

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

PROGRAM AMENDMENTS  
Traffic Congestion Relief Applications  
Action Item

Prepared By:  
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CTC Meeting: August 22-23, 2001

Agenda Item: 2.1c.(1)

*Original Signed By*

\_\_\_\_\_  
MARK LEJA  
Acting Chief Financial Officer  
August 1, 2001

**TRAFFIC CONGESTION RELIEF (TCR) PROGRAM**  
**APPLICATION APPROVALS**

**RESOLUTION TA-01-13**

At the August 22-23, 2001, California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following six Traffic Congestion Relief Program applications totaling \$89,998,000. The Department of Transportation recommends these projects be approved. A fact sheet for each project is attached.

- Project #74.1 - \$6,000,000, Phases 1, 2, 4 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – Oceanside Double Track Project.  
Applicant Agency: Department of Transportation (Caltrans)  
Implementing Agency: Caltrans
- Project #74.2 - \$2,498,000, Phase 1 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – EIR/EIS for LOSSAN Corridor.  
Applicant Agency: Department of Transportation (Caltrans)  
Implementing Agency: Caltrans
- Project #79 - \$80,000,000, Phase 4 for North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido in San Diego County.  
Applicant Agency: North San Diego County Transit District (NCTD)  
Implementing Agency: NCTD
- Project #102.1 - \$400,000, Phase 4 for Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.  
Applicant Agency: City of Santa Barbara  
Implementing Agency: City of Santa Barbara  
Advance Requested: \$400,000
- Project #102.2 - \$900,000, Phase 4 for Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.  
Applicant Agency: City of Santa Barbara  
Implementing Agency: Santa Barbara Metropolitan Transit District
- Project #150 - \$200,000, Phase 1 for Renovation or rehabilitation of Santa Cruz Metro Center.  
Applicant Agency: Santa Cruz Metropolitan Transit District (SCMTD)  
Implementing Agency: SCMTD

**San Diego Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County.**

( \$ x 1,000 )

<i>Estimated Project Cost:</i>	\$6,000	<i>TCRP Funds covered by the application:</i>	<b>\$6,000</b>
<i>Total TCRP Funds Available:</i>	\$47,000	<i>Phase(s) covered in application:</i>	1,2,4
<i>Lead Agency:</i>	Department of Transportation (Caltrans)	<i>Implementing Agency:</i>	Caltrans

**TCRP Funds Allocation requested concurrently with application: \$500 for Phase(s): 1,2**

**Advance requested: \$0**

**Project Summary**

The overall Pacific Surfliner double track project consists of three separate segments to provide improved reliability and time performance of the Pacific Surfliner intercity rail line in San Diego County. Each segment will be covered under separate project applications. The three segments consists of:

- 1) Oceanside Double Track Project (\$6,000,000 TCRP),
- 2) PEIR/EIS and improvements to the LOSSAN Corridor (\$19,000,000 TCRP, \$156,374,000 TBD, Total Cost = \$175,374,000),
- 3) Maintenance Yard and improvements (\$22,000,000 TCRP, \$8,000,000 STIP, \$1,000,000 Amtrak, Total Cost = \$31,000,000).

The total estimated cost for the three segments is \$212,374,000, with \$47,000,000 of TCRP funding.

This application covers the Oceanside Double Track project which will construct 1.2 miles of double tracking adjacent to the main line track from milepost (MP) 227.2 at CP Escondido Junction to MP 228.4 at Oceanside. The project will eliminate most dispatcher delays which will increase schedule reliability and on time performance. By extending the existing Oceanside siding, this project will ultimately provide double track from MP 225.9 to MP 228.4, which will total 2.5 miles in length. Funding provided under this application would result in 100% design and construction of the project described above including: track, embankment, bridges, retaining walls, drainage improvements, turnouts, grade crossings, and signals.

The new track will allow for passenger speeds of up to 79 miles per hour. It immediately benefits Amtrak's intercity, Coaster Commuter and BNSF freight train movements by creating a key longer passing track, at a location where there are a significant number of train meets.

