

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 19-20, 2005

Reference No.: 2.1c.(2)
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Ross Chittenden
Division Chief
Transportation Programming

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM PROJECT APPLICATION
AMENDMENT APPROVALS
RESOLUTION TAA-05-01, AMENDING RESOLUTIONS TA-01-07, TA-02-04, TAA-02-06**

ISSUE:

Attached is a Resolution for four Traffic Congestion Relief (TCR) project application amendments to update project schedules and amend funding plans by redistributing previously approved funds with no net change in TCR funds. A fact sheet describing each project is attached.

RECOMMENDATION:

The California Department of Transportation (Department) recommends approval.

BACKGROUND:

Due to the uncertainty of TCR Fund reimbursement, TCR projects have experienced schedule and cost variances to approved and allocated phases of work. Specific changes are noted in the attached fact sheets.

The FY 2004/05 Budget Act includes the transfer of \$163,000,000 from the General Fund to the TCR Fund for those TCR projects with existing allocations. The previously approved and allocated TCR funds, to be redistributed by the attached Resolution, are included in the amount of this transfer.

Approval of this Resolution will allow the Department to amend existing agreements with agencies and to reimburse said agencies for eligible costs under approved and allocated phases of a project.

Attachments

TCR Program – Application Amendment Project #16.2

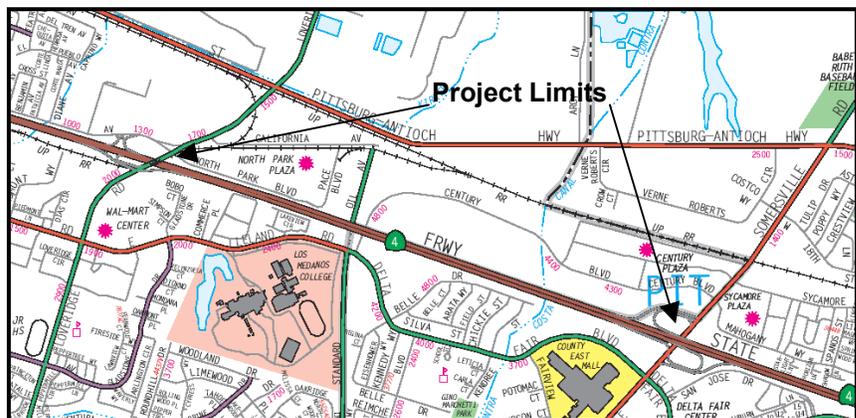
Contra Costa **Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$76,400	<i>TCRP Funds Covered by Application:</i>	\$0
	\$71,600		
<i>TCRP Funds – Sub-Project #16.2:</i>	\$14,000	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #16:</i>	\$39,000	<i>TCRP Funds Previously Approved for #16.2</i>	\$14,000
<i>Lead Agency:</i>	Contra Costa Transportation Authority	<i>Implementing Agency:</i>	Same

<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>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: The overall project is to widen Route 4 from Railroad Avenue to Somersville Road. The overall project will reduce traffic congestion on Route 4, increase the use of HOV lanes on Route 4, accommodate future mass transit services in East Contra Costa County, and improve safety by reducing congestion. For implementation purposes, this project will be split into two sub-projects.



- **Sub-Project #16.1 (Segment 1):** Widen Route 4 from west of Railroad Avenue to Loveridge Road from 4 to 8 lanes including 2 HOV lanes and a median for future BART. Project includes the reconstruction of the Railroad Avenue interchange and Harbor Street overcrossing.
- **Sub-Project #16.2 (Segment 2):** Loveridge Road interchange will be reconstructed to accommodate Route 4 widening from 4 lanes to 8 lanes including 2 HOV lanes and a median for future BART. The eight-lane widening in the median will continue from Loveridge Road to Somersville Road.

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

Reason for Amendment: This amendment updates the funding plan based on the adopted 2004 STIP. \$8 million of STIP-RIP was programmed for right-of-way in Fiscal Year 2005-06. The \$3 million of STIP-IIP was also programmed for right-of-way in Fiscal Year 2005-06. The overall cost increase is due to escalation from project delays and an increase in the level of details for right-of-way and utilities. Local funds are being utilized to cover the cost increase.

