

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

PROGRAM AMENDMENTS  
Traffic Congestion Relief Applications  
Resolution: TA-02-13  
Action Item

Prepared By:  
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CTC Meeting: October 3, 2002  
Reference No.: 2.1c.(1)

*Original Signed By:*  
\_\_\_\_\_  
ROBERT L. GARCIA  
Chief Financial Officer  
October 1, 2002

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

**RESOLUTION TA-02-13**

At the October 3, 2002 California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following seven Traffic Congestion Relief Program applications totaling \$137,038,000. The California Department of Transportation (Department) recommends these projects, or phases of a project, be approved. A fact sheet describing each project is attached.

- Project #11 – \$1,800,000 for Phase 1 for San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge or second BART tube) in Alameda and San Francisco or San Mateo Counties.  
Applicant Agency: Metropolitan Transportation Commission (MTC)  
Implementing Agency: MTC
- Project #27.2 – \$1,080,000 for Phases 1, 2, and 4 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. - ACE Commuter Parking.  
Applicant Agency: Alameda County Congestion Management Agency  
Implementing Agency: City of Livermore
- Project #37.1 – \$77,100,000 for All Phases for Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County – BRT system along Wilshire Boulevard.  
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)  
Implementing Agency: LACMTA
- Project #55.1 – \$16,550,000 for Phases 2, 3, and 4 for 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.  
Applicant Agency: San Bernardino Associated Governments (SANBAG)  
Implementing Agency: City of Montclair

- Project #55.3 – \$33,550,000 for Phases 2, 3, and 4 for 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.  
Applicant Agency: SANBAG  
Implementing Agency: SANBAG
- Project #63 – \$200,000 for Phase 3 for Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County.  
Applicant Agency: Department  
Implementing Agency: Department
- Project #95 – \$6,758,000 for All Phases for Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County.  
Applicant Agency: Department  
Implementing Agency: Department

**TCR Program – Application Approval Project # 11**

**Regional San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge, terminal connection, or second BART tube) in Alameda and San Francisco or San Mateo Counties.**

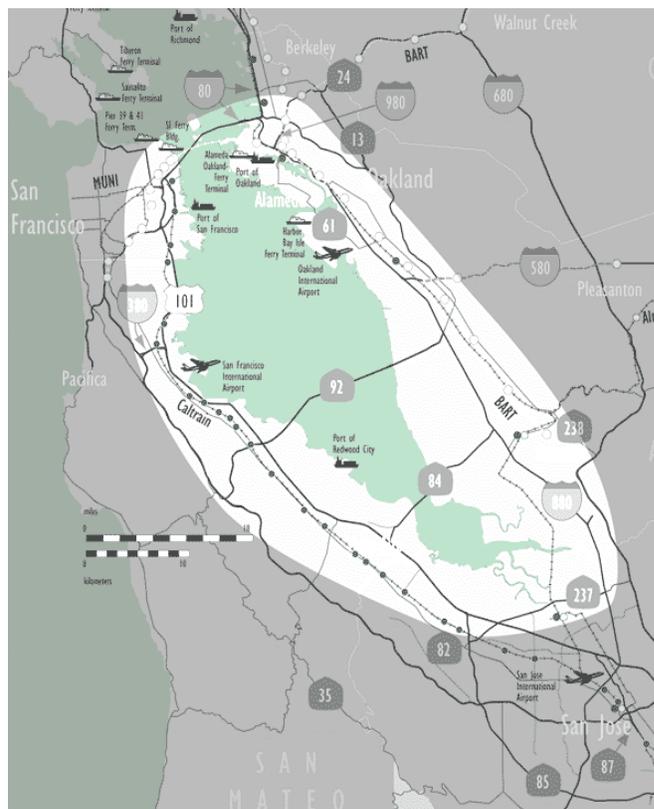
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<i>Estimated Project Cost:</i>	\$5,000	<i>TCRP Funds covered by the application:</i>	<b>\$1,800</b>
<i>Total TCRP Funds Available:</i>	\$5,000	<i>Phases(s) covered in application:</i>	1
<i>Lead Agency:</i>	Metropolitan Transportation Commission (MTC)	<i>Implementing Agency:</i>	MTC

