

2.1C(2) #87.1+87.2
2.6e #87.1+87.2

Dear Governor,

My husband and I voted for you and appreciate your stating you would be "The Peoples Governor". I did not realize how dependent we would become on this truth. This is a mother's plea for your help. Please bear with me and hear my story. Our home is needed by the State of California for the 125/94 connector project in San Diego. Our family has been claimed a hardship by CALTRANS due to my children's disabilities.

My nine year old daughter had to be psychiatrically hospitalized for severe anxiety with obsessive compulsive features. Genevieve, my daughter, is now taking psychiatric medication. My three year old son was diagnosed, in tandem with Genevieve's hospitalization, with having Autism which also has an anxiety component.

We live in front of a six lane freeway with no barrier between our homes other than a chain link fence.

Board Certified Psychiatrist and Psychologist have written letters stating it imperative my children be moved to a quiet environment for their emotional and psychological health.

I want to let you know some of the horrific accidents which have happen in front of our home on the freeway.

One night our family was sitting down for dinner and suddenly there was a loud crash from a 12 car pile up. My three year old son jumped up, covered his ears, running in circles screaming. My nine year old daughter ran to the window saying "mom did someone die!? did someone die?! Should we pray for them?!" Approximately, two months ago at 11:30 pm I heard a loud crash, went outside to see if I could help, because I am a nurse. I found two young people dead with a young women's body hanging half way out of the car door onto the freeway. Thank God my children did not witness this but I was shaken from the incident. We have had cars literally blow up and burn to the ground. I have had to grab my son from his nap while toxic and smoke fumes have barreled into our home. We have a daily assault of 18 wheelers, motorcycles, buses and cars pounding by. The noise vibrates our windows and permeates our home. We all have difficulty sleeping at night and most importantly it is affecting my children's emotionally and psychological health.

At the local level our state assemblymen Jay La Suer, the head of Cal Trans, Pedro Orso Delgado and the head of SANDAG, Gary Gaillegos, have been very instrumental in pushing this hardship thru to the top i.e. the CTC (California Transportation Commission). Cal Trans is requesting the ok to transfer funds, which are present within our project, to Right of Way, in order to purchase our property. The funds are theoretically present in the T.C.R.P.

I am coming to Sacramento on 1-22-2004 to plead my case before the Commission. Governor, what I am asking of you, specifically, is to give your consent to release the funds present in our project, in the T.C.R.P. in order for Cal Trans to purchase our home. I know we are a drop of water in the ocean of problems that have been laid at your feet. But, as a mother, I ask for your help to get my family out of this "war zone" so that my children may recover. I pray you hear my request.

Respectfully,

Mary Lynn & Warren
Reichelt

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
NOTICE OF DECISION TO APPRAISE
(Form #)

EXHIBIT
7-EX-17 (Rev. 1/94)
Page 1 of 1

April 11, 2001

Mary L. and Warren Reichelt

8951 Mariposa Street
La Mesa, CA 91941-6707

Dist-Co-Rte: KPS SD-
094 16.1/R19.0 &
SD.125 R23.5/23.7
EA 146652
AR #3
Parcel #32318

Dear Mr. and Mrs. Reichelt:

The California Department of Transportation (Caltrans) is proposing to widen the outside lanes and construct freeway to freeway connectors in and near La Mesa on Route 125 from West Junction 94 Route break to the Lemon Avenue undercrossing.

Your property, located at 8951 Mariposa Street is within the project area and is required for the project.

The Department plans to start appraising the required properties during April. You will be advised when your property is to be appraised so you or a representative may accompany the appraiser upon the inspection of your property if you wish to do so.

We have enclosed an informative booklet titled "Your Property/Your Transportation Project" which will provide you with answers to questions owners frequently ask concerning land acquisition procedures.

It is the policy of Caltrans that all services and/or benefits to be derived from any right of way activity will be administered without regard to race, color, national origin or sex, in accordance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d, et seq.) and Section 162(a) of the Federal Highway Act of 1973 (23 U.S.C. 324). Enclosed for your information is a booklet entitled "Caltrans And You - Your Rights Under Title VI" which discusses this policy. Caltrans is required to solicit a Title VI survey form completed by you. Enclosed is a copy of this form and a stamped, self-addressed envelope for your use in returning this completed form to us.

This notice does not constitute an offer to purchase your property, nor does it establish eligibility of the owner and/or any other occupant for relocation assistance or relocation payments. Only those in occupancy at the time of the first written offer to purchase the property may be eligible for relocation payments.

Upon completion of the appraisal, a Department representative will contact you for an appointment to discuss the acquisition in detail.

Very truly yours,


GREG GUTIERREZ
Right of Way Agent
(619) 688-3360

Enclosure

Best Homes Team

by Rob Northrup at RE/MAX Associates

www.besthomesteam.com

January 25, 2003

Warren & Mary Lynn Reichelt
8951 Mariposa Street
La Mesa, CA 91941

RE: Marketing efforts and probability of the sale of your home - 8951 Mariposa St

Dear Warren & Mary Lynn,

We have now had your home on the market for over three months, and based upon combined buyer feed back and agent feed back we must conclude that your property cannot be sold at a figure nearly approaching fair market value. I know this summation must be both shocking and disheartening, especially considering your special needs with the children's situations. Frankly, I have no answer for you as to how to move the kids to a new location. The only way to move the property will be the sale of this home at a ridiculously low price.

Through our advertising, open houses, flyer programs, and Multiple Listing Service efforts we have generated numerous interested parties, yet across the board these buyers have lost interest when confronted with the high likelihood the home will be taken at some point in time in the future by CalTrans for freeway expansion. This situation must, by law, be disclosed to any potential buyer. As soon as the buyers hear this disclosure, all interest has been lost.

A home purchase is such an emotional thing. As agents we are trained to capitalize on the emotions of a buyer and paint the picture of back yard barbeques, cozy evenings enjoying patios and views, kids growing up in open country kitchens, and a home that will etch itself fondly into the memory all family members for a lifetime. This is what buyers are seeing in your property until the bomb of the freeway expansion and probable demolition of the home is dropped. From that point buyers are conjuring images of bulldozers coming through the kids bedrooms and eighteen-wheelers running across the front lawn. There is no emotional draw to your home when the disclosures are made.

Our initial price of \$550,000 may have been slightly optimistic, however our current adjusted price of \$499,000 is at, or even below, fair market value. This is evidenced by the sale of a much smaller fixer-upper sold for \$409,000 at 4370 Woodland Drive only a few doors from your home. This home offered no view and needed major renovation in all areas of the property. To bring this home to the condition level of yours would cost well over \$90,000.

Another example of the loss in value by the disclosure of possible condemnation due to the 125-freeway expansion is the home currently listed across the street from you at 8960 Mariposa for \$440,000. If the cloud of the possible demolition were not hovering over this home, the value of the property (at 3,000 square feet) would be nearly \$600,000. The

Best Homes Team at RE/MAX Associates
Inland Division
2552 Fletcher Parkway
Fletcher Hills, CA 92020



www.besthomesteam.com

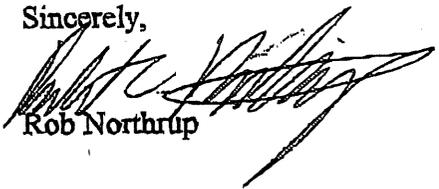
(619) 466-4556 Fax: (619) 463-1427

drop in price they have been forced to make to sell is an example of what you'll have to do if you choose to swallow this bitter pill and sell at this time.

I feel for you and the family, as you have no choice but to make such a drop based upon the recommendation of your children's doctor. Basically, you are stuck between the proverbial 'rock and hard place' as a result of the required disclosures of the future condemnation. I now understand that the possible sale of your home to CalTrans has been pushed back years further, making your situation yet more difficult. The disclosure still must be made to any potential buyer; they will lose interest, and any option of waiting this out to obtain fair market value from CalTrans has become only a bleak spot on the horizon.

We await your instructions as to our course of action. We can sell your property and must make the proper disclosures, yet you will suffer with a substantially lower price in the process.

Sincerely,



Rob Northrup

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
P. O. BOX 85406, M.S. 54
SAN DIEGO, CA 92186-5406
PHONE (619) 688-6941
FAX (619) 688-2370
TTY (619) 688-6670



*Flex your power!
Be energy efficient!*

May 19, 2003

Re: Hardship Application Status
11-SD-94/125 EA 146650

Warren and Mary Reichelt
8951 Mariposa Street
La Mesa, CA 91941

Dear Mr. and Mrs. Reichelt:

As we discussed by telephone today, your hardship application has been approved. Unfortunately, the Department is unable to proceed any further with the acquisition of your property at this time, due to no available State funding.

Your application will be held on file, and given priority, in the event funding becomes available in future months. If you have any questions, please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Tina Short".

Tina Short
Associate Caltrans Administrator

cc: Pedro Orso-Delgado
Assemblyman La Suer

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 21-22, 2004

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-04-01, AMENDING RESOLUTIONS TA-00-01, TA-00-02, TA-02-04, TA-02-07, TAA-03-02, TAA-03-03, TAA-03-08, and TAA-03-10**

RECOMMENDATION:

Attached is Resolution TAA-04-01 for 11 Traffic Congestion Relief (TCR) project application amendments that propose to adjust the financial plan and extend project schedules for previously approved TCR project applications. A fact sheet describing each project is attached.

Pending resolution of future funding for TCR projects, the California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) defer approval of Resolution TAA-04-01 at this time and add these projects to the list of application amendments submitted by applicant agencies that are pending further action by the Commission.

BACKGROUND:

The adopted Fiscal Year (FY) 2003-04 budget provided \$189,000,000 in new revenue to be added with existing funds for projects identified in the TCR Program. As reported at the special meeting of the Commission on November 24, 2003, the cash-flow forecast based on the October 2003 TCR Progress Report indicates that implementing agency expenditures would leave a balance of \$74,000,000 at the end of FY 2003-04. Due to the uncertainty of TCR funding for FY 2004-05, the Department recommended that the Commission refrain from making new allocations of TCR funds. The Department further recommended that the Commission consider application amendments that adjust funding, capture and reprogram phase savings, or take advantage of Resolution G-03-14, the TCR policy for Managing Cash between TCR Projects.