**Cost and Schedule ( \$ x 1,000 )**

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Clearance - Statutory Exemption Permits	9/1/2001	5/30/2002	\$100
2	Design	9/1/2001	5/30/2002	\$400
3	Right of Way Acquisition - Not Applicable			\$0
4	Construction	6/1/2002	9/30/2003	\$5,500
<b>Total:</b>				<b>\$6,000</b>

**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	\$100	\$400		\$5,500	\$6,000
		Proposed					
		<b>Totals :</b>	Committed	\$100	\$400	\$5,500	\$5,500
			Proposed				
		<b>Total :</b>		\$100	\$400	\$5,500	\$6,000

**Discussion/Issues**

No Issues. Recommend Approval. This project is fully-funded, and is consistent with the Department's Rail Passenger Program Report as well as Amtrak's 20-year plan to double track the Los Angeles-San Diego (LOSSAN) corridor.

**San Diego Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County.**

( \$ x 1,000 )

<i>Estimated Project Cost:</i>	\$175,374	<i>TCRP Funds covered by the application:</i>	<b>\$2,498</b>
<i>Total TCRP Funds Available:</i>	\$47,000	<i>Phase(s) covered in application:</i>	1
<i>Lead Agency:</i>	Department of Transportation (Caltrans)	<i>Implementing Agency:</i>	Caltrans

**TCRP Funds Allocation requested concurrently with application: \$2,498 for Phase(s): 1**

**Advance requested: \$0**

**Project Summary**

The overall Pacific Surfliner double track project consists of three separate segments to provide improved reliability and time performance of the Pacific Surfliner intercity rail line in San Diego County. Each segment will be covered under separate project applications. The three segments consists of:

- 1) Oceanside Double Track Project (\$6,000,000 TCRP),
- 2) PEIR/EIS and improvements to the LOSSAN Corridor (\$19,000,000 TCRP, \$156,374,000 TBD, Total Cost = \$175,374,000),
- 3) Maintenance Yard and improvements (\$22,000,000 TCRP, \$8,000,000 STIP, \$1,000,000 Amtrak, Total Cost = \$31,000,000).

The total estimated cost for the three segments is \$212,374,000, with \$47,000,000 of TCRP funding.

This application covers the PEIR/EIS and improvements segment of the overall double tracking project. The objective is to complete a Program Environmental Impact Report under CEQA and an Environmental Impact Statement under NEPA (PEIR/EIS) for conventional rail upgrades to the Los Angeles - San Diego (LOSSAN) Corridor. The Program Level environmental process will address corridor impacts, as well as focus on alternative upgrades to the Corridor. The corridor extends from Los Angeles Union Station to the Santa Fe Depot in downtown San Diego.

The PEIR/EIS will need to incorporate and document the environmental clearance work that is on-going for other major projects in the Pacific Surfliner Corridor. For example, environmental documentation for LA Union Station Run Through Tracks project (TCRP #35) will need to be referenced in the Program EIR so that a coordinated, complete assessment of the rail corridor is possible. In a similar manner, the environmental work done by others associated with the triple track projects in Orange County will be referenced in the Program level EIR/EIS. In this manner, the entire corridor can be assessed without duplication of effort.

However, the bulk of the engineering and environmental detail for this PEIR/EIS will be done for improvements for south Orange County and San Diego County. The study will explore the possibility of whether higher levels of improvements, including traveling at higher speeds along portions of the corridor, are feasible and desirable. It is intended that the Program EIR/EIS will identify two sets of distinct projects: Projects that are exempt from further environmental work, and can proceed to securing environmental permits based on the technical studies undertaken in this PEIR/EIS, and; Projects that are not exempt, and will require either a mitigated negative declaration, or a project-level EIR.

Once preliminary engineering and environmental studies have been completed it will be possible to identify which corridor segments can be constructed in the near term and those that will be deferred due to significant environmental or engineering costs. Until this information is available, an initial cost range will be used that anticipates some of the more environmentally disruptive projects may not be feasible to construct.