<i>TCRP allocation request concurrent w/application:</i>	<b>\$1,800</b>	<i>for Phase(s):</i>	1
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A

**Project Summary:**

- Segment I: Planning and feasibility study to identify options for improving transbay travel and mobility south of the San Francisco-Oakland Bay Bridge. Study will look at cost, engineering, financial feasibility, environmental and travel impact information for alternative bay crossing improvements. The Bay Crossing Study was completed and approved by the MTC in July 2002 and presented to the Commission at its August 2002 meeting. Follow-on activities are being performed under Segments III and IV described below.
- Segment II: Implement The Transbay Terminal Improvement Plan project by completing conceptual design and planning analysis, and the environmental assessment for the construction of a new Transbay Terminal multi-modal transit facility in downtown San Francisco.
- Segment III: Operational Analysis of Reversible Lanes on the Hayward-San Mateo Bridge and Project Study Reports for HOV access improvements. The SF Bay Crossing Study recommended improvements to the HOV lane network on both sides of the bay at the San Francisco-Oakland Bay Bridge, Hayward-San Mateo Bridge and Dumbarton Bridge. At locations listed in the final report, perform detailed operational analysis and studies for HOV lanes and access improvements. Develop scoping documents, where appropriate and as determined by the operational analysis.
- Segment IV: Bay Area Regional Rail Integration Plan. The Bay Area Regional Rail Integration Plan will refine enhancement elements outlined in the SF Bay Crossing Study recommendations adopted by the MTC. The SF Bay Crossing Study identified the need for additional transbay passenger rail capacity and specifically identified the need for new service at the Dumbarton corridor, improvements to the BART core system and coordination with intercity and high-speed rail implementation. The MTC Regional Transit Expansion Policy identifies next generation transit expansion projects and establishes land use, cost effectiveness, capacity and access as criteria for project advancement. The Bay Area Regional Rail Integration Plan will seek solutions to capacity and other infrastructure constraints, develop implementation strategies for system connectivity and analyze environmental and economic impacts of potential rail investments. By looking at land use patterns on a regional scale, the plan will identify potential rail investments that match and shape market demand.



**Bay Crossing Study Area**

**Summary of Action:** This application programs the remaining \$1,800,000 in TCRP funding to perform follow-up studies identified in the San Francisco Bay Crossing Study.

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

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Segment I: 2000 SF Bay Crossing Study	11/00	7/02	\$1,200
1	Segment II:			
	- Transbay Terminal Improvement Plan; Environmental Assessment (EA) (Phase 1)	10/00	12/02	\$900
	- Transbay Terminal Improvement Plan; Project Development Phases (PD) (Phase 2)	10/00	6/01	\$1,100
1	Segment III: Operational Analysis of Reversible Lanes on the Hayward-San Mateo Bridge and operational studies, analysis and scoping documents for HOV access improvements at various locations.	10/02	10/03	\$1,200
1	Segment IV: Bay Area Regional Rail Integration Plan	10/02	3/04	\$600
			<b>Total:</b>	\$5,000

**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	\$5,000				\$5,000	
		Proposed						
	<b>Totals:</b>	Committed	\$5,000				\$5,000	
		Proposed						
	<b>Totals:</b>			\$5,000				\$5,000

**Prior TCRP Action:** Original application was approved on September 28, 2000 (Resolution TA-00-01). An Amendment was approved on July 11, 2001 (Resolution TAA-01-06) to extend the completion date of the study. A subsequent Amendment was approved on October 3, 2001 (Resolution TAA-01-09) to extend the completion date of the 2000 SF Bay Crossing Study to July 31, 2002.