On November 24, 2003, Governor Schwarzenegger identified a number of current year budget reductions to be considered by the California legislature. On December 2, 2003, the Mid Year Spending Reduction Proposals for FY 2003-04 was released. The Proposals include the transfer of \$189,000,000 from the TCR Fund to the General Fund, the elimination of TCR project definitions from statutes, and the rescission of all allocations and approvals for AB

1335 TCRP Letter of No Prejudice. Subsequently, eight of the eleven TCR project application amendments presented here were originally withdrawn prior to action at the December 2003 Commission meeting.

To date, the Legislature has not taken action to approve this proposal. However, the deficit in the State's General Fund continues to impact the TCR Program. The Governor will release his proposed budget for FY 2004-05 in early January 2004. The budget proposal will address funding of TCR projects for FY 2004-05 and provide additional information to assess future funding for the TCR Program.

Attachments

TCR Program – Application Amendment Project #1.1

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

(\$ X 1,000)

| | | | |
|---|---|--|--|
| <i>Estimated Project Cost:</i> | \$695,484 | <i>TCRP Funds covered by application:</i> | \$0 |
| <i>TCRP Funds-Subproject #1.1:</i> | \$111,433 | <i>Phases(s) covered by application:</i> | All |
| <i>Total TCRP Funds for Project #1:</i> | \$725,000 | <i>TCRP Funds Previously Approved for #1.1</i> | \$111,433 |
| <i>Lead Agency:</i> | Santa Clara Valley Transportation Authority (VTA) | <i>Implementing Agency:</i> | San Francisco Bay Area Rapid Transit District (BART) |

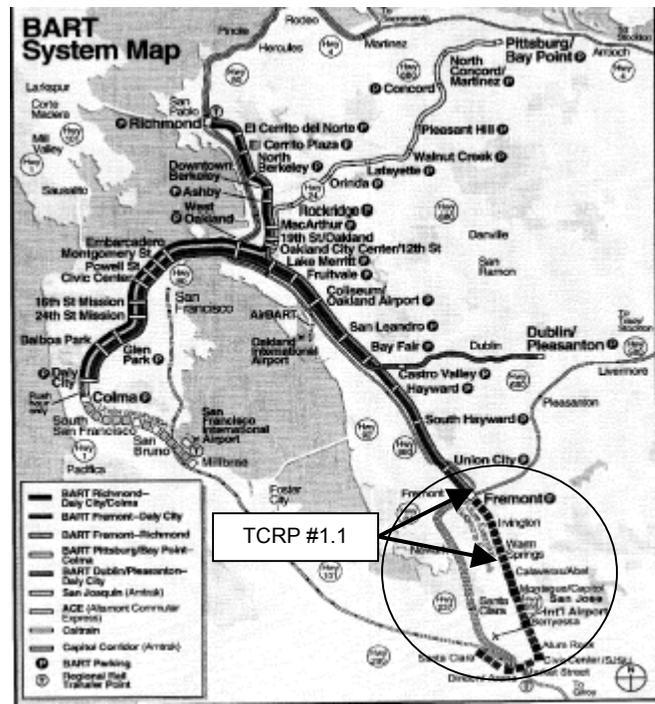
| | | |
|---|----------------------|-------|
| TCRP Allocation Requested Concurrently with Application: \$0 | <i>for Phase(s):</i> | N/A |
| <i>Advance Requested: \$0</i> | <i>for Phase(s):</i> | N/A |
| TCRP Allocations To Date: \$54,115 | <i>for Phase(s):</i> | 1,2,3 |
| LONP Requested Concurrently with Application: \$10,000 | <i>for Phase(s):</i> | 3 |

Project Summary

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

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

Sub-Project #1.1, the Fremont to Warm Springs BART Project, is a 5.4-mile extension south of the existing Fremont Station that will significantly improve the regional transit network by bring BART further into southern Alameda County. The project will better balance current local and regional transportation demand and will provide increased transportation capacity for future growth in employment and population. The extension will help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving. It would also support the region's efforts to meet state and federal air quality standards.



The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. The proposed Warm Springs Station, just south of Grimmer Boulevard, will have approximately 2,300 parking spaces. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.

Amendment Summary: This amendment updates project schedule and funding information. This amendment also shifts \$10,000,000 of previously approved and allocated from Phase 2 – PS&E to Phase 3 – Right of Way. An AB 1335 Letter of No Prejudice in the amount of \$10,000,000 for Phase 3 is concurrently submitted. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: BART seeks to initiate a NEPA analysis, which would result in an FTA Record of Decision and therefore make this project eligible for the use of federalized STIP and ITIP funds.

Cost and Schedule (\$ x 1,000)

| Phase | Scope | Start | End | Cost |
|---------------|---|---------------|----------------|------------------------|
| 1 | Final EIR | | 9/92 | |
| 1 | Update EIR (Supplemental) and NEPA analysis | 1/02 | 12/04 12/03 | \$11,550 |
| 2 | Plans, Specifications & Estimates | 12/02 | 8/05 12/04 | \$20,565 \$30,565 |
| 3 | Right of Way Acquisition | 2/02 | 1/08 | \$101,000 |
| 4 | Construction | 6/06 1/05 | 6/11 9/08 | \$471,961 \$461,961 |
| 4 | Rollingstock Acquisition | 12/07 1/04 | 3/12 9/08 | \$90,408 |
| Total: | | | | \$695,484 |

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|----------------|----------------|----------------|----------|----------|-----------|-----------|-----------|
| TCRP | State | Committed | \$6,550 | \$20,565 | \$84,318 | | \$111,433 |
| | | Proposed | | \$30,565 | \$74,318 | | |
| STIP - RIP | State | Committed | \$5,000 | | | | \$5,000 |
| | | Proposed | | | \$9,700 | \$19,700 | \$19,700 |
| STIP -IIP | State | Committed | | | | | |
| | | Proposed | | | | \$80,000 | \$80,000 |
| CMA - TIP | State | Committed | \$5,000 | | | | \$5,000 |
| | | Proposed | | | | | |
| Bridge Toll | Local | Committed | | | | | |
| | | Proposed | | | | \$68,000 | \$68,000 |
| SamTrans | Local | Committed | | | | | |
| | | Proposed | | | \$6,682 | \$138,318 | \$145,000 |
| Measure B | Measure | Committed | | | \$10,000 | | \$10,000 |
| | | Proposed | | | | \$244,651 | \$244,651 |
| BART | Local | Committed | | | | | |
| | | Proposed | | | | \$11,700 | \$11,700 |
| Totals: | Totals: | Committed | \$11,550 | \$20,565 | \$94,318 | | \$126,433 |
| | | Proposed | | \$30,565 | \$84,318 | | |
| | | Totals: | \$11,550 | \$20,565 | \$101,000 | \$562,369 | \$695,484 |
| | | | | \$16,682 | \$552,369 | | |
| | | | | \$6,682 | \$562,369 | | \$569,051 |
| | | | | \$30,565 | \$552,369 | | |

AB 1335 Letter Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|-----------|-------|----------------|---------|---------|----------|---------|----------|
| Measure B | Local | Totals: | | | \$10,000 | | \$10,000 |
| Sales Tax | | Totals: | | | \$10,000 | | \$10,000 |

Prior TCRP Action:

- The original application for the Major Investment Study for the Warm Springs to San Jose portion (TCRP Subproject #1.2) was approved on February 21, 2001, under Resolution TA-01-03.
- An application for Phase 1 – Environmental Studies and Permits, Phase 2 – Preliminary Engineering and Design, and Phase 3 – Right of Way Acquisition, for TCRP Subproject #1.1 was approved on April 4, 2002, under Resolution TA-02-05.
- A minor amendment to update the project schedule and funding plan was approved June 26, 2003, under Resolution TAA-03-03. Additional time is required due to a new bus alternative that was requested for consideration as an option in the Supplemental Environmental Impact Report for the extension of BART to Warm Springs.

Status of Conditions: No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-05: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

Discussion/Issues: The proposed funding plan for the Fremont to Warm Springs Extension Project includes STIP-Regional Improvement Program (RIP), STIP-Interregional Improvement Program (IIP), Bridge Tolls, San Mateo County Transit District (SamTrans), Alameda County Measure B and BART funding. The BART Fremont to Warm Springs Extension Project is a California Environmental Quality Act (CEQA)-only cleared project. The STIP-RIP/IIP funding will be requested as State-only.

This project has a full funding plan in MTC's 2001 Regional Plan. However, there are two identifiable risks associated with this funding plan: First, if the STIP-IIP/RIP funds do become available, state-only funding may be limited. To insure project delivery, the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, BART, VTA, and the Metropolitan Transportation Commission will work to exchange any federal funds obtained through the programming process with non-federal funds. And, second, the amount of STIP-IIP/RIP funding proposed for this project may not be available. The funding partners identified above have committed to work together to bridge any funding gaps if STIP-RIP/IIP dollars do not materialize.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #1.2

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

(\$ X 1,000)

| | | | |
|--|--|---|------------|
| <i>Estimated Project Cost:</i> | \$4,997,794 | <i>TCRP Funds covered by the application:</i> | \$0 |
| | \$3,708,727 | | |
| <i>TCRP Funds-Subproject #1.2:</i> | \$613,567 | <i>Phases(s) covered by application:</i> | 1,2,3 |
| <i>Total TCRP Funds for Project #1</i> | \$725,000 | <i>TCR Funds Previously Approved for #1.2</i> | \$613,567 |
| <i>Lead Agency:</i> | Santa Clara Valley Transportation Authority (VTA) | <i>Implementing Agency:</i> | VTA |