The cost, schedule and proposed funding identified below are planning estimates and are subject to change at the time the project report and environmental studies are completed.

**Cost and Schedule ( \$ x 1,000 )**

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	EIR/EIS	8/1/2001	2/1/2003	\$2,498
2	Plans, Specifications & Estimates	10/1/2002	6/1/2004	\$17,090
3	Right of Way Acquisition - Not Applicable			\$0
4	Construction	6/1/2003	6/1/2006	\$155,786
<b>Total:</b>				<b>\$175,374</b>

**Funding Plan** ( \$ x 1,000 )

<i>Source</i>	<i>Type</i>		<i>Phase 1</i>	<i>Phase 2</i>	<i>Phase 3</i>	<i>Phase 4</i>	<i>Total</i>
TCRP	State	Committed	\$2,498				\$2,498
		Proposed		\$4,126		\$12,376	\$16,502
TBD	TBD	Committed					
		Proposed		\$12,964		\$143,410	\$156,374
<b>Totals :</b>		Committed	\$2,498				\$2,498
		Proposed		\$17,090		\$155,786	\$172,876
		<b>Total :</b>	\$2,498	\$17,090		\$155,786	\$175,374

**Discussion/Issues**

No Issues. Recommend Approval. Funding in the amount of \$156,374,000 remains to be identified. Potential funding sources include STIP, Amtrak, or other federal funds.

**San Diego North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido in San Diego County.**

( \$ x 1,000 )

<i>Estimated Project Cost:</i>	\$332,300	<i>TCRP Funds covered by the application:</i>	<b>\$80,000</b>
<i>Total TCRP Funds Available:</i>	\$80,000	<i>Phase(s) covered in application:</i>	4
<i>Lead Agency:</i>	San Diego North County Transit District (NCTD)	<i>Implementing Agency:</i>	NCTD

*TCRP Funds Allocation requested concurrently with application:*    **\$0**                    for Phase(s): N/A

*Advance requested:*    **\$0**

**Project Summary**

The overall Oceanside-Escondido Light Rail project will provide an alternative mode of transportation to the automobile in the Highway 78 corridor by reconstructing 22 miles of existing railroad right-of-way currently owned by the North San Diego County Transit Development Board between the Oceanside Transit Center and the Escondido Transit Center. Fifteen stations will be constructed with parking, intermodal access, and passenger amenities.

The project will serve the cities of Oceanside (TCRP project #123 provides funding for the City of Oceanside to construct a parking structure that will increase parking capacity at the Oceanside Transit Center), Vista, San Marcos and Escondido. The project also includes a 1.7 mile section of new right-of-way to serve the California State University, San Marcos campus. The project will provide: connections to the Coaster, Metrolink and Amtrak; focused development in the corridor encouraging economic development; improved air quality; and reduced energy usage.

The TCRP funds in this application will be used to support the purchase, delivery and inspection of the 12 light rail vehicles and the construction of the track and rail stations. Procurement of the light rail vehicles is expected to start July 2002 with a delivery date of July 2005. Construction of the light rail line is anticipated to start March 2003 and be completed August 2005.

**Cost and Schedule** ( \$ x 1,000 )

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental & Preliminary Engineering		11/1/1999	\$3,100
2	Final Design	4/1/2000	6/1/2001	\$11,600
3	Right of Way Acquisition	1/1/1992	1/1/2002	\$49,600
4	Vehicle Procurement and Construction	7/1/2002	8/1/2005	\$271,100
<b>Total:</b>				<b>\$332,300</b>

**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				\$80,000	\$80,000
		Proposed					
Section 5309	Federal	Committed		\$8,000		\$10,000	\$18,000
		Proposed				\$134,100	\$134,100
Transnet	Local	Committed			\$32,000	\$39,100	\$71,100
		Proposed					
Proposition 108	State	Committed			\$17,600		\$17,600
		Proposed					
STIP/RIP	State	Committed		\$3,600		\$3,000	\$6,600
		Proposed				\$4,900	\$4,900
<b>Totals :</b>		Committed		\$11,600	\$49,600	\$132,100	\$193,300
		Proposed				\$139,000	\$139,000
		<b>Total :</b>		\$11,600	\$49,600	\$271,100	\$332,300

**Discussion/Issues**

No Issues. Recommend Approval. Funding in the amount of \$139,000,000 remains to be identified. Potential funding sources include STIP and/or Federal Section 5309 (New Starts) funds. Regional Transportation documentation on file. Operating Plan documentation on file.