**Status of Conditions:** The condition set forth for this project under Resolution TAA-01-06 has been met. No additional conditions were set for this project under Resolution TAA-01-06.

**Discussion/Issues:** No issues. Recommend approval.

**TCR Program – Application Approval Project # 27.2**

October 3, 2002  
Reference No. 2.1c.(1)

**Alameda/Contra Costa Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties.**

(\$ X 1,000)

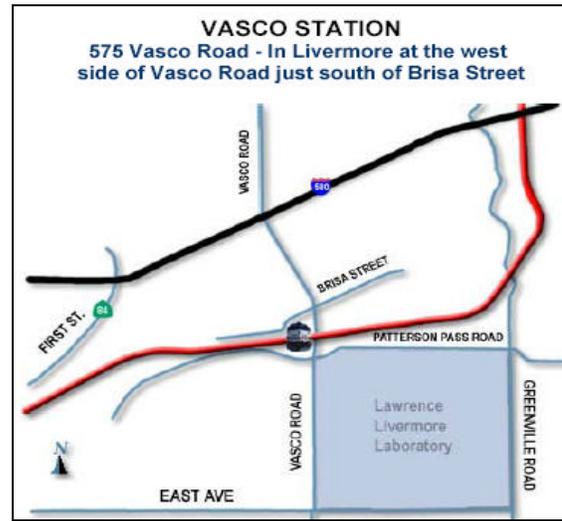
<i>Estimated Project Cost:</i>	\$3,000	<i>TCRP Funds covered by the application:</i>	<b>\$1,080</b>
<i>TCRP Funds – Subproject #27.2:</i>	\$3,000	<i>Phases(s) covered in application:</i>	1,2,4
<i>TCRP Funds for Project #27:</i>	\$11,000		
<i>Lead Agency:</i>	Alameda County Congestion Management Agency	<i>Implementing Agency:</i>	City of Livermore

**TCRP allocation request concurrent w/application: \$0** for Phase(s): N/A  
*Advance requested:* \$0 for Phase(s): N/A

**Project Summary:**

The overall Vasco Road Safety and Transit Enhancement project consists of three separate sub-projects to provide improved access to the Altamont Commuter Express (ACE) rail service. Each sub-project will be covered under separate project applications. The three sub-projects are:

- Sub-Project #27.1, straighten Vasco Road (\$6.5 million of TCRP funding, total cost of \$13.5 million);
- Sub-Project #27.2, improvements to the Vasco Road commuter parking facility for the ACE platform station (\$3 million of TCRP funding, total cost \$3.0 million); and
- Sub-Project #27.3, Parking Structure for Valley Center Project (\$1.5 million of TCRP funding, total cost of \$8.5 million).



Sub-Project #27.2 will provide funding to construct approximately 300 additional parking spaces at the existing Altamont Commuter Express (ACE) station at Vasco Road for use by ACE riders and Livermore Amador Valley Transportation Agency (LAVTA) commuters. The existing lot consists of 80 spaces and fills up quickly, resulting in passengers parking on surrounding streets.

**Summary of Action:** This application programs \$1,080,000 for Phase 4 – Construction (CON). In addition, this application includes an amendment to reduce the amount of TCR funds previously programmed for Phase 1 – Environmental & Permits (ENV) by \$75,000, and Phase 2 - Plans, Specifications & Estimates (PS&E) by \$49,000, and makes the funds available for Phase 4 (CON), for a total Phase 4 (CON) cost of \$1,204,000. The current estimates to complete Phase 1 (ENV) and Phase 2 (PS&E) are less than originally anticipated. Redirecting savings from Phase 1 and Phase 2 to Phase 4 allows for additional paved portion of the parking facility to be larger than originally planned.

