\$2,000
Total:				\$2,500

Funding Plan (\$ x 1,000)

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed	\$120	\$200	\$80	\$1,600	\$2,000
		Proposed					
Redevelopment Funds	Local	Committed	\$30	\$50	\$20	\$400	\$500
		Proposed					
Totals:		Committed	\$150	\$250	\$100	\$2,000	\$2,500
		Proposed					
Totals:			\$150	\$250	\$100	\$2,000	\$2,500

Discussion/Issues: Recommend Approval.

A Letter of No Prejudice has been requested to keep the remaining phases on schedule. Phase 2 – PS&E is currently underway. Due to the financial uncertainties of TCR funds, alternative funding has been identified to enable the project to proceed. The City of Union City will use Redevelopment Funds to complete this project. However, should TCR funds become available in the future, the City of Union City wishes to be reimbursement for any and all eligible expenses related to this project. A Letter of No Prejudice has been requested to enable the allocation/reimbursement of TCR funds when they become available.

The Commission reviewed the Final EIR and approved the project for future consideration of funding on November 7, 2002, under Resolution E-02-54.

TCR Program – Application Amendment Project # 145

Los Angeles Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard.

(\$ X 1,000)

Estimated Project Cost: \$6,500
Total TCRP Funds Available: \$6,500
Lead Agency: Southern California Regional Rail Authority

TCRP Funds covered by the application: \$0
Phases(s) covered in application: All
TCR funds previously approved for #145: \$6,500
Implementing Agency: Southern California Regional Rail Authority

TCRP allocation request concurrent w/application: \$0

Advance requested: \$0

TCRP allocations to date: \$6,500

for Phase(s): N/A

for Phase(s): N/A

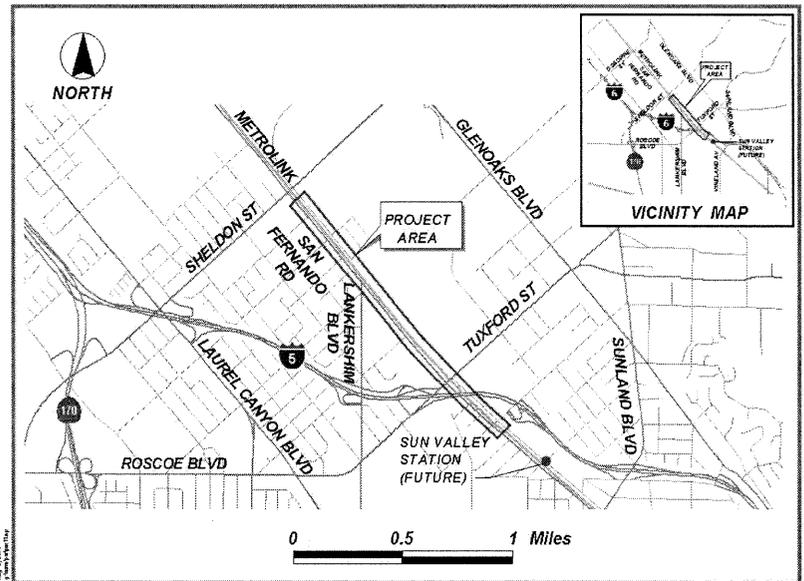
for Phase(s): 2,4

Project Summary:

The new siding at Sun Valley will increase rail passenger service by building a passing track on the Antelope Valley Line extending from milepost 15.7 to 16.9, approximately from Penrose Street to Sheldon Street and will be constructed on the geographic west side of the existing single main track. Work consists of relocating or protecting utilities, constructing an embankment for the track and signals, constructing two signal control points, relocating related signals, and possibly revising the Penrose Street crossing to accommodate the siding.

Summary of Action:

This amendment redistributes \$250,000 in TCRP funds from Phase 2 – Plans, Specifications and Estimates (PS&E) to Phase 4 – Construction (CON), and updates the overall project schedule.



SUN VALLEY SIDING

Reason for Change: Additional time for Phase 4 is needed due to the lengthy negotiations between the implementing agency, the Los Angeles County Metropolitan Transportation Authority, Sprint Communications, and Union Pacific in resolving the issues of fiber optic relocation. The issue has since been resolved and work to relocate the cable is proceeding. The transfer of funds from Phase 2 – PS&E to Phase 4 –CON is needed to cover additional construction costs relating to the relocation of the fiber optic cable. The funds from Phase 2 – PS&E are available due to actual costs being less than originally estimated.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	COMPLETE			
2	Civil and signal design and prepare Invitation for Bid	11/00	11/01	\$350 \$600
3	NOT APPLICABLE			
4	Procurement of long-lead items and Construction	11/00	12/03 4/03	\$6,150 \$5,900
Total:				\$6,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$350		\$6,150	\$6,500
		Proposed		\$600		\$5,900	
	Totals:	Committed		\$350		\$6,150	\$6,500
		Proposed		\$600		\$5,900	
		Totals:		\$350		\$6,150	\$6,500
				\$600		\$5,900	

Prior TCRP Action: Original application was approved on September 28, 2000 (Resolution TA-00-01). An Amendment to extend project completion dates for Phases 2 and 4 was approved June 6, 2001 (Resolution TAA-01-05). A Minor Amendment to extend project completion date was approved October 2001. An additional minor amendment to extend project completion date to April 2003, was approved April 2002.