Recommended Resolution Language: Allocation of funds contingent upon review and approval for future funding of the final SEIR/EIS by the CTC.

Recommended Resolution Language: Allocation of funds for construction is contingent upon receipt of plan identifying fully-funded usable segments.

**Santa Barbara Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATCS) technology in Santa Barbara County.**

( \$ x 1,000 )

Estimated Project Cost:	\$1,660	TCRP Funds covered by the application:	\$400
Total TCRP Funds Available:	\$1,300	Phase(s) covered in application:	4
Lead Agency:	City of Santa Barbara	Implementing Agency:	City of Santa Barbara

TCRP Funds Allocation requested concurrently with application: **\$400** for Phase(s): 4

Advance requested: **\$400**

**Project Summary**

The overall State Street smart corridor Advanced Traffic Corridor System (ATCS) technology project in Santa Barbara County consists of two separate segments to improve access and mobility to the Route 101/State Street corridor. Each segment will be covered under separate project applications. The two segments consist of:

- 1) Outer State Street Signal System (\$400,000 TCRP, \$1,664,000 Total Cost),
  - 2) Metro Transit Bus Automated Vehicle Location Tracking System (\$900,000 TCRP, \$910,000 Total Cost).
- The total estimated cost for the two segments is \$2,574,000, with \$1,300,000 of TCRP funding.

This application covers the Outer State Street signal system which will improve traffic conditions and traffic handling capacity of Outer State Street at nine intersections between Calle Laureles to La Cumbre. This project involves the installation of a traffic adaptive signal system called Split Cycle Offset Optimization Technique (SCOOT). SCOOT is an Advance Traffic Corridor System (ATCS) software that continuously optimizes traffic signal timing from data received from the field and is used by Anaheim and Oxnard as well as over 100 cities throughout the world. Implementation of the SCOOT system will require hardware and software upgrades at all corridor intersections. The City Traffic Management Center (TMC) will require equipment to be installed to accommodate the traffic adaptive software system. In addition, a fiber communications conduit will be installed between the intersections and the TMC.

This application covers Phase 4, Construction/Procurement. Phase 1, Environmental was funded by the City. Phase 2, Design was funded from the STIP along with remaining Phase 4.

**Cost and Schedule** ( \$ x 1,000 )

Phase	Scope	Start	End	Cost
1	Categorical Exclusion (CEQA/NEPA), Phase I Cultural Resource Study, Historic Bridge Study	2/1/2000	3/1/2001	\$15
2	Plans, Specifications & Estimates (signal modifications, etc) RFP for Video Detection System, Software	3/1/2000	7/1/2001	\$147
3	Right of Way Acquisition - Not Applicable			\$0
4	Construction/Installation of hardware/software	9/1/2001	8/1/2002	\$1,502
<b>Total:</b>				<b>\$1,664</b>

**Funding Plan** ( \$ x 1,000 )

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total	
TCRP	State	Committed				\$400	\$400	
		Proposed						
STIP	State	Committed		\$147		\$1,102	\$1,249	
		Proposed						
City	Local	Committed	\$15				\$15	
		Proposed						
		<b>Totals :</b>	<b>Committed</b>	\$15	\$147		\$1,502	\$1,664
			<b>Proposed</b>					
		<b>Total :</b>		\$15	\$147		\$1,502	\$1,664

**Discussion/Issues**

No issues. Recommend approval. This project is fully-funded. This project is categorically exempt under CEQA; a Notice of Exemption is on file. The STIP allocation for construction was in June 2000 and received a three-month extension in June 2001.