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

Phase	Scope	Start	End	Cost
1	Environmental	9/01	9/02	<b>\$25</b>
				\$100
2	Plans, Specifications, Estimates	11/01	10/02	<b>\$275</b>
				\$324
3	Right of Way Acquisition	7/02	1/03	\$1,496
4	Construction	3/03	10/03	\$1,204
				<b>\$1,080</b>
			<b>Total:</b>	<b>\$3,000</b>

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

<b>Source</b>	<b>Type</b>		<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Phase 4</b>	<b>Total</b>
TCRP	State	Committed	\$25	\$275	\$1,496	\$1,204	\$3,000
		Proposed	\$100	\$324			
	<b>Totals:</b>	Committed	\$25	\$275	\$1,496	\$1,204	\$3,000
		Proposed	\$100	\$324			
		<b>Totals:</b>	<b>\$25</b>	<b>\$275</b>	<b>\$1,496</b>	<b>\$1,204</b>	<b>\$3,000</b>

**Prior TCRP Action:** Original Application was approved on July 11, 2001 (Resolution TA-01-11). A minor amendment to update the project schedule for Phases 1, 2 and 3, was approved April 2002.

**Status of Conditions:** No conditions set for this project under Resolution TA-01-11.

**Discussion/Issues:** No issues. Recommend Approval. Regional Transportation Plan documentation on file. CTC reviewed the Mitigated Negative Declaration and approved the project for future consideration of funding on August 22, 2002, under Resolution E-02-40.

**TCR Program – Application Approval Project # 37.1**

**Los Angeles Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County.**

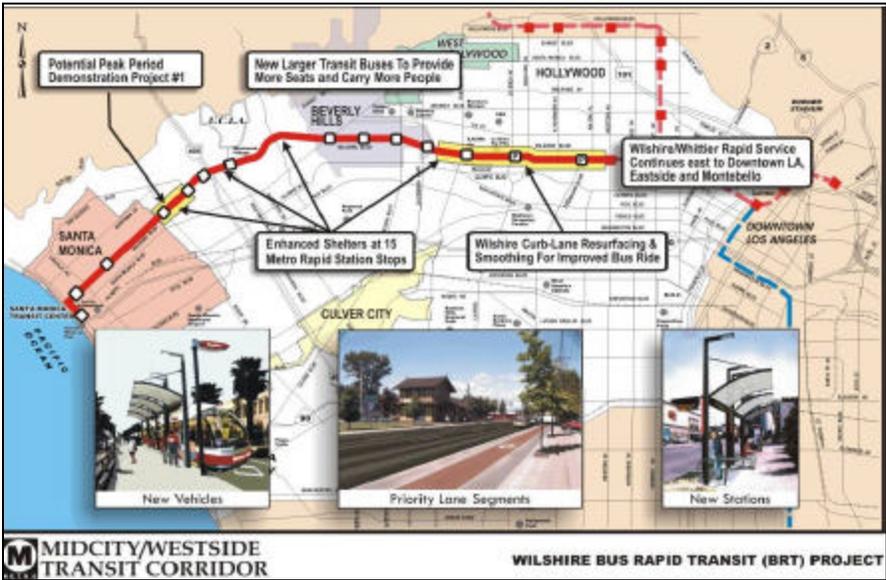
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<i>Estimated Project Cost:</i>	<b>\$194,400</b>	<i>TCRP Funds covered by application:</i>	<b>\$77,100</b>
<i>TCRP Funds – Subproject #37.1:</i>	<del>\$228,900</del> <b>\$186,900</b>	<i>Phases(s) covered by application:</i>	1,2,3,4
<i>TCRP Funds for Project #37:</i>	\$256,000		
<i>Lead Agency:</i>	Los Angeles County Metropolitan Transportation Authority (LACMTA)	<i>Implementing Agency:</i>	LACMTA

*TCRP allocation request concurrent w/application:* **\$32,600** *for Phase(s):* 1,2,3  
*Advance requested:* \$0 *for Phase(s):* N/A