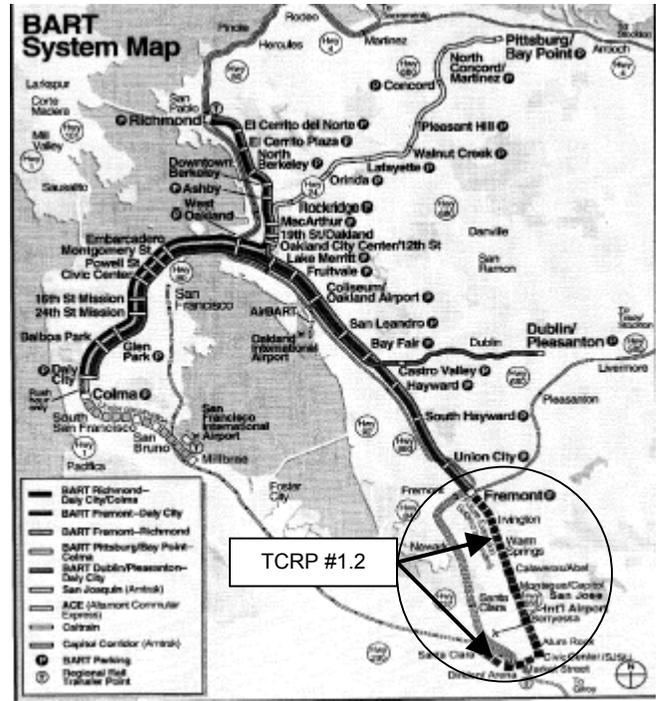
| | | |
|---|----------------------|-----|
| TCRP Allocation Requested Concurrently with Application: \$0 | <i>for Phase(s):</i> | N/A |
| <i>Advance Requested: \$0</i> | <i>for Phase(s):</i> | N/A |
| TCRP Allocations To Date: \$45,000 | <i>for Phase(s):</i> | 1 |
| LONP Requested Concurrently with Application: \$214,409 | <i>for Phase(s):</i> | 2,3 |

Project Summary

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

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

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



Amendment Summary: This amendment updates project schedule and funding information. An AB 1335 Letter of No Prejudice in the amount of \$169,000,000 million for Phase 2 and \$45,409,000 for Phase 3 is concurrently submitted. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: The costs shown in the original approved application was in constant 2001 dollars. The increased cost is a result of escalating costs to the year of expenditure. Project schedule delays are attributed to increased time needed by FTA for review of environmental document and uncertainties presented in recovery of TCRP funds due to state budgetary problems.

Cost and Schedule (\$ x 1,000)

| <i>Phase</i> | <i>Scope</i> | <i>Start</i> | <i>End</i> | <i>Cost</i> |
|---------------|---|--------------|---------------|--------------------|
| 1 | Major Investment Study | 3/01 | 1/04 11/01 | \$8,000 |
| 1 | Complete alternative selection and CEQA/NEPA environ. work on selected project from Warm Springs to San Jose. | 11/02 | 1/05 | \$37,245 |
| | | 11/01 | 4/04 | \$37,000 |
| 2 | Preliminary and Final Engineering on preferred alternative. | 3/04 | 12/06 | \$309,072 |
| | | 5/03 | 5/05 | \$708,030 |
| 3 | Right of Way Acquisition | 1/00 | 12/10 | \$719,482 |
| | | 8/00 | 6/08 | \$540,337 |
| 4 | Rollingstock Acquisition | 12/07 | 3/12 | \$497,039 |
| | | 5/03 | 12/10 | \$402,512 |
| 4 | Construction | 12/05 | 12/13 | \$3,426,956 |
| | | 6/05 | 6/12 | \$2,012,848 |
| Total: | | | | \$4,997,794 |
| | | | | \$3,708,727 |

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 #1.2 | State | Committed | \$45,000 | \$214,050 | \$354,517 | | \$613,567 |
| | | Proposed | | | | | |
| TCRP #2 | State | Committed | | | \$35,000 | | \$35,000 |
| | | Proposed | | | | | |
| Measure A | Measure | Committed | | \$95,022 | \$329,965 | \$2,950,995 | \$3,375,982 |
| | | Proposed | | \$493,980 | \$150,820 | \$1,581,360 | \$2,226,160 |
| Section 5309 | Federal | Committed | \$245 | | | | \$245 |
| | | Proposed | | | | \$973,000 | \$973,000 |
| | | | | | \$834,000 | \$834,000 | |
| | Totals: | Committed | \$45,245 | \$309,072 | \$719,482 | \$2,950,995 | \$4,024,794 |
| Proposed | | \$45,000 | \$708,030 | \$505,337 | \$1,581,360 | \$2,839,727 | |
| | | | | \$35,000 | \$834,000 | \$869,000 | |
| | | Totals: | \$45,245 | \$309,072 | \$719,482 | \$3,923,995 | \$4,997,794 |
| | | | \$45,000 | \$708,030 | \$540,337 | \$2,415,360 | \$3,708,727 |

AB 1335 Letter 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> |
|--------------------------|-------------|----------------|----------------|----------------|----------------|----------------|--------------|
| 2000 Measure A Sales Tax | Local | Totals: | | \$169,000 | \$45,409 | | \$214,409 |
| | | Totals: | | | | | \$214,409 |

Prior TCRP Action: Original application for the Major Investment Study for the Warm Springs to San Jose portion was approved on February 21, 2001, under Resolution TA-01-03. A subsequent application for the second part of Phase 1 - Environmental Studies and Permits, Phase 2 – Preliminary and Final Engineering, and Phase 3 – Right of Way was approved on April 3, 2002, under Resolution TA-02-04.

Status of Conditions: No conditions under Resolution TA-01-03. The following condition was set forth under Resolution TA-02-04: Prior to an allocation of funds for right of way capital, Department Right of Way staff must review real estate appraisals for methodology of valuation, and report findings to the Commission prior to Commission allocation.

Discussion/Issues: No issues.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #36

Los Angeles Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County.

(\$ X 1,000)

| | | | |
|------------------------------------|---|---|------------------|
| <i>Estimated Project Cost:</i> | \$898,814 | <i>TCRP Funds covered by application:</i> | \$0 |
| | \$826,300 | | |
| <i>Total TCRP Funds Available:</i> | \$236,000 | <i>Phases(s) covered by application:</i> | All |
| | | <i>TCRP Funds Previously Approved for #36</i> | \$236,000 |
| <i>Lead Agency:</i> | Los Angeles County Metropolitan Transportation Authority (LACMTA) | <i>Implementing Agency:</i> | LACMTA |

| | | | |
|---|------------------|----------------------|-------|
| <i>TCRP Allocation Requested Concurrent 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> | \$45,000 | <i>for Phase(s):</i> | 1,2,3 |
| <i>LONP Requested Concurrently with Application:</i> | \$182,900 | <i>for Phase(s):</i> | 4 |

EASTSIDE LRT EXTENSION



Project Summary:

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

Amendment Summary: This amendment updates project schedule and funding information. An AB 1335 Letter of No Prejudice in the amount of \$182.9 million for Phase 4 is concurrently submitted. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: Project costs have increased as a result of completing preliminary engineering, resulting in a more accurate cost estimates. Project schedule delay can be attributed to a) suspension of TCRF allocation and b) Federal Transit Administration’s Full Funding Agreement (FFGA) requirements. LACMTA is working to secure FFGA approval by December 2003. The construction contracts are expected to be awarded in January 2004 after the FFGA approval. The June 2003 start date for Phase 4 refers to contract award date for Light Rail Vehicle acquisition. 10 LRVs are to be used on the light rail system. LACMTA received LONP from FTA allowing them to start LRV acquisition.

Cost and Schedule (\$ x 1,000)

| Phase | Scope | Start | End | Cost |
|-------|---|-------------|---------------|------------------|
| 1 | Environmental (EIR/EIS) and preliminary engineering and design development activities for procurement of design/build contract. | 12/00 | 9/02 | \$30,606 |
| | | | | \$30,600 |
| 2 | Carry-out final design plans required to construct light rail system. | 8/02 | 5/04 | \$20,000 |
| 3 | Acquisition of right-of-way required to complete light rail project. | 4/02 | 11/06 | \$52,955 |
| | | | 9/03 | \$48,000 |
| 4 | Construct design/build Eastside LR system, purchase LRVs & Buses. | 6/03 | 6/09 | \$763,505 |
| | | 10/02 | 11/07 | \$727,700 |
| | | | Total: | \$898,814 |
| | | | | \$826,300 |

Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|
| TCRP | State | Committed | \$19,500 | \$12,500 | \$13,000 | | \$45,000 |
| | | Proposed | | | | | |
| STIP (02S-52) | State | Committed | | | | \$191,000 | \$191,000 |
| | | Proposed | | | | | |
| Section 5309 New Starts | Federal | Committed | \$5,906 | | \$39,955 | \$444,839 | \$490,700 |
| | | Proposed | \$5,900 | \$7,500 | \$35,000 | \$447,400 | \$495,800 |
| Section 5309 Fixed Guideway | Federal | Committed | | | | \$23,100 | \$23,100 |
| | | Proposed | | | | \$38,900 | \$38,900 |
| Prop A | Local | Committed | | \$7,500 | | \$115,938 | \$123,438 |
| | | Proposed | | | | \$47,300 | \$47,300 |
| Lease Revenue | Local | Committed | | | | \$10,100 | \$10,100 |
| | | Proposed | | | | | |
| CMAQ | Federal - Local | Committed | | | | \$10,276 | \$10,276 |
| | | Proposed | | | | \$3,100 | \$3,100 |
| STIP - AB1012 | State | Committed | \$5,200 | | | | \$5,200 |
| | | Proposed | | | | | |
| | Totals: | Committed | \$30,606 | \$20,000 | \$52,955 | \$795,253 | \$898,814 |
| Proposed | | \$30,600 | \$20,000 | \$48,000 | \$727,700 | \$826,300 | |
| Totals: | | \$30,606 | \$20,000 | \$52,955 | \$795,253 | \$898,814 | |
| | | | \$30,600 | \$20,000 | \$48,000 | \$727,700 | \$826,300 |

TCRP Funds Available (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|--------|-------|-----------|---------|---------|---------|-----------|-----------|
| TCRP | State | Committed | | | | \$191,000 | \$191,000 |
| | | Proposed | | | | | |

AB 1335 Letter Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|-----------------------------------|---------|----------------|---------|---------|---------|-----------|-----------|
| Lease & General Revenues | Local | Totals: | | | | \$10,100 | \$10,100 |
| Prop A 35%/Prop C 40% | Local | Totals: | | | | \$139,400 | \$139,400 |
| CMAQ | Federal | Totals: | | | | \$10,300 | \$10,300 |
| 5309 Fixed Guideway Modernization | Federal | Totals: | | | | \$23,100 | \$23,100 |
| | | Totals: | | | | \$182,900 | \$182,900 |

Prior TCRP Action:

- Original application was approved on November 1, 2000 (Resolution TA-00-02).
- An Amendment to increase Phase 1 funding to be in line with design/build concept was approved January 18, 2001 (Resolution TA-01-01).
- A subsequent application for Phase 2 – Plans, Specifications & Estimates; Phase 3 – Right of Way; and Phase 4 – Construction was approved on April 3, 2002 (Resolution TA-02-04). A minor amendment was also approved under Resolution TA-02-04 to update the completion date of Phase 1 Environmental.
- A minor amendment to update the project schedule and financial plan was approved April 2002.
- An additional minor amendment was approved July 2002, to update the schedule for Phase 1, Phase 2, and Phase 3, pending FTA Approval to Enter Final Design.
- STIP Amendment 02S-052 was approved April 3, 2003, to replace unallocated TCRP funds for Phase 4 – Construction (CON) with STIP funds. The TCRP funds remain programmed under Phase 4 –CON. This fact sheet was updated in August 2003 reflect this action.