Status of Conditions: No conditions.

Discussion/Issues: Recommend Approval.
 Project is Categorically exempt under CEQA. Regional Transportation Plan documentation on file.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Application Amendment

RESOLUTION TAA-03-02,
Amending Resolutions TA-00-01, TA-01-11, TA-01-17,
TA-02-04, TA-02-07, TA-02-13, TAA-01-05, TAA-02-02, and
TAA-02-07

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the City of Hercules, in conjunction with the Contra Costa Transportation Authority, has submitted an amended application for TCRP Sub-project #12.2 – Bay Area Transit Connectivity; Hercules Rail Station, revising the Phase 1 – Environmental and Permits (ENV) end date previously approved under Resolution TA-01-01, as amended by TAA-02-07, due to lengthy review time by the Union Pacific Railroad on the project conceptual design; and
- 1.5 WHEREAS the Bay Area Water Transit Authority (BAWTA) has submitted an amended application for TCRP Project #19 – Establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco, revising the project start date previously approved under Resolution TA-01-17, due to the delay in completing the Regional Ferry Expansion Plan which needed to be done prior to the start of TCRP #19 and then the suspension of the TCR Program in December 2002; and
- 1.6 WHEREAS the Los Angeles County Metropolitan Transportation Authority (LACMTA) has submitted an amended application for TCRP Sub-project #37.1 – Los Angeles Mid-City Transit Improvements; BRT in Mid-City/Wilshire Corridor, revising the project schedule previously approved under Resolution TA-01-01, as amended by TA-02-13, due to the suspension of the TCR Program in December 2002; and

- 1.7 WHEREAS the LACMTA has submitted an amended application for TCRP Sub-project #38.1 – Los Angeles-San Fernando Valley East-West Bus Rapid Transit Extension, to redirect TCR funds from Phase 1 – Permits and Environmental (ENV) previously approved under Resolution TA-01-01 to Phase – 2 Plans, Specifications & Estimates (PS&E) previously approved under Resolution TA-02-04, to cover additional activities associated with a design/build contract, as well as revising the project scope, schedule and financial plan due to the suspension of the TCR Program in December 2002; and
- 1.8 WHEREAS the City of Los Angeles Department of Transportation has submitted an amended application for TCRP Project #53 – Automated Signal Corridors (ATSAC) in Los Angeles, revising the project schedule and financial plan (including the de-programming of \$500,000 in TCR funds) previously approved under Resolution TA-00-01, due to a cost savings in the project; and
- 1.9 WHEREAS the Alameda Corridor-East Construction Authority, in conjunction with the San Gabriel Valley Council of Governments, has submitted an amended application for TCRP Sub-project #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, reflecting an increase in scope to include Ramona Boulevard and Baldwin Avenue grade separations, a transfer of TCR funds from Phase – 4 CON to Phase 2 – PS&E and Phase 3 – Right of Way (ROW) necessary to meet needs of the revised scope, and an update to the overall project schedule and financial plan previously approved under Resolution TA-01-11, due to the suspension of the TCR Program in December 2002; and
- 1.10 WHEREAS the San Diego Metropolitan Transit Development Board (MTDB), with the concurrence of the Department, has submitted an amended application for TCRP Sub-project #83.1 – Route 15; add high-tech managed lane in San Diego County – Transit Elements, revising the project schedule previously approved under TA-00-02, as amended by TAA-02-07, due to the need to expand the federal environmental clearances beyond what was previously anticipated; and
- 1.11 WHEREAS the City of Fresno has submitted an amended application for TCRP Sub-project #97.2 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno, revising the project schedule and financial plan previously approved under Resolution TA-01-09, as amended by TAA-02-07, due to the need to expand the environmental clearances beyond what was previously anticipated; and
- 1.12 WHEREAS the San Francisco Bay Area Rapid Transit (BART) District has submitted an amended application for TCRP Sub-Project #139.2 – Balboa Park BART Station – MUNI Station Improvements, redirecting \$160,000 in TCR funds from Phase 2 – PS&E to Phase 4 – CON, as well as revising the overall project schedule and financial plan previously approved under Resolution TA-00-01, as amended by Resolution TAA-02-02, due to the need for more extensive stabilization efforts than what was originally envisioned; and
- 1.13 WHEREAS the City of Union City has submitted an amended application for TCRP Project #141 – Union City; pedestrian bridge over Union Pacific rail lines, revising the project schedule previously approved under Resolution TA-01-11, due to the lengthy design negotiations needed between the various rail operators; and