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



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

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

**Summary of Action:** This application updates the overall project scope, and programs additional funds to continue Phase 1 preliminary engineering activities, Phase 2 - Plans, Specifications & Estimates (PS&E), Phase 3 – Right of Way (ROW), and Phase 4 – Construction (CON). As a result of the scope update, the TCRP funds originally proposed for this sub-project are reduced, from \$228,900,000 to \$186,900,000, a difference of \$42,000,000 which will be reprogrammed to sub-project #37.2 – LRT system along Exposition Boulevard, at a later date. A minor amendment is also included to extend the end date of Phase 1 (ENV/PE) to June 2003. Additional preliminary engineering activities are needed for the expansion of the existing maintenance and storage facilities to accommodate the additional high capacity vehicles, and the conversion of existing MTA-owned property, currently leased as community parking facilities, to include shared-use transit parking.

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

Phase	Scope	Start	End	Cost
1	Environmental study to develop an EIR/EIS and preliminary engineering.	12/00	<del>6/03</del> 12/02	<del>\$8,700</del> \$9,700
2	Preparation of design/build contract or final design plans under design/bid/build.	10/02	6/04	\$5,000
3	Right of Way Acquisition	11/02	6/04	\$26,100
4	Construction activities for BRT	1/04	11/05	\$110,100
4	High capacity vehicle acquisition	11/02	4/05	\$44,500
<b>Total:</b>				\$194,400

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

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	<del>\$6,200</del> \$4,700	\$5,000	\$26,100	\$44,500	\$81,800
		Proposed				\$105,100	\$105,100
PC25%	Measure	Committed				\$5,000	\$5,000
		Proposed					
STIP APD	State	Committed	\$2,500				\$2,500
		Proposed					
		<b>Totals:</b>	<del>\$8,700</del> \$4,700	\$5,000	\$26,100	\$49,500	\$89,300
						\$105,100	\$105,100
		<b>Totals:</b>	\$8,700	\$5,000	\$26,100	\$154,600	\$194,400

**Prior TCRP Action:** Original application for Phase 1 (ENV) was approved on January 18, 2001 (Resolution TA-01-01). Minor Amendment was approved June 20, 2002, to extend the end date of Phase 1, per April 2002 Progress Report.

**Status of Conditions:** No conditions set for this project under Resolution TA-01-01.

**Discussion/Issues:** No issues.

Concurrent Final EIR/EIS proposed for CTC action under Reference No. 2.2c.(2).

Recommend Approval with the following conditions:

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

**TCR Program – Application Approval Project #55.1**

**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)

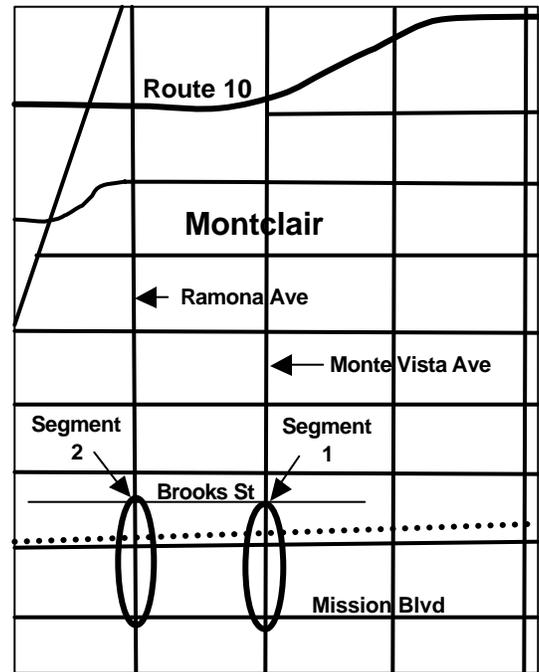
<i>Estimated Project Cost:</i>	\$28,800	<i>TCRP Funds covered by application:</i>	<b>\$16,550</b>
<i>TCRP Funds – Sub-Project #55.1:</i>	\$18,800	<i>Phases(s) covered by application:</i>	2,3,4
<i>TCRP Funds for Project #55:</i>	\$95,000		
<i>Lead Agency:</i>	San Bernardino Associated Governments	<i>Implementing Agency:</i>	City of Montclair