Status of Conditions: No conditions under Resolution TA-00-02, Resolution TA-01-01, or Resolution TA-02-04.

Discussion/Issues: No issues. Final EIR approved by CTC on April 4, 2002, under Resolution E-02-26. Regional Transportation Plan documentation on file.

~~In accordance with Section 5.1 of the Guidelines for Traffic Congestion Relief Program, adopted by the CTC on September 28, 2000, under Resolution G-00-23, a Financial Operating Plan will be required prior to an allocation of Phase 4 funding.~~

This condition was met on August 28, 2003. MTA submitted the Operating Plan with the LONP package.

Recommend Approval with the following condition:

In approving an AB 1335 Letter of No Prejudice (Letter) in conjunction with a previously approved STIP AB 3090 amendment 02S-52, that prior to an allocation of funds the LACMTA must submit an application amendment to:

- Adjust approved Letter funds to reduce the approved amount proportionate to STIP funding to be allocated; or
- Adjust approved AB3090 STIP funds to reduce the approved amount proportionate to TCR funding to be allocated.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project # 37.2

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)

| | | | |
|---------------------------------------|--|---|------------|
| <i>Estimated Project Cost:</i> | \$505,500 | <i>TCRP Funds Covered by Application:</i> | \$0 |
| | \$631,500 | | |
| <i>TCRP Funds – Subproject #37.2:</i> | \$69,100 | <i>Phases(s) Covered by Application:</i> | All |
| <i>TCRP Funds for Project #37:</i> | \$256,000 | <i>TCRP Funds Previously Approved for #37.2</i> | \$25,000 |
| <i>Lead Agency:</i> | Los Angeles County Metropolitan Transportation Authority (LACMTA) | <i>Implementing Agency:</i> | LACMTA |

TCRP Allocation Request Concurrent with Application: \$0

for Phase(s): N/A

Advance Requested: \$0

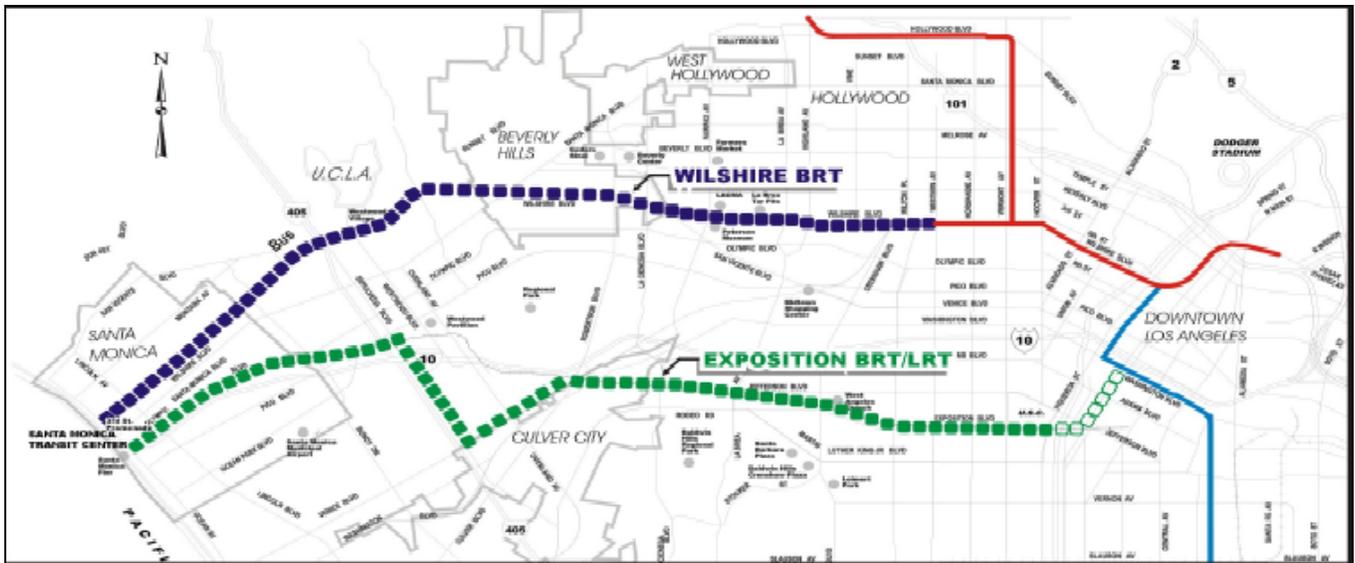
for Phase(s): N/A

TCRP Allocations to Date: \$11,000

for Phase(s): 1

LONP Approved to Date: \$14,000

for Phase(s): 1



Project Summary: The purpose of 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 project will be implemented to two sub-projects.

- Sub-Project #37.1 – BRT system along Wilshire Boulevard
- **Sub-Project #37.2** – LRT system along Exposition Boulevard

Sub-Project #37.2 – the Mid-City LRT along Exposition Boulevard, will serve as a major east-west route connecting downtown Los Angeles to the University of Southern California and West Los Angeles ending at Venice/Robertson Boulevards. The LRT will start at the existing Metro Red Line 7th/Flower station, branching off the existing Blue Line at Washington Boulevard and Hill Street. The LRT will proceed south on Hill Street in mixed traffic to the LACMTA owned Exposition right-of-way, purchased in 1991 in anticipation of this project, where it will continue 7.7 miles to Venice/Robertson Boulevards. The LACMTA is proposing to construct this project using the design/build approach.

Amendment Summary: This application amendment updates project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strickthrough~~ and **bold**.

Reason for Change: As a result of entering preliminary engineering phase, the project cost estimates have been refined and reduced. Determination of Light Rail Vehicles (16) required for the opening day also reduced the overall project cost. The temporary suspension of TCRF allocation has impacted project schedule, resulting in a delay.

Note: Activities, such as Studies and the Draft EIR/EIS, were completed in conjunction with other projects in the region, prior to approval of this application, therefore costs associated with completing those activities are not reflected in the funding plan.

| Phase | Scope | Start | End | Cost |
|---------------|--|---------------|-------------------------|------------------------|
| 1 | Environmental Review, Permits, Prelim Engineering | 5/00 | 6/06 7/04 | \$25,000 |
| 2 | Plans, Specifications and Estimates - Final Design | 7/07 8/04 | 12/09 8/05 | \$20,000 \$25,000 |
| 3 | Right of Way Acquisition | 2/09 11/03 | 2/10 11/04 | \$19,300 \$4,700 |
| 4 | Construct Design/Build Contract | 1/10 | 9/12 | \$379,800 \$458,800 |
| | Light Rail Vehicle Acquisition | 8/04 | 6/10 | \$61,400 \$118,000 |
| | | | | \$505,500 |
| Total: | | | | \$631,500 |

Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|-----------------|-------------|----------------|----------------|----------------|----------------|----------------|--------------|
| TCRP | State | Committed | \$25,000 | | | | \$25,000 |
| | | Proposed | | \$5,200 | | \$38,900 | \$44,100 |
| PC25% | Measure | Committed | | \$14,800 | \$3,860 | \$90,940 | \$109,600 |
| | | Proposed | | | | \$60,600 | \$60,600 |
| RSTP | Federal | Committed | | | | \$2,000 | \$2,000 |
| | | Proposed | | | | \$39,900 | \$39,900 |
| 5309 New Starts | Federal | Committed | | | \$15,440 | \$237,260 | \$252,700 |
| | | Proposed | | \$19,800 | \$4,700 | \$291,100 | \$315,600 |
| CMAQ | Federal | Committed | | | | \$7,900 | \$7,900 |
| | | Proposed | | | | \$34,100 | \$34,100 |
| STIP - RIP | State | Committed | | | | | |
| | | Proposed | | | | \$64,200 | \$64,200 |
| Totals: | | Committed | \$25,000 | \$14,800 | \$3,860 | \$100,840 | \$144,500 |
| | | Proposed | | \$5,200 | \$15,440 | \$340,360 | \$361,000 |
| | | | | | \$4,700 | \$442,200 | \$446,900 |
| | | Totals: | \$25,000 | \$20,000 | \$19,300 | \$441,200 | \$505,500 |
| | | | \$25,000 | \$25,000 | \$4,700 | \$576,800 | \$631,500 |

Prior TCRP Action:

- Original application for Project #37 (now known as Sub-Project #37.1) was approved on January 18, 2001 (Resolution TA-01-01), for Phase 1 – Environmental Review and Permits.
- A subsequent application was approved on May 9, 2002, under Resolution TA-02-06, to split the project into two sub-projects and program Phase 1 – Environmental Review and Permits, for **Sub-Project #37.2** – Mid-City LRT system along Exposition Boulevard, to complete the Final Environmental Impact Report/Statement and start Preliminary Engineering.
- An application amendment was approved, on September 25, 2003 (Resolution TAA 03-10) to program an additional \$14,000,000, for a total of \$25,000,000, for Phase 1 – Environmental (ENV), and update the schedule for Phase 1 - ENV, and update the overall project financial plan. An AB 1335 Letter of No Prejudice in the amount of \$14,000,000 for Phase 1 was approved (TL-03-01) as well.

Status of Conditions: No conditions.