The amendment updates of the project schedule. After one year into the environmental process, FHWA reversed an earlier option of allowing two environmental documents to be completed: (1) a project specific (Loveridge Interchange) document and (2) Level One document for the entire corridor to allow for right-of-way protection and/or acquisition. FHWA instead is requiring a single document for the entire corridor resulting in significant delays. In addition, FHWA has indicated that that they cannot sign off the environmental document until the entire project is included in the Metropolitan Transportation Commission’s (MTC’s) Regional Transportation Plan (RTP), which is expected in March 2005.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Document	3/01	3/05 9/02	\$3,600 \$2,600
2	PS&E	9/04 6/02	2/07 4/04	\$6,200 \$5,000
3	Right of Way Acquisition, Relocation Assistance, etc.	11/04 9/02	6/07 6/04	\$17,400 \$11,100
4	Construction Contracts & Engineering, etc.	7/07 7/04	10/09 9/06	\$49,200 \$52,900
			Total:	\$76,400 \$71,600

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			\$0	\$14,000	\$14,000
		Proposed			\$9,000	\$5,000	
STIP-IIP	State	Committed			\$3,000	\$0	\$3,000
		Proposed				\$3,000	
STIP-RIP	State	Committed			\$8,000	\$19,000	\$27,000
		Proposed				\$27,000	
Measure C	Local	Committed	\$3,600	\$6,200	\$6,400	\$16,200	\$32,400
		Proposed	\$2,600	\$5,000	\$2,100	\$17,900	\$27,600
		Totals:	\$3,600	\$6,200	\$17,400	\$49,200	\$76,400
			\$2,600	\$5,000	\$11,100	\$52,900	\$71,600
		Totals:	\$3,600	\$6,200	\$17,400	\$49,200	\$76,400
			\$2,600	\$5,000	\$11,100	\$52,900	\$71,600

Prior TCRP Action:

- Original application was approved on December 5, 2000 (TA-00-03) for \$39,000,000 for all Phases of Sub-Projects #16.1 and #16.2.
- Major amendment was approved on May 2, 2001 (TAA-01-03) to change the funding plan with no change in total cost.
- Major amendment was approved on June 13, 2002 (TAA-02-06) to update the funding plan and project schedule.
- The funding plan was updated based on the 2004 STIP Adoption (G-04-07) on August 5, 2004.

Status of Conditions:

The following condition was established under Resolution TAA-02-06 and remains in effect.

- Allocation of capital funds contingent upon the Commission’s review of the final Environmental Document and approval for future consideration of funding.

Discussion/Issues: The project is fully funded. The draft environmental document has been issued and the public comment period ended November 24, 2004.

TCR Program – Application Amendment Project #62

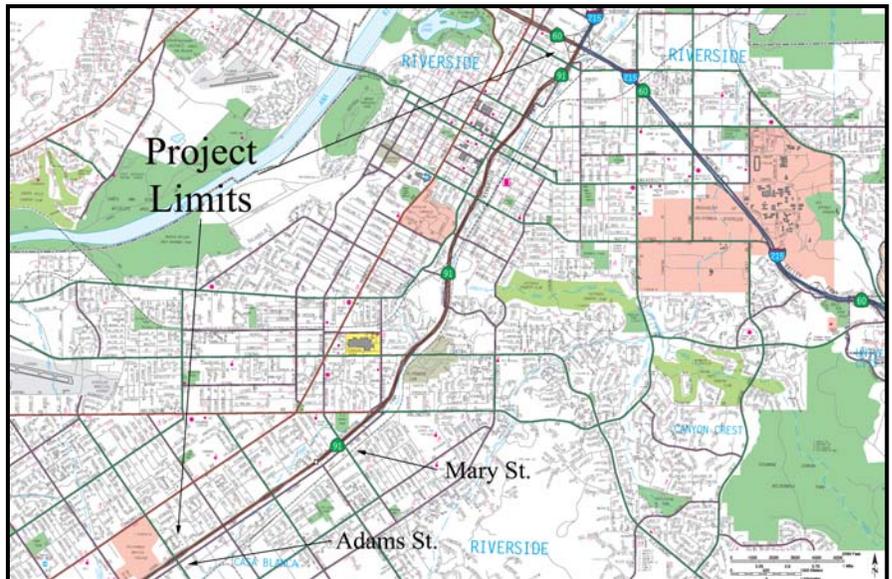
Riverside **Route 91; add HOV lanes through downtown Riverside, Mary Adams Street to Route 60/215 junction in Riverside County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$182,470	<i>TCRP Funds Covered by Application:</i>	\$0
<i>TCRP Funds – Sub-Project #62:</i>	\$20,000	<i>Phase(s) Covered by Application:</i>	1,2,4
<i>TCRP Funds for Project #62:</i>	\$40,000	<i>TCRP Funds Previously Approved for #62:</i>	\$15,700
<i>Lead Agency:</i>	Riverside County Transportation Commission (RCTC)	<i>Implementing Agency:</i>	Same