<i>TCRP allocation requested concurrently with application:</i>	<b>\$4,290</b>	<i>for Phase(s):</i>	2,3
<i>Advance requested:</i>	<b>\$0</b>	<i>for Phase(s):</i>	N/A

**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 application programs Phases 2, 4, and the remaining Phase 3 and includes a minor amendment to update the schedule based additional studies to complete the environmental clearance for Segment 2.

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

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental, Railroad Agreements, Permits	7/99	<del>1/03</del> 9/02	\$300
2	Plans, Specifications, & Estimates	7/99	1/04	\$2,350
3	Right of Way Acquisition	<del>10/02</del> 7/02	<del>6/04</del> 10/03	\$5,540
4	Construction	7/04	8/05	\$20,610
			<b>Total:</b>	<b>\$28,800</b>

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

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$250	\$1,750	\$4,540	\$12,260	\$18,800
		Proposed					
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					
<b>Totals:</b>		Committed	\$300	\$2,350	\$5,540	\$20,610	\$28,800
		Proposed					
		<b>Totals:</b>	\$300	\$2,350	\$5,540	\$20,610	\$28,800

**Prior TCRP Action:** Original application was approved on July 11, 2001 (TA -01-11) for \$2,250,000 for Phases 1 and 3. Minor amendment was approved on February 13, 2002 based on the October 2001 Progress Report. Minor amendment was approved June 27, 2002 based on the April 2002 Progress Report.

**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 Categorical Exempt under CEQA. Segment 2 is Categorical Exempt/Categorical Exclusion under CEQA/NEPA.

Recommend Approval.

**TCR Program – Application Approval Project #55.3**

**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.**

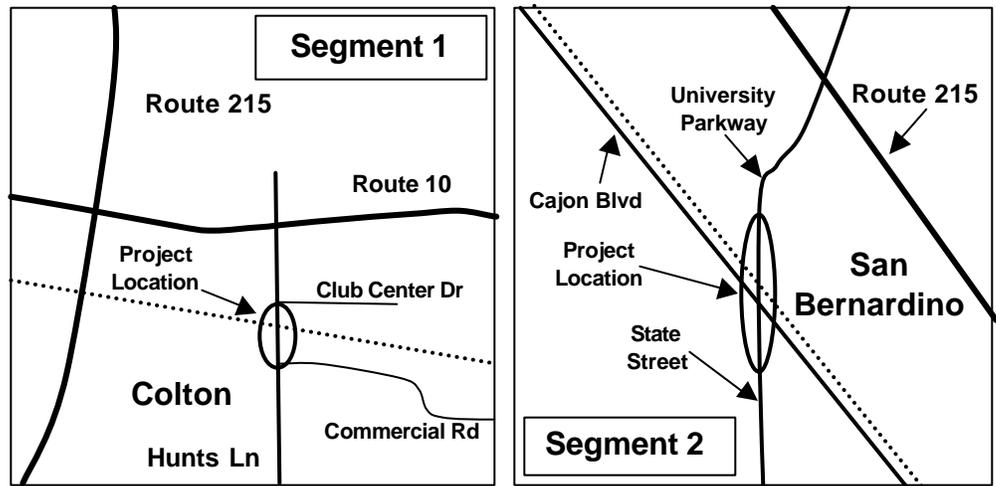
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<i>Estimated Project Cost:</i>	\$34,060	<i>TCRP Funds covered by application:</i>	<b>\$33,550</b>
<i>TCRP Funds – Sub-Project #55.3:</i>	\$34,060	<i>Phases(s) covered by application:</i>	2,3,4
<i>TCRP Funds for Project #55:</i>	\$95,000		
<i>Lead Agency:</i>	San Bernardino Associated Governments	<i>Implementing Agency:</i>	Same