Discussion/Issues: Phase 1 is currently underway. Due to the financial uncertainties of TCR funds, alternative funding has been identified to enable Phase 1 activities to continue on schedule. The MTA will use Local Prop C 25% funds to complete Phase 1-ENV. However, should TCR funds become available in the future, the MTA wishes to be reimbursement for any and all eligible expenses related to Phase 1-ENV activities. A Letter has been approved to enable the allocation/reimbursement of TCR funds when they become available.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #44

Los Angeles **Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County.**

(\$ X 1,000)

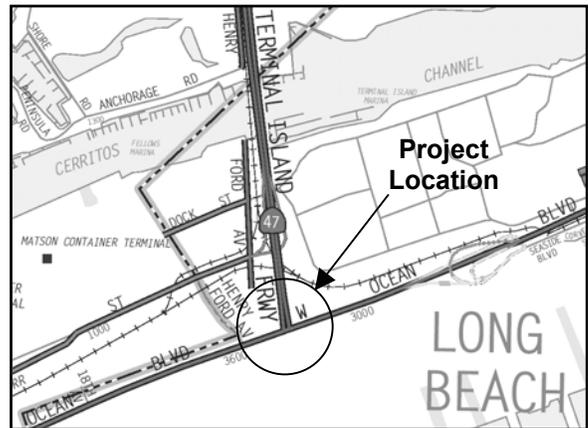
| | | | |
|------------------------------------|--------------------|---|------------|
| <i>Estimated Project Cost:</i> | \$53,500 | <i>TCRP Funds Covered by Application:</i> | \$0 |
| <i>Total TCRP Funds Available:</i> | \$18,400 | <i>Phase(s) Covered by Application:</i> | All |
| | | <i>TCRP Funds Previously Approved for #44</i> | \$18,400 |
| <i>Lead Agency:</i> | Port of Long Beach | <i>Implementing Agency:</i> | Same |

| | | | |
|---|-----------------|----------------------|-----|
| <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> | \$15,674 | <i>for Phase(s):</i> | 2,3 |
| <i>LONP Requested Concurrently with Application:</i> | \$2,726 | <i>for Phase(s):</i> | 4 |

Project Summary: Construct a grade-separated interchange at Ocean Boulevard and the Terminal Island Freeway, and at Ocean Boulevard and Henry Ford Avenue, including the preparation of plans and specifications, estimates, and related support activities for design and construction.

Summary of Amendment: This amendment updates the project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Amendment: The schedule is revised because the design review process has taken longer than anticipated. In addition, the Hazmat Site Investigation report indicated levels of contamination that require the development of a Hazardous Waste Management Plan and additions to the plans and specifications to describe the work necessary to satisfy the requirements of the Hazardous Waste Management Plan.



Cost and Schedule (\$ x 1,000)

| <i>Phase</i> | <i>Scope</i> | <i>Start</i> | <i>End</i> | <i>Cost</i> |
|--------------|---|----------------------------------|---------------------------------|-------------|
| 1 | Prepare PSR and PR, obtain CEQA and Coastal Development Permits | 3/97 | 4/00 | \$1,229 |
| 2 | Prepare PS&E | 5/00 | 12/03 9/03 | \$4,745 |
| 3 | Utility Relocation, Minor Property Acquisition | 2/01 | 12/03 9/03 | \$14,725 |
| 4 | Construction | 12/03 10/03 | 5/06 3/06 | \$32,801 |
| | | | Total: | \$53,500 |

Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|----------------|---------|----------------|---------|---------|----------|----------|----------|
| TCRP | State | Committed | | \$949 | \$14,725 | \$2,726 | \$18,400 |
| | | Proposed | | | | | |
| Port | Local | Committed | \$246 | | | \$3,080 | \$3,326 |
| | | Proposed | | | | | |
| Prop C | Measure | Committed | | | | \$5,264 | \$5,264 |
| | | Proposed | | | | | |
| TEA 21 | Federal | Committed | | | | \$15,000 | \$15,000 |
| | | Proposed | | | | | |
| ISTEA | Federal | Committed | \$983 | \$3,796 | | \$6,731 | \$11,510 |
| | | Proposed | | | | | |
| Totals: | | Committed | \$1,229 | \$4,745 | \$14,725 | \$32,801 | \$53,500 |
| | | Proposed | | | | | |
| | | Totals: | \$1,229 | \$4,745 | \$14,725 | \$32,801 | \$53,500 |

AB 1335 Letter Funding Plan (\$ x 1,000)

| Source | Type | Total | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|--------|-------|-------|---------|---------|---------|---------|---------|
| Port | Local | | | | | \$2,726 | \$2,726 |

Prior TCRP Action:

- Original application was approved on January 17, 2001 (TA-01-01) for \$18,400,000 for Phases 2, 3 and 4.
- Major amendment was approved on June 7, 2001 (TAA-01-05) to redistribute TCR funds between phases. \$11,120,000 of TCRP funds from Phase 4 were exchanged with Federal funds from Phase 3. This prevented a delay in obtaining federal authorization for federal funds of the early utility relocation activities.
- Major amendment was approved August 22, 2002 (TAA-02-08) to update the project cost and schedule. This amendment extended the completion of Phase 2 from October 2001 to October 2002, extended the completion of Phase 3 from December 2001 to January 2003, and extended the completion of Phase 4 from March 2004 to December 2004. \$189,000 of TCRP funds were shifted from Phase 4 to Phase 2 and \$825,000 of TCRP funds were shifted from Phase 4 to Phase 3. The estimated project cost increased during the PS&E phase of the project, but most of the increase was avoided by eliminating the Pier S/Pier T connector overpass, as recommended by the Department of Transportation's Value Analysis process.
- A minor amendment was approved August 14, 2003 (TAA-03-08). This minor amendment updated the project schedule by extending the completion Phases 2 and 3 with completion of the entire project extended from December 2004 to March 2006. The project schedule extension was necessitated by the discovery of soil contamination during the site investigation program, which required the development of a Hazardous Waste Management Plan, the approval of that plan, and modifications of the PS&E documents to facilitate the plan. Additionally, indemnification of the California Department of Transportation related to liability for the previously deposited hazardous contamination added an additional degree of difficulty and time to the right-of-way certification process.

Status of Conditions: No conditions set.

Discussion/Issues: Project is fully funded. Environmental and Regional Transportation Plan documentation is on file. Environmental Document (Negative Declaration) approved by the CTC in March 2001 under Resolution E-01-24.

A concurrent action for the Commission to approve a Letter of No Prejudice is under Reference 2.1c.(4).

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #55.1

January 21-22, 2004
Reference No. 2.1c.(2)

San Bernardino Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County.

(\$ X 1,000)

| | | | |
|--|---|---|----------------------|
| <i>Estimated Project Cost:</i> | \$28,800 | <i>TCRP Funds Covered by Application:</i> | \$0 |
| <i>TCRP Funds – Sub-Project #55.1:</i> | \$18,800 | <i>Phase(s) Covered by Application:</i> | All |
| <i>TCRP Funds for Project #55:</i> | \$95,000 | <i>TCRP Funds Previously Approved for #55.1</i> | \$18,800 |
| <i>Lead Agency:</i> | San Bernardino Associated Governments | <i>Implementing Agency:</i> | City of Montclair |

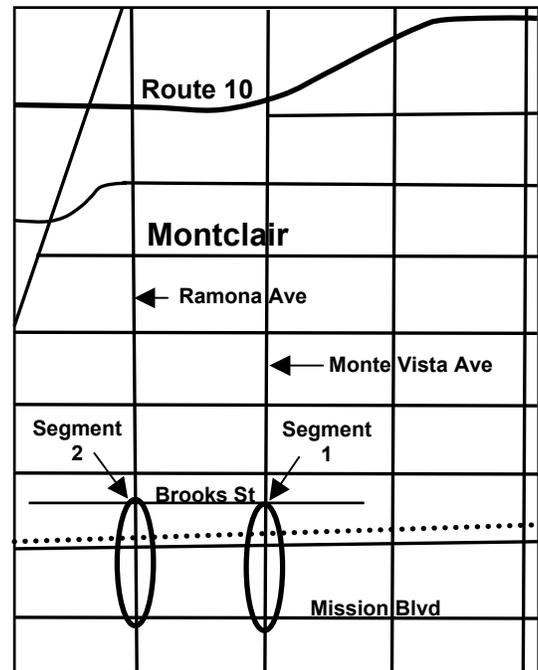
| | | | |
|---|----------------|----------------------|-------|
| <i>TCRP Allocation Requested Concurrently with Application:</i> | \$0 | <i>for Phase(s):</i> | N/A |
| <i>Advance Requested:</i> | \$0 | <i>for Phase(s):</i> | N/A |
| <i>TCRP Allocations to Date:</i> | \$4,540 | <i>for Phase(s):</i> | 1,2,3 |

Project Summary: The overall project will eliminate traffic congestion and delays on Monte Vista and Ramona Avenues caused by rail traffic on the Union Pacific Railroad. The project will be constructed as two separate segments:

- Segment 1: Monte Vista Avenue, between Brooks Street and Mission Boulevard (Total Project = \$16,800,000, 100% TCRP).
- Segment 2: Ramona Avenue, between Brooks Street and Mission Boulevard at (Total Project = \$12,000,000, including (\$2,000,000 TCRP and \$10,000,000 from other sources).

The overall project will construct multi-span bridges over the Union Pacific railroad tracks, the West State Street Storm Drain Channel, and State Street. The channel and State Street are immediately adjacent to the railroad right of way. The overall project also includes connector roads between State Street and Monte Vista and Ramona Avenues, modifications to a storm drain system, and miscellaneous street improvements necessary to comply with both City and San Bernardino County standards.

Summary of Action: This amendment transfers \$47,000 of TCRP funds from Phase 1 to Phase 3 and transfers \$600,000 of TCRP funds from Phase 2 to Phase 3. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.



Reason for Change: Phase 1 environmental for Segment 1 has been completed. The original TCRP application and allocation authorized \$250,000 for environmental clearance under CEQA. Final expenditures for this phase totaled \$203,000 resulting in a savings of \$47,000. Phase 2 design work is nearly complete. The original TCRP application and allocation authorized \$1,750,000 for the design phase. Final expenditures for this phase are estimated to be \$1,150,000 resulting in a savings of approximately \$600,000. The savings in Phase 1 and 2 are requested to be applied to Phase 3 to supplement previously allocated funding for this Phase. The Phase 3 cost estimate has increase as final right-of-way requirements have been determined and actual appraisals have been developed.