For cash flow purposes, the City of Santa Barbara requests an advance payment of \$400,000 for the procurement of video detection and signal equipment, SCOOT system proprietary software, and computer hardware for the Traffic Operations Center (TMC).

**Santa Barbara Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATCS) technology in Santa Barbara County.**

( \$ x 1,000 )

<i>Estimated Project Cost:</i>	\$910	<i>TCRP Funds covered by the application:</i>	<b>\$900</b>
<i>Total TCRP Funds Available:</i>	\$1,300	<i>Phase(s) covered in application:</i>	4
<i>Lead Agency:</i>	City of Santa Barbara	<i>Implementing Agency:</i>	Santa Barbara Metropolitan Transit District

*TCRP Funds Allocation requested concurrently with application:*    **\$900**    for Phase(s): 4

*Advance requested:*    **\$0**

**Project Summary**

The overall State Street smart corridor Advanced Traffic Corridor System (ATCS) technology project in Santa Barbara County consists of two separate segments to improve access and mobility to the Route 101/State Street corridor. Each segment will be covered under separate project applications. The two segments consist of:

- 1) Outer State Street Signal System (\$400,000 TCRP, \$1,664,000 Total Cost),
  - 2) Metro Transit Bus Automated Vehicle Location Tracking System (\$900,000 TCRP, \$910,000 Total Cost).
- The total estimated cost for the two segments is \$2,574,000, with \$1,300,000 of TCRP funding.

This application covers the Santa Barbara Metropolitan Transit District's (SBMTD) element of the ATCS project that includes the installation of Automated Vehicle Location Tracking systems on board MTD's regional fleet of buses. Each vehicle will be equipped with Global Positioning System and communications equipment that would determine the exact location of the vehicle and transmit information to a specified location. The information will be used in conjunction with regional maps that indicate the current location of each bus along the State Street Corridor as well as the rest of MTD's service area. Additional benefits include the availability of vehicle data from MTD's fleet of buses to the City of Santa Barbara Public Works via Caltrans Interoperability Center or other means. This will allow those agencies to track travel speeds through Santa Barbara's State Street Corridor as well as the rest of MTD's service area. The ATCS will enhance traveler information for public transit users, thus encouraging an increased use of transit. The corresponding decrease in single occupancy trips will benefit the State Street corridor as well as the region in its efforts to deal with growing congestion problems.

**Cost and Schedule** ( \$ x 1,000 )

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Clearance - Categorically Exempt			\$0
2	Request for Proposals	9/1/2001	12/1/2001	\$10
3	Right of Way Acquisition - Not Applicable			\$0
4	Procurement/Installation of GPS and communications equipment	1/1/2002	12/1/2002	\$900
<i>Total:</i>				\$910

**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				\$900	\$900
		Proposed					
TDA	Local	Committed		\$10			\$10
		Proposed					
		<i>Totals :</i>	Committed	\$10		\$900	\$910
			Proposed				
		<i>Total :</i>		\$10		\$900	\$910

**Discussion/Issues**

No issues. Recommend approval. This project is fully-funded. This project is categorically exempt under CEQA. Regional Transportation Plan documentation on file.

**Santa Cruz Renovation or rehabilitation of Santa Cruz Metro Center.**

( \$ x 1,000 )

Estimated Project Cost:	\$14,000	TCRP Funds covered by the application:	\$200
Total TCRP Funds Available:	\$1,000	Phase(s) covered in application:	1
Lead Agency:	Santa Cruz Metropolitan Transit District (SCMTD)	Implementing Agency:	SCMTD

TCRP Funds Allocation requested concurrently with application: \$200 for Phase(s): 1

Advance requested: \$0

**Project Summary**

The overall purpose of this project is to expand and renovate the central Santa Cruz Transit Center. Due to service expansion, more routes and buses require additional lanes at the transit center for passenger boarding and alighting. Additional right-of-way is needed to park buses on holdover between runs. As part of the overall expansion of the Center, mixed-use transit-oriented designs will be considered for the renovation and redevelopment. During Phase I, the District will consider alternative development scenarios in keeping with the rehabilitation of the City of Santa Cruz Pacific Garden Mall, of which the Santa Cruz Transit Center is the southern anchor. Potential alternatives may include mixed-use residential/commercial/retail floors above the ground floor multi-modal public transit uses. Based on the outcome of Phase I, Environmental and Preliminary Engineering, the cost of this renovation can range from \$6,400,000 to \$14,000,000.