- 1.14 WHEREAS the Southern California Regional Rail Authority (SCRRA) has submitted an amended application for TCRP Project #145 – New siding in Sun Valley between Sheldon Street and Penrose Street on the Antelope Valley Line, redirecting \$250,000 in TCR funds from Phase 2 – PS&E to Phase 4 – CON, as well as revising the overall project schedule and financial plan previously approved under Resolution TA-00-01, as amended by Resolution TAA-01-05, due to the lengthy negotiations between all the stakeholders in resolving the issues of fiber optic relocation.
- 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following 11 TCRP project application amendments as submitted, with subsequent clarifications and revisions:
- Project #12.2 – Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the Hercules Rail Station and related improvements, West Contra Costa County. Amend application to update project schedule.
Applicant Agency: Contra Costa Transportation Authority
Implementing Agency: City of Hercules
 - Project #19 – Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco. Amend application to update project start date.
Applicant Agency: Bay Area Water Transit Authority (BAWTA)
Implementing Agency: BAWTA
 - Project #37.1 – Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system in Mid-City/Wilshire Corridor in Los Angeles County. Amend application to update schedule.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA
 - Project #38.1 – Los Angeles-San Fernando Valley Transit Extension; build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center. Amend application to redirect TCR funds from Phase 1 – ENV to Phase – 2 PS&E, and to update scope, schedule and financial plan.
Applicant Agency: LACMTA
Implementing Agency: LACMTA
 - Project #53 – Automated Signal Corridors (ATSAC); improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard and Route 118 Corridors in Los Angeles County. Amend application to update project schedule and funding plan.
Applicant Agency: City of Los Angeles Department of Transportation
Implementing Agency: City of Los Angeles Department of Transportation
 - Project #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. Amend application to update project scope and funding plan and unprogram \$500,000 in TCR funding.
Applicant Agency: San Gabriel Valley Council of Governments
Implementing Agency: Alameda Corridor-East Construction Authority

- Project #83.1 – Route 15; add high-tech managed lane in San Diego County - Transit Elements. Amend application to extend project end date by more than one fiscal year.
Applicant Agency: The California Department of Transportation
Implementing Agency: San Diego Metropolitan Transit Development Board
 - Project #97.2 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. Amend application to update project schedule and funding plan.
Applicant Agency: California State University, Fresno
Implementing Agency: City of Fresno
 - Project #139.2 – Balboa Park BART Station; phase I expansion - MUNI Station Improvements. Amend application redirect TCR funds from Phase 2 – PS&E to Phase 4 – CON and to update project schedule and redirect funds between phases.
Applicant Agency: BART
Implementing Agency: BART
 - Project #141– Union City; pedestrian bridge over Union Pacific rail lines. Amend application to update project schedule.
Applicant Agency: City of Union City
Implementing Agency: City of Union City
 - Project #145 – New siding in Sun Valley between Sheldon Street and Penrose Street on the Antelope Valley Line. Amend application to redirect funds from Phase 2 – PS&E to Phase 4 – CON and extend project completion date.
Applicant Agency: Southern California Regional Rail Authority
Implementing Agency: Southern California Regional Rail Authority;
- and

- 2.2 BE IT FURTHER RESOLVED that as stipulated in Resolution TA-02-13, conditions for TCRP Sub-project Project #37.1 – Los Angeles Mid-City Transit Improvements, are still in effect; and
- 2.3 BE IT FURTHER RESOLVED that TCRP Sub-project #54.1 – Alameda Corridor East, an allocation of capital funds for Baldwin Avenue is contingent upon Commission review of the final environmental document and approval of the project for future consideration of funding; and
- 2.4 BE IT FURTHER RESOLVED that TCRP Sub-project #97.2 – Operational improvements on Shaw Avenue, an allocation of capital funds for Chestnut Avenue between Shaw and Bullard Avenue is contingent upon Commission review of the final environmental document and approval of the project for future consideration of funding; and
- 2.5 BE IT FURTHER RESOLVED that as stipulated in Resolution TAA-02-02, conditions for TCRP Sub-project #83.1 – Route 15 Managed Lanes – Transit Elements, are still in effect; and

- 2.6 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.7 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.8 BE IT FURTHER RESOLVED that CTC Resolutions TA-00-01, TA-01-11, TA-01-17, TA-02-04, TA-02-07, TA-02-13, TAA-01-05, TAA-02-02, and TAA-02-07 are hereby amended.