Cost and Schedule (\$ x 1,000)

| Phase | Scope | Start | End | Cost |
|-------|---|-------|---------------------------------|---------------------------|
| 1 | Environmental, Railroad Agreements, Permits | 7/99 | 1/04 | \$253 \$300 |
| 2 | Plans, Specifications, & Estimates | 7/99 | 1/04 | \$1,750 \$2,350 |
| 3 | Right of Way Acquisition | 10/02 | 6/05 | \$6,187 \$5,540 |
| 4 | Construction | 7/05 | 12/07 8/06 | \$20,610 |
| | | | Total: | \$28,800 |

Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|-------------------------|---------|-----------|------------------|--------------------|--------------------|----------|----------|
| TCRP | State | Committed | \$203 | \$1,150 | \$5,187 | \$12,260 | \$18,800 |
| | | Proposed | \$250 | \$1,750 | \$4,540 | | |
| UPRR | Private | Committed | | | | \$500 | \$500 |
| | | Proposed | | | | | |
| CMAQ | Federal | Committed | | | | \$1,600 | \$1,600 |
| | | Proposed | | | | | |
| PUC | State | Committed | | | | \$5,000 | \$5,000 |
| | | Proposed | | | | | |
| South Coast AQMD | Local | Committed | | | | \$500 | \$500 |
| | | Proposed | | | | | |
| Montclair Redevelopment | Local | Committed | \$50 | \$600 | \$1,000 | \$750 | \$2,400 |
| | | Proposed | | | | | |
| Totals: | | Committed | \$253 | \$1,750 | \$6,187 | \$20,610 | \$28,800 |
| | | Proposed | \$300 | \$2,350 | \$5,540 | | |
| Totals: | | | \$253 | \$1,750 | \$6,187 | \$20,610 | \$28,800 |
| | | | \$300 | \$2,350 | \$5,540 | | |

Prior TCRP Action:

- Original application was approved on July 11, 2001 (TA-01-11) for \$2,250,000 for Phases 1 and 3.
- A minor amendment was approved on February 13, 2002 based on the October 2001 Progress Report. This amendment extended the completion of Phase 1 from July 2002 to September 2002 and the start date of Phase 3 from July 2001 to November 2001 due to the need to execute the Master and Supplement Agreements.
- A minor amendment was approved June 27, 2002 based on the April 2002 Progress Report. This amendment extended the start of Phase 3 from November 2001 to July 2002 due to FHWA requiring additional work for NEPA clearance.
- An application was approved October 3, 2002 (TA-02-13) for \$16,550,000 for Phases 2, 3 and 4.
- An amendment was approved August 14, 2003 (TAA-03-08). This updated the project schedule to allow for additional time to complete the NEPA environmental clearance on the Ramona Avenue (Segment 2).

Status of Conditions: No conditions set.

Discussion/Issues: The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting. Segment 1 is Statutory Exempt under CEQA. Environmental documentation is on file.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #56

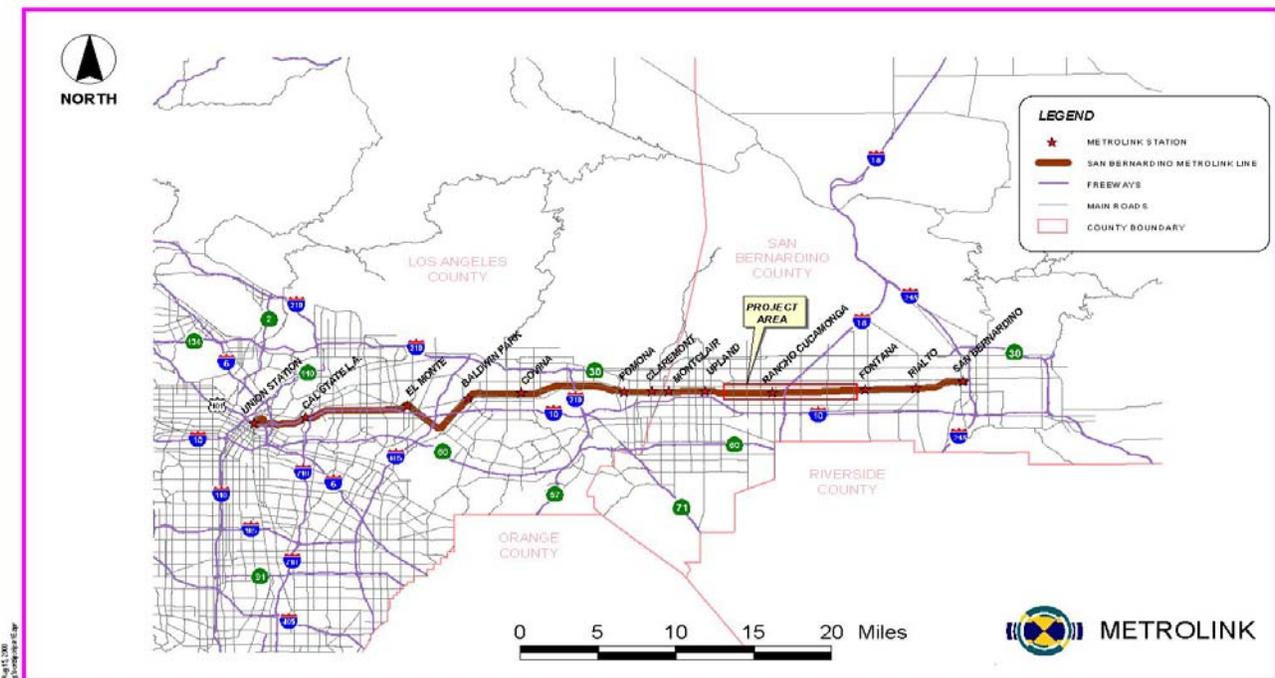
January 21-22, 2004
Reference No. 2.1c.(2)

San Bernardino Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County.

| | | | |
|-----------------------------|---|---|--------------|
| (\$ X 1,000) | | | |
| Estimated Project Cost: | \$15,000 | TCRP Funds covered by application: | \$624 |
| Total TCRP Funds Available: | \$15,000 | Phases(s) covered by application: | 2,4 |
| Lead Agency: | Southern California Regional Rail Authority (SCRRA) | TCRP Funds Previously Approved for #56 | \$15,000 |
| | | Implementing Agency: | SCRRA |

| | | | |
|--|-----------------|---------------|-----|
| TCRP Allocations Requested Concurrently with Application: | \$0 | for Phase(s): | N/A |
| Advance Approved: | \$0 | for Phase(s): | N/A |
| TCRP Allocations To Date: | \$15,000 | for Phase(s): | 2,4 |

SAN BERNARDINO LINE TRACK AND SIGNAL IMPROVEMENTS IN SAN BERNARDINO COUNTY



Project Summary:

This project will install and extend to the west a new CTC controlled passing siding on the single track. SCRRA maintains and operates the San Bernardino Line between the Rancho Cucamonga and Fontana stations. The work will consist of designing and constructing an embankment and related drainage facilities, new power operated turnouts with related signals, controls, and power switch machines, up to 18,000 feet of track, shifting and reconstructing 9000 feet of storage track, shifting turnouts, adding an additional track to existing highway grade crossing, and modifying the nearby parts of the signal system.

Amendment Summary: This amendment shifts \$624,000 from Phase 2 – PS&E to Phase 4 – Procurement & Construction. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: This request is based on SCCRA’s internal audit. The audit found the in-house project oversight expenses should have been split based on the 6/30/2002 Design completion date. The correct split necessitates a \$624,000 shift in funding from Phase 2 to Phase 4. The Phase 4 was completed on 9/30/2003, the CTC approved end date.

Cost and Schedule (\$ x 1,000)

| <i>Phase</i> | <i>Scope</i> | <i>Start</i> | <i>End</i> | <i>Cost</i> |
|---------------|--|--------------|------------|-----------------|
| 1 | Environmental - Categorical Exemption | | | |
| 2 | Plans, Specifications & Estimates | 11/00 | 6/02 | \$876 |
| | | | | \$1,500 |
| 3 | Right of Way Acquisition - N/A | | | |
| 4 | Procurement of long lead items; Construction | 11/00 | 9/03 | \$14,124 |
| | | | | \$13,500 |
| Total: | | | | \$15,000 |

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 | | \$876 | | \$14,124 | \$15,000 |
| | | Proposed | | \$1,500 | | \$13,500 | \$15,000 |
| | Totals: | Committed | | \$876 | | \$14,124 | \$15,000 |
| | | Proposed | | \$1,500 | | \$13,500 | \$15,000 |
| | | Totals: | | \$876 | | \$14,124 | \$15,000 |
| | | | | \$1,500 | | \$13,500 | \$15,000 |

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 dates for Phases 2 and 4 was approved October 2001.
- A second minor amendment to extend project completion dates for Phases 2 and 4 was approved April 2002.
- A third minor amendment was approved June 26, 2003, Resolution TAA-03-03, to extend the end date by one fiscal year. Project was delayed when steel slag material was encountered, sub-surface remnants of the steel manufacturing process done at the site in the past, and requires additional engineering and construction time.

Status of Conditions: No conditions.