<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>	\$3,700	<i>for Phase(s):</i>	1

Project Summary: The overall project will increase freeway capacity to reduce congestion and improve traffic operations in the City of Riverside, on Route 91 from Mary Adams Street to Routes 60/91/215 Interchange. The proposed construction consists of adding one HOV lane in each direction and modifying interchange, and includes constructing retaining walls and soundwalls, widening or reconstructing existing bridges, widening roadway pavement and other associated improvements. The various activities for this project will be constructed in the following sub-projects.



- **#62 (Stage 2):** Mary Adams Street to University Avenue; widen roadway for HOV lanes, restripe entire corridor for HOV lanes.
- **#62.1 (Stage 1):** University Avenue to Route 60/91/215 Interchange; widen roadway for HOV lanes.

Summary of Amendment: This amendment extends the western project limit from Mary Street to Adams Street. In addition, the amendment transfers \$12,000,000 from Phase 2 to Phase 4 and updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Amendment: After the recent completion of freeway improvements adjacent to the Route 91 HOV project, it was discovered that the HOV lane in the eastbound direction was dropped near Adams Street, leaving a gap between Adams Street and Mary Street. The westbound HOV lane between Adams Street and Mary Street was completed in a previous contract.

Due to the previous suspension of the TCR Program, RCTC programmed Phase 2 funding in their 2004 Regional Transportation Improvement Plan (RTIP). With the adoption of the 2004 STIP, \$13,070,000 was programmed for Phase 2. This allows \$12,000,000 of TCR funds to be transferred to Phase 4. The schedule extension for Phase 1 is due to the preparation of a value analysis and preparation of right of way data sheet. The schedule for Phase 2 is updated to be consistent with STIP programming.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Prepare environmental document	3/02	4/05 9/03	\$3,700
2	Prepare PS&E package	7/05 9/03	12/07 9/05	\$13,070 \$12,000
3	Right of way acquisition, utility relocation	7/05	10/07	\$21,900
4	Construction	1/08	12/10	\$143,800
			Total:	\$182,470

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	\$3,700	\$0		\$12,000	\$15,700
		Proposed		\$12,000		\$24,300	\$24,300
STIP-RIP	State	Committed		\$13,070			\$13,070
		Proposed					
STIP	State	Committed					
		Proposed			\$21,900	\$107,500	\$129,400
		Totals:	\$3,700	\$13,070		\$12,000	\$28,770
				\$12,000			
					\$21,900	\$131,800	\$153,700
		Totals:	\$3,700	\$13,070	\$21,900	\$143,800	\$182,470
				\$12,000			

Prior TCRP Action:

- Original application was approved on May 2, 2001 (TA-01-07) for \$15,700,000 for Phases 1 and 2.
- Minor amendment was approved on June 27, 2002 based on the April 2002 Progress Report.
- The funding plan was updated based on 2004 STIP Adoption (G-04-07) on August 5, 2004.

Status of Conditions: No conditions set.

Discussion/Issues: A concurrent item is also included on the January agenda; approval of STIP Amendment 04S-011 (Reference No. 2.1a.(5)). Funding in the amount of \$129,400,000 remains to be identified. RCTC is planning to fully fund the right of way and construction phases in the 2006 and 2008 STIPs.