This application will provide funding to conduct feasibility studies, alternatives analysis and preliminary engineering through environmental certification. An application for right of way acquisition will be submitted once environmental clearance has been completed.

**Cost and Schedule** ( \$ x 1,000 )

Phase	Scope	Start	End	Cost
1	Alternative Analysis, Environmental, Preliminary Design	8/1/2001	8/1/2002	\$200
2	Plans, Specifications & Estimates	8/1/2002	9/1/2003	\$1,000
3	Right of Way Acquisition	8/1/2002	12/1/2003	\$800
4	Construction	1/1/2003	3/1/2004	\$12,000
<b>Total:</b>				\$14,000

**Funding Plan** ( \$ x 1,000 )

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$200				\$200
		Proposed			\$800		\$800
Section 5309	Federal	Committed					
		Proposed		\$1,000		\$6,000	\$7,000
TBD	TBD	Committed					
		Proposed				\$6,000	\$6,000
<b>Totals :</b>		Committed	\$200				\$200
		Proposed		\$1,000	\$800	\$12,000	\$13,800
		<b>Total :</b>	\$200	\$1,000	\$800	\$12,000	\$14,000

**Discussion/Issues**

No Issues. Recommend Approval. Funding in the amount of \$13,000,000 remains to be identified. Potential sources of funds include, but are not limited to, STIP, federal, and local funds.

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Approval of Traffic Congestion Relief Program**  
**Project Applications**

**RESOLUTION TA-01-13**

- 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, with assistance from the Department, is required by statute to review and approve applications for TCRP projects that meet the requirements in statute and guidelines; and
- 1.5 WHEREAS the Commission, with assistance from the Department, has reviewed submitted TCRP project applications, and subsequent clarifications and revisions, and determined they comply with the statute and guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following six TCRP project applications for \$89,998,000 as submitted, with subsequent clarifications and revisions:
- Project #74.1 - \$6,000,000, Phases 1, 2, 4 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – Oceanside Double Track Project.  
Applicant Agency: Department of Transportation (Caltrans)  
Implementing Agency: Caltrans
  - Project #74.2 - \$2,498,000, Phase 1 for Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County – EIR/EIS for LOSSAN Corridor.  
Applicant Agency: Department of Transportation (Caltrans)  
Implementing Agency: Caltrans

- Project #79 - \$80,000,000, Phase 4 for North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido in San Diego County.  
Applicant Agency: North San Diego County Transit District (NCTD)  
Implementing Agency: NCTD
- Project #102.1 - \$400,000, Phase 4 for Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.  
Applicant Agency: City of Santa Barbara  
Implementing Agency: City of Santa Barbara  
Advance Requested: \$400,000
- Project #102.2 - \$900,000, Phase 4 for Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.  
Applicant Agency: City of Santa Barbara  
Implementing Agency: Santa Barbara Metropolitan Transit District
- Project #150 - \$200,000, Phase 1 for Renovation or rehabilitation of Santa Cruz Metro Center.  
Applicant Agency: Santa Cruz Metropolitan Transit District (SCMTD)  
Implementing Agency: SCMTD

and;

- 2.2 BE IT FURTHER RESOLVED that for Project #79 – North County Transit District’s Oceanside to Escondido Light Rail Transit project, allocation of funds for construction is contingent upon review and approval for future consideration of funding, of the Supplemental EIR/EIS by the CTC, as well as receipt of a plan identifying fully-funded usable segments; and
- 2.3 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for these projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.