Discussion/Issues: This project is categorically exempt under CEQA. Regional Transportation Plan documentation is on file.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project # 87.1

San Diego **Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County.**

(\$ X 1,000)

| | | | |
|-----------------------------------|---|---|----------------|
| <i>Estimated Project Cost:</i> | \$4,296 | <i>TCRP Funds Covered by Application:</i> | (\$490) |
| | \$4,786 | | |
| <i>TCRP Funds – Sub-Project:</i> | \$781 | <i>Phase(s) Covered by Application:</i> | All |
| | \$1,271 | | |
| <i>TCRP Funds for Project #87</i> | \$60,000 | <i>TCRP Funds Previously Approved for #87.1</i> | \$1,271 |
| <i>Lead Agency:</i> | California Department of Transportation | <i>Implementing Agency:</i> | Same |

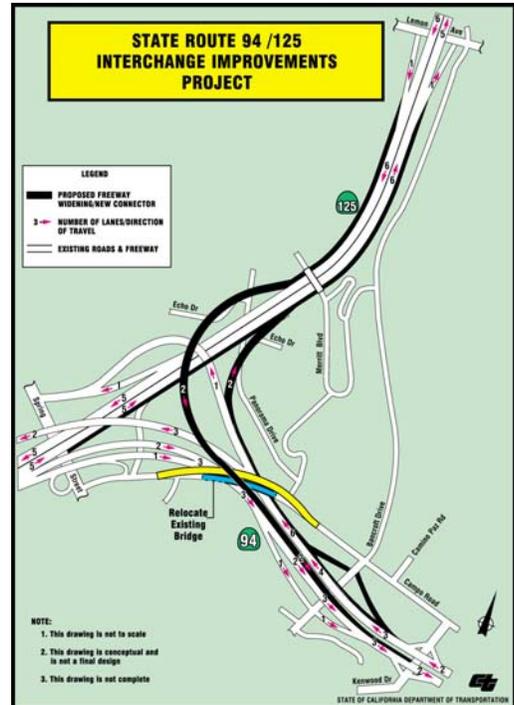
| | | | |
|---|----------------|----------------------|-----|
| <i>TCRP Allocation Requested Concurrently with Application:</i> | (\$490) | <i>for Phase(s):</i> | 4 |
| <i>Advanced Requested:</i> | \$0 | <i>for Phase(s):</i> | N/A |
| <i>TCRP Allocations to Date:</i> | \$1,271 | <i>for Phase(s):</i> | 4 |

Project Summary: Construction of freeway-to-freeway connectors from westbound Route 94 to northbound Route 125 and from southbound Route 125 to eastbound Route 94. The project will be accomplished in two useable sub-projects:

- **Sub-Project #87.1** – Construct an interim westbound 94 to northbound 125 connector. (Total Project = **\$4,296,000** ~~\$4,786,000~~, including **\$781,000** ~~\$1,271,000~~ TCRP and \$3,515,000 from other sources.
- **Sub-Project #87.2** – Construction of the ultimate freeway connectors from westbound Route 94 to northbound Route 125 and from southbound Route 125 to eastbound Route 94. (Total Project = \$85,214,000, including **\$59,219,000** ~~\$58,729,000~~ TCRP and \$25,995,000 from other sources.

Summary of Amendment: This amendment deprograms \$490,000 of TCRP funds and transfers the funds to the ultimate freeway connector project (Project #87.2). Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Amendment: The construction of this project is completed and all claims have been paid. Actual expenditures of TCRP funds are \$781,000. The deprogramming of TCR funds from Project #87.1 makes them available to be reprogrammed on Project #87.2 to partially fund a right-of-way hardship acquisition.



Cost and Schedule (\$ x 1,000)

| Phase | Scope | Start | End | Cost |
|---------------|--------------|-------|-------|--------------------|
| 1 | PA&ED | 2/98 | 9/99 | \$2 |
| 2 | PS&E | 9/99 | 12/00 | \$794 |
| 3 | Right of Way | 9/99 | 4/01 | \$67 |
| 4 | Construction | 6/01 | 8/02 | \$3,433 |
| | | | | \$3,923 |
| Total: | | | | \$4,296 |
| | | | | \$4,786 |

Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| TCRP | State | Committed | | | | \$781 | \$781 |
| | | Proposed | | | | \$1,271 | \$1,271 |
| RSTP | Federal | Committed | \$2 | \$794 | \$67 | \$2,652 | \$3,515 |
| | | Proposed | | | | | |
| | Totals: | Committed | \$2 | \$794 | \$67 | \$3,433 | \$4,296 |
| | | Proposed | | | | \$3,923 | \$4,786 |
| | | Totals: | \$2 | \$794 | \$67 | \$3,433 | \$4,296 |
| | | | | | | \$3,923 | \$4,786 |

Prior TCRP Action:

- Original application was approved on November 1, 2000 (TA-00-02) for \$1,271,000 for Phase 4.
- Minor amendment was approved June 27, 2002 based on the April 2002 Progress Report.

Status of Conditions: No conditions set.

Discussion/Issues: Project completed.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #87.2

San Diego **Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County.**

(\$ X 1,000)

| | | | |
|------------------------------------|---|--|--------------|
| <i>Estimated Project Cost:</i> | \$85,214 | <i>TCRP Funds covered by application:</i> | \$490 |
| <i>TCRP Funds – Sub-Project:</i> | \$59,219 | <i>Phase(s) covered by application:</i> | 1,3 |
| | \$58,729 | | |
| <i>TCRP Funds for Project #87:</i> | \$60,000 | <i>TCRP Funds Previously Approved for #87.2:</i> | \$1,700 |
| <i>Lead Agency:</i> | California Department of Transportation | <i>Implementing Agency:</i> | Same |

TCRP Allocation Requested Concurrently with Application: \$490

Advanced Requested: \$0

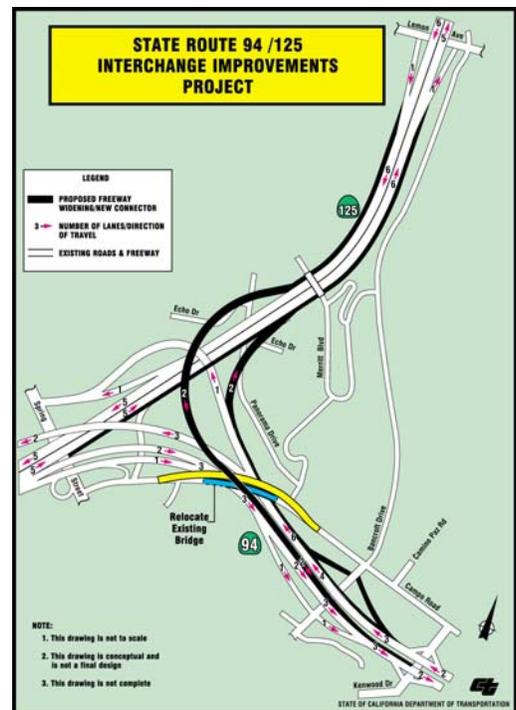
TCRP Allocations to Date: \$1,700

for Phase(s): 3
for Phase(s): N/A
for Phase(s): 1

Project Summary: Construction of freeway-to-freeway connectors from westbound Route 94 to northbound Route 125 and from southbound Route 125 to eastbound Route 94. The project will be accomplished in two useable sub-projects:

- **Sub-Project #87.1** – Construct an interim westbound 94 to northbound 125 connector. (Total Project = **\$4,296,000** ~~\$4,786,000~~, including **\$781,000** ~~\$1,271,000~~ TCRP and \$3,515,000 from other sources.
- **Sub-Project #87.2** – Construction of the ultimate freeway connectors from westbound Route 94 to northbound Route 125 and from southbound Route 125 to eastbound Route 94. (Total Project = \$85,214,000, including **\$59,219,000** ~~\$58,729,000~~ TCRP and \$25,995,000 from other sources.

Summary of Amendment: This amendment programs \$490,000 of TCRP funds to Phase 3, previously programmed to the interim connector (Project #87.1). These funds are identified saving. In addition \$210,000 of TCRP funds are transferred from Phase 1 to Phase 3. The amendment extends the completion of Phase 1 to July 2008 from October 2003. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.



Reason for Amendment: The programming of a total of \$700,000 of TCRP funds to Phase 3 will enable the Department to acquire right-of-way through an approved Hardship Acquisition. Phase 1 effort is currently on hold due to staffing constraints. The Department is planning to reinstate Phase 1 work beginning July 2004

Cost and Schedule (\$ x 1,000)

| Phase | Scope | Start | End | Cost |
|-------|--------------|-------|---------------------------------|-----------------|
| 1 | PA&ED | 10/00 | 7/08 10/03 | \$1,700 |
| 2 | PS&E | 8/08 | 11/10 | \$3,700 |
| 3 | Right of Way | 8/08 | 11/10 | \$28,500 |
| 4 | Construction | 3/11 | 10/13 | \$51,314 |
| | | | Total: | \$85,214 |

Funding Plan (\$ x 1,000)

| Source | Type | | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Total |
|--------|----------------|----------------|----------------|---------|--------------|----------|----------------|
| TCRP | State | Committed | \$1,490 | | \$700 | | \$2,190 |
| | | | \$1,700 | | | | \$1,700 |
| | | Proposed | \$210 | \$3,700 | \$27,800 | \$25,319 | \$57,029 |
| | | | \$0 | | | | |
| STIP | State | Committed | | | | | |
| | | Proposed | | | | \$25,995 | \$25,995 |
| | Totals: | Committed | \$1,490 | | \$700 | | \$2,190 |
| | | | \$1,700 | | | | \$1,700 |
| | | Proposed | \$210 | \$3,700 | \$27,800 | \$51,314 | \$83,024 |
| | | | \$0 | | | | |
| | | Totals: | \$1,700 | \$3,700 | \$28,500 | \$51,314 | \$85,214 |

Prior TCRP Action:

- Original application was approved on September 28, 2000 (TA-00-01) for \$1,700,000 for Phase 1.

Status of Conditions: No conditions set.

Discussion/Issues: No other fund sources have been committed or programmed for this project. The San Diego Association of Government's (SANDAG) 2020 Regional transportation Plan (RTP) lists this project within the 2005-2010 Revenue-Constrained Plan.

The schedule is based on the resumption of project work beginning July 2004. Prior to reinitiating this project, the Department will seek an allocation of funds to fully fund Phase 1. If funding is not available, the Department will utilize the TCRP Cash Management Policy (Resolution G-03-14) to fully fund the Phase.

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #139.2

San Francisco Balboa Park BART Station; phase I expansion.

(\$ X 1,000)

| | | | |
|--|--|---|-------|
| <i>Estimated Project Cost:</i> | \$10,075 | <i>TCRP Funds covered by application:</i> | \$0 |
| <i>TCRP Funds – Subproject #139.2:</i> | \$540 | <i>Phases(s) covered by application:</i> | All |
| <i>TCRP Funds for Project #139:</i> | \$6,000 | <i>TCR Funds Previously Approved for #139.2</i> | \$540 |
| <i>Lead Agency:</i> | San Francisco Bay Area Rapid Transit District (BART) | <i>Implementing Agency:</i> | BART |

| | | | |
|---|--------------|----------------------|-----|
| <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> | \$540 | <i>for Phase(s):</i> | 2,4 |
| <i>LONP Requested Concurrently with Application:</i> | \$0 | <i>for Phase(s):</i> | N/A |

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.