Recommend approval with the following conditions:

- The extension of the scope of work is subject to approval by the Commission of STIP Amendment 04S-011. The update of the funding plan and schedule is not subject to this condition.
- The allocation of capital funds is contingent upon Commission review of the final environmental document and approval of the project for future consideration of funding.
- The allocation of funds for construction is contingent upon receipt of a plan identifying fully funded, usable segments.

TCR Program – Application Amendment Project #88.1

San Diego **Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.**

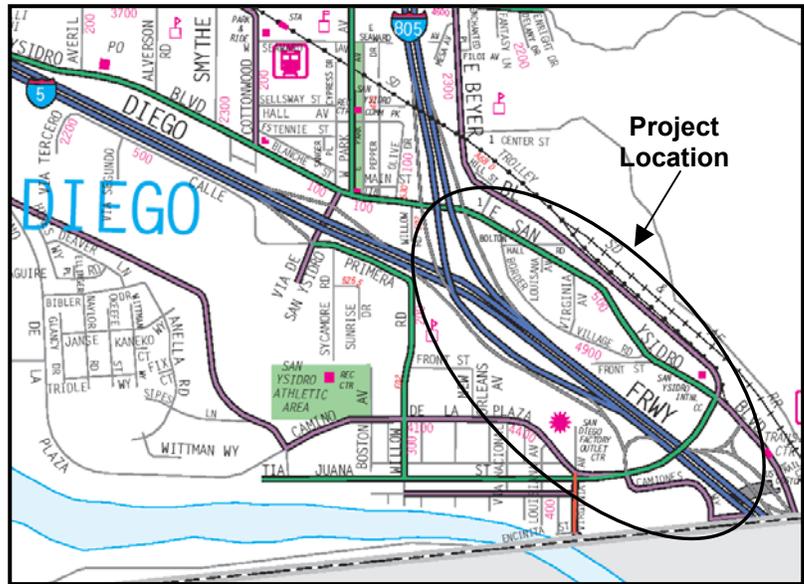
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$69,800	<i>TCRP Funds Covered by Application:</i>	(\$300)
<i>TCRP Funds – Sub-Project:</i>	\$9,700	<i>Phase(s) Covered by Application:</i>	1
<i>TCRP Funds for Project #88:</i>	\$10,000	<i>TCRP Funds Previously Approved for #88.1:</i>	\$600
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	(\$300)	<i>for Phase(s):</i>	1
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$600	<i>for Phase(s):</i>	1

Project Summary: This project is to improve traffic flow across the US-Mexico border and increase capacity to conduct inspections. The project will realign southbound I-5 near the Mexican border at the San Ysidro Port of Entry, thereby increasing the potential for additional northbound and southbound inspection lanes. Delays for northbound traffic into the US at the border are currently two to six hours and the facilities are expanded to their maximum capacity. The overall project has been segmented into two sub-projects for implementation:

- **Sub-Project #88.1:** Realignment of southbound lanes, thereby increasing the potential for additional inspection lanes.
- **Sub-Project #88.2:** Improve channelization at existing crossing to provide one additional lane.



Summary of Amendment: This amendment splits project #88 into two sub-projects and reprograms \$300,000 of allocated TCRP funds to Sub-Project #88.2. In addition, this amendment updates the project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Amendment: The creation of TCRP #88.2 and transfer of TCR funds will enable the immediate construction of a Secure Electronic Network for Travelers Rapid Inspection (SENTRI) lanes with Customs and Border Protection (CBP). The project schedule has been updated based on the reorganization of the Federal General Services Administration as a result of the formation of Homeland Security.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Studies and Clearances	4/02	5/06	\$2,300
			10/03	\$2,600
2	Plans Specifications & Estimates	10/05	3/08	\$7,000
3	Right of Way Acquisition	10/07	3/08	\$14,500
4	Construction	10/08	3/12	\$46,000
Total:				\$69,800

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$300				\$300
			\$600				\$600
		Proposed		\$7,000	\$2,400		\$9,400
CBI	Federal	Committed	\$2,000				\$2,000
		Proposed					
Other	TBD	Committed					
		Proposed			\$12,100	\$46,000	\$58,100
	Totals:	Committed	\$2,300				\$2,300
		\$2,600				\$2,600	
Proposed			\$7,000	\$14,500	\$46,000	\$67,500	
		Totals:	\$2,300	\$7,000	\$14,500	\$46,000	\$69,800
			\$2,600				

Prior TCRP Action:

- Original application was approved on April 3, 2002 (TA-02-04) for \$600,000 for Phase 1.