Amendment Summary: This amendment updates project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: The schedule delay has been caused because the responsibility for overseeing both the preparation of construction documents, and construction itself, has been shifted to the San Francisco Department of Recreation and Parks, which will be end-users of the building.

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 | 12/03 6/03 | \$175 |
| 4 | Historic Geneva Building Construction | 4/04 9/03 | 10/04 6/04 | \$780 |
| Total: | | | | \$1,105 |

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 | 6/05 | \$1,370 |
| 4 | Historic Geneva Building Construction | 9/05 | 9/07 | \$7,600 |
| Total: | | | | \$8,970 |

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 | | | | | |
| 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 | | | | | |
| | | Totals: | \$150 | \$175 | | \$780 | \$1,105 |

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 | | | | | |
| Sales Tax | Local | Committed | | | | | |
| | | Proposed | | \$370 | | | \$370 |
| Private | Private | Committed | | | | | |
| | | Proposed | | \$950 | | \$7,600 | \$8,550 |
| Totals: | | Committed | | \$50 | | | \$50 |
| | | Proposed | | \$1,320 | | \$7,600 | \$8,920 |
| | | Totals: | | \$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.
- A Major Amendment was approved June 26, 2003, Resolution TAA-03-02, to redirect funds between phases and update the project schedule. 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.

Status of Conditions: No conditions.

Discussion/Issues: Project activities are categorically exempt under CEQA.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

TCR Program – Application Amendment Project #145

January 21-22, 2004
Reference No. 2.1c.(2)

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

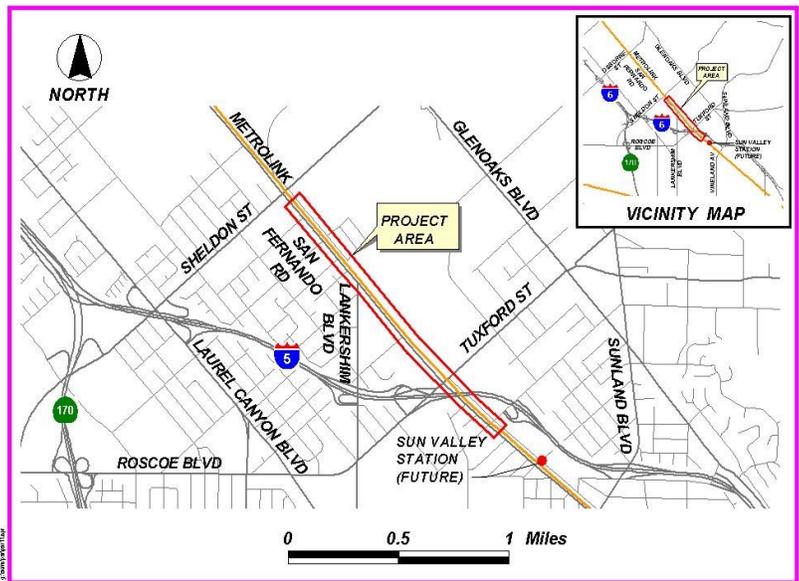
(\$ X 1,000)

| | | | |
|------------------------------------|---|--|---------|
| <i>Estimated Project Cost:</i> | \$6,500 | <i>TCRP Funds covered by application:</i> | \$0 |
| <i>Total TCRP Funds Available:</i> | \$6,500 | <i>Phases(s) covered by application:</i> | All |
| <i>Lead Agency:</i> | Southern California Regional Rail Authority (SCRRA) | <i>TCRP Funds Previously Approved for #145</i> | \$6,500 |
| | | <i>Implementing Agency:</i> | SCRRA |

| | | | |
|--|---------|----------------------|-----|
| <i>TCRP Allocations Requested Concurrently with Application:</i> | \$0 | <i>for Phase(s):</i> | N/A |
| <i>Advance Approved:</i> | \$0 | <i>for Phase(s):</i> | N/A |
| <i>TCRP Allocations To Date:</i> | \$6,500 | <i>for Phase(s):</i> | 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.



SUN VALLEY SIDING

Amendment Summary: This amendment shifts \$213,000 from Phase 4 – Construction to Phase 2 – Design. This amendment also updates Phase 2 end date. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: This request is based on SCCRA's internal audit. The audit found the in-house project oversight expenses should have been split based on the 12/31/2002 Design completion date. The correct split necessitates a \$213,000 shift in funding from Phase 4 to Phase 2. This shift in funding almost reverses the June 2003 CTC approval of shifting \$250,000 from Phase 2 to Phase 4. This reversal is due to using a more easily auditable method of determining the split between phases. The Construction will be completed on 12/31/2003, the CTC approved end date.

Cost and Schedule (\$ x 1,000)

| <i>Phase</i> | <i>Scope</i> | <i>Start</i> | <i>End</i> | <i>Cost</i> |
|---------------|--|--------------|--------------|----------------|
| 1 | COMPLETE | | | |
| 2 | Civil and signal design and prepare Invitation for Bid | 11/00 | 12/02 | \$563 |
| | | 11/00 | 11/01 | \$350 |
| 3 | NOT APPLICABLE | | | |
| 4 | Procurement of long-lead items and Construction | 11/00 | 12/03 | \$5,937 |
| | | | | \$6,150 |
| Total: | | | | \$6,500 |

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 | | \$563 | | \$5,937 | \$6,500 |
| | | Proposed | | \$350 | | \$6,150 | \$6,500 |
| | Totals: | Committed | | \$563 | | \$5,937 | \$6,500 |
| | | Proposed | | \$350 | | \$6,150 | \$6,500 |
| | | Totals: | | \$563 | | \$5,937 | \$6,500 |
| | | | | \$350 | | \$6,150 | \$6,500 |

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.
- A major amendment was approved June 26, 2003, Resolution TAA-03-02, to redirect funds between phases and update the project schedule. Additional time was needed due to the lengthy negotiations between the stakeholders. The transfer of funds 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.

Status of Conditions: No conditions.

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

Originally presented at the December 2003 Commission meeting and withdrawn prior to action.

The Department of Transportation recommends that the Commission defer action on this request and add this project to the list of application amendments that are pending further action by the Commission.

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

RESOLUTION TAA-04-01,
Amending Resolutions TA-00-01, TA-00-02, TA-02-04, TA-02-07,
TAA-03-02, TAA-03-03, TAA-03-08, and TAA-03-10

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the Commission identified those factors leading to changes in project scope, cost, and scheduled and established guidelines for agencies to submit amendments to TCR project applications in Resolution G-00-23, with further clarifications in Resolution G-01-23; and
- 1.5 WHEREAS the Department has reviewed the following 11 proposed application amendments for TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission; and
- 1.6 WHEREAS the Commission, in accordance with Administration’s Proposals for current year budget reductions, reserves the right to defer approval of any additional TCR project applications and allocations due to the continuing economic challenges faced by the State.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby defer approval at this time for the following 11 Traffic Congestion Relief Program application amendments as submitted, with subsequent clarifications and revisions:
 - Project #1.1 – BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – Extension from Fremont to Warm Springs. Amend application to update project schedule, funding plan, and re-scope Phase 1 – Environmental and Permits previously approved under Resolution TA-02-05, as amended by Resolution TAA-03-03.
Applicant Agency: Santa Clara Valley Transportation Authority (VTA)
Implementing Agency: San Francisco Bay Area Rapid Transit District (BART)

- Project #1.2 – BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties – Extension from Warm Springs to downtown San Jose. Amend application to update project schedule and funding plan previously approved under Resolution TA-02-04.
Applicant Agency: VTA
Implementing Agency: VTA
- Project #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. Amend application to update project schedule and funding plan previously approved under Resolution TA-00-02, with additional phases of work approved under Resolution TA-02-04.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA
- Project #37.2 – Los Angeles Mid-City Transit Improvements; build Light Rail Transit system along Exposition Blvd. in Los Angeles County. Amend application to update project schedule and funding plan previously approved under Resolution TA-02-06, as amended by Resolution TAA-03-10.
Applicant Agency: LACMTA
Implementing Agency: LACMTA
- Project #44 – Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County. Amend application to update the project schedule previously approved under Resolution TA-01-01, as amended by Resolution TAA-03-08
Applicant Agency: Port of Long Beach
Implementing Agency: Port of Long Beach
- Project #55.1 – Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Amend application to update project funding plan previously approved under Resolution TA-01-11, as amended by Resolution TAA-03-08.
Applicant Agency: San Bernardino Associated Government
Implementing Agency: City of Montclair
- Project #56 – Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County. Amend application to update project funding plan previously approved under Resolution TA-00-01, as amended by Resolution TAA-03-03.
Applicant Agency: The Southern California Regional Rail Authority (SCRRA)
Implementing Agency: SCRRA

- Project #87.1 – Route 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County – Construct an interim westbound 94 to northbound 125 connector. Amend application to transfer (\$490,000) of savings in programmed TCR funds to TCRP Sub-project #87.2, and update overall funding plan previously approved under Resolution TA-00-02.

Applicant Agency: California Department of Transportation (Department)

Implementing Agency: Department

- Project #87.2 – Route 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County – Construction of the ultimate freeway connectors from westbound Route 94 to northbound Route 125 and from southbound Route 125 to eastbound Route 94. Amend application to receive transfer of \$490,000 in TCR funds from TCRP Sub-project #87.1, update project schedule and funding plan previously approved under Resolution TA-00-01.

Applicant Agency: Department

Implementing Agency: Department

- Project #139.2 – Balboa Park BART Station; phase I expansion – MUNI Project Improvements. Amend application to update project schedule previously approved under Resolution TAA-02-02, as amended by Resolution TAA-03-02.

Applicant Agency: BART

Implementing Agency: BART

- Project #145 – Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard. Amend application to update project schedule and funding plan previously approved under Resolution TA-00-01, as amended by Resolution TAA-03-02.

Applicant Agency: SCRRA

Implementing Agency SCRRA;

and

- 2.2 BE IT FURTHER RESOLVED that these requests be added to the list of application amendments submitted by applicant agencies that have been deferred and are pending further action by the Commission, and
- 2.3 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
- 2.4 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.