Status of Conditions: No previous conditions set

Discussion/Issues: Project is not fully funded. Funds in the amount of \$58,100,000 remains to be identified. Potential funding sources include STIP and federal funds.

TCR Program – Application Amendment Project #88.2

San Diego **Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.**

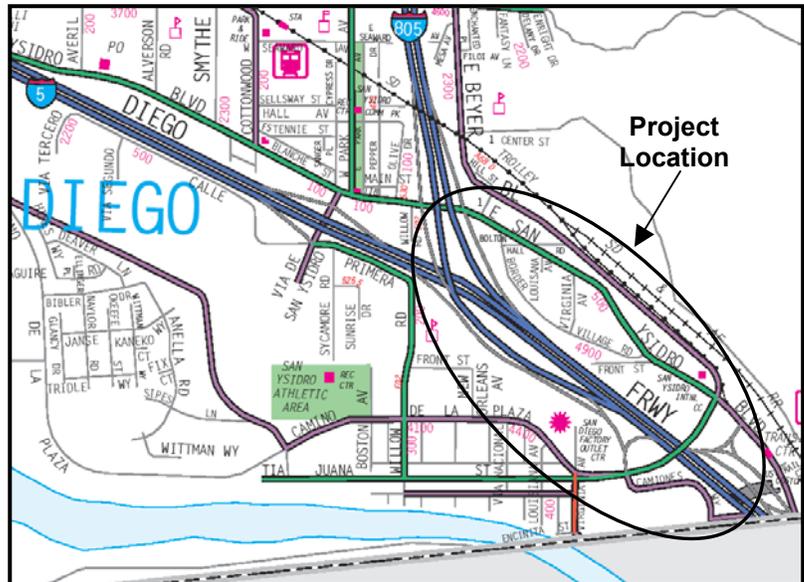
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$500	<i>TCRP Funds Covered by Application:</i>	\$300
<i>TCRP Funds – Sub-Project:</i>	\$300	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #88:</i>	\$10,000	<i>TCRP Funds Previously Approved for #88.2:</i>	\$0
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$300	<i>for Phase(s):</i>	4
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: This project is to improve traffic flow across the US-Mexico border and increase capacity to conduct inspections. The project will realign southbound I-5 near the Mexican border at the San Ysidro Port of Entry, thereby increasing the potential for additional northbound and southbound inspection lanes. Delays for northbound traffic into the US at the border are currently two to six hours and the facilities are expanded to their maximum capacity. The overall project has been segmented into two sub-projects for implementation:

- Sub-Project #88.1: Realignment of southbound lanes thereby increasing the potential for additional inspection lanes.
- **Sub-Project #88.2:** Improve channelization at existing crossing to provide one additional lane. The project will create additional space by removing the existing K-rail and install bollards along the lane lines.



At the Port of Entry, there are 24 lanes entering the United States. Once through the security gates, the lanes are split into two groups to exit the facility through the eastern and western egress. Between the two sets of egress lanes lies the bulk of the Customs and Border Protection (CBP) facilities that is used for the secondary inspection of vehicles and/or people raising concern to the guards on the security gates. As part of the process of facilitating traffic across the border, the CBP has established two lanes as Secure Electronic Network for Travelers Rapid Inspection (SENTRI) lanes. These lanes provide for a more rapid security check, inspection and entry into the United States. The existing SENTRI lanes exit through the eastern egress and when operating at their peak, process significantly more cars through the security gates than the adjacent standard lanes.

Summary of Amendment: This application transfers \$300,000 of TCR funds from Project #88.1 (originally programmed as Project #88) for improving the channelization and geometrics by providing on extra northbound lane through the eastern egress between the security check point gates and the entrance to I-5.

Reason for Amendment: Due to the popularity of the SENTRI program, the existing SENTRI lanes are at capacity during peak hours. To meet the increasing demand, the CBP is in the process of providing two additional SENTRI lanes by converting two existing standard lanes to SENTRI lanes. To help facilitate the conversion of two lanes and reduce congestion, this project will improve the channelization and geometrics by providing one extra lane northbound lane through the eastern egress between the security check point gates and the entrance to I-5. This project is a joint effort with the CBP to improve the flow of the existing traffic and relieve the expected increased congestion, related to the addition of 2 SENTRI lanes.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Studies and Clearances	12/04	2/05	
2	Plans Specifications & Estimates	11/04	2/05	\$75
3	Right of Way Acquisition	N/A		
4	Construction	3/05	4/05	\$425
Total:				\$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		\$75		\$225	\$300
		Proposed					
CBP	Federal	Committed				\$200	\$200
		Proposed					
		Totals:		\$75		\$425	\$500
		Totals:		\$75		\$425	\$500

Prior TCRP Action:

- Original application was approved on April 3, 2002 (TA-02-04) under Project #88 for \$600,000 for Phase 1.

Status of Conditions: No conditions set.

Discussion/Issues: Environmental clearance expected to be Categorically Exempt.

The SENTRI lanes allow for a more rapid inspection of vehicles entering the country through the use of a transponder in the vehicles. The transponders are obtained by the applicant submitting a request, paying an annual fee for operating the system, the FBI performing a background check, the INS reviewing the immigration status, and the DMV reviewing the drivers records of the applicant. The applicant then agrees to abide by the various laws of the State and Federal Government as it relates to operating a vehicle, immigration and transporting products and people from abroad.

Once in the vehicle, the transponder communicates with the SENTRI equipment as the traveler approaches the security gate. Information such as the vehicle type and registered owner, various crossing habits and other pertinent data is displayed for the guard to review. This saves the guard from asking a lot of the same questions that were just answered by the transponder. The guard can then, without further inspection, quickly compare the data from the transponder with the vehicle and person(s) before them and either release them into the country without further interview or send them to a secondary inspection. A random sampling of people crossing through the SENTRI lanes are sent to secondary inspection, regardless, to review conformance with the agreement each applicant signs.

Recommend approval with the following condition:

- Allocation of funds contingent upon receipt of final environmental clearance.

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

RESOLUTION TAA-05-01
Amending Resolutions TA-01-07, TA-02-04 and TAA-02-06

- 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 (TCR) Program; 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 application amendments for four TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby approve the following four TCR project application amendments as submitted, with subsequent clarifications and revisions:
- Project #16.2 – Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest. Amend application to update project schedule and funding plan previously approved under Resolution TAA-02-06.
Applicant Agency: Contra Costa Transportation Authority (CCTA)
Implementing Agency: CCTA
 - Project #62 – Route 91; add HOV lanes through downtown Riverside, ~~Mary~~ **Adams** Street to Route 60/215 junction in Riverside County. Amend application to revise project scope, and update project schedule and funding plan previously approved under Resolution TA-01-07.
Applicant Agency: Riverside County Transportation Commission (RCTC)
Implementing Agency: RCTC

- Project #88.1 – Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County. Amend application to designate this sub-project as – Realignment of southbound lanes, refine project scope, transfer \$300,000 in TCR funds to TCR Sub-project #88.2, and update schedule and funding plan previously approved under Resolution TA-02-04.

Applicant Agency: Department

Implementing Agency: Department

- Project #88.2 – Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County. Amend application to designate this sub-project as – Improve channelization of existing crossings, refine project scope, receive transfer of \$300,000 in TCR funds from TCR Sub-project #88.1, and update schedule and funding plan previously approved under Resolution TA-02-04.

Applicant Agency: Department

Implementing Agency: Department;

and

- 2.2 BE IT FURTHER RESOLVED that all conditions stipulated at time of application and/or application amendment approval are still in effect; 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 TCR 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
- 2.5 BE IT FURTHER RESOLVED that Resolutions TA-01-07, TA-02-04 and TAA-02-06 are hereby amended.