*TCRP allocation requested concurrently with application:* **\$8,100** *for Phase(s):* 2,3  
*Advance requested:* \$0 *for Phase(s):* N/A

**Project Summary:** The overall project will eliminate traffic congestion and delays on Hunts Lane and State Street/University Parkway caused by rail traffic on the Union Pacific Railroad and San Bernardino Railroad Lines. The project will be constructed as two separate projects:

- Segment 1: South Hunts Lane between Club Center Drive and West Commercial Road (Total Project = \$17,210,000, 100% TCRP).
- Segment 2: San Bernardino Railroad Lines at State Street/University Parkway (Total Project = \$16,850,000, 100% TCRP).



The overall project will construct multi-span bridges over the Union Pacific and San Bernardino railroad tracks. The project also includes some miscellaneous street improvements necessary to comply with both City and San Bernardino County standards.

**Summary of Action:** This application programs Phases 2, 3 and 4.

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

Phase	Scope	Start	End	Cost
1	Environmental Clearance, Preliminary Design and Engineering	10/01	9/02	\$510
2	Plans, Specifications & Estimates	10/02	1/04	\$3,000
3	Right of Way Acquisition	10/02	3/04	\$5,100
4	Construction	4/04	7/05	\$25,450
<b>Total:</b>				<b>\$34,060</b>

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

Source	Type	Phase 1	Phase 2	Phase 3	Phase 4	Total	
TCRP	State	Committed	\$510	\$3,000	\$5,100	\$25,450	\$34,060
		Proposed					
	<b>Totals:</b>	Committed	\$510	\$3,000	\$5,100	\$25,450	\$34,060
		Proposed					
<b>Totals:</b>		\$510	\$3,000	\$5,100	\$25,450	\$34,060	

**Prior TCRP Action:** Original application was approved on July 11, 2001 (TA-01-11) for \$510,000 for Phase 1. Minor amendment was approved on February 13, 2002 based on the October 2001 Progress Report.

**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. Both segments are Categorical Exempt under CEQA.

Recommend approval.

**TCR Program – Application Approval Project #63**

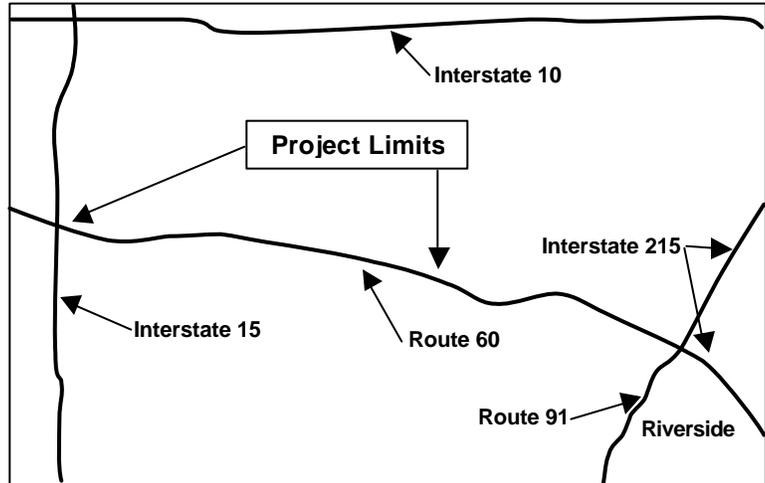
**Riverside**      **Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$38,046	<i>TCRP Funds covered by application:</i>	<b>\$200</b>
<i>Total TCRP Funds Available:</i>	\$25,000	<i>Phases(s) covered by application:</i>	3
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

<i>TCRP allocation requested concurrently with application:</i>	<b>\$200</b>	<i>for Phase(s):</i>	3
<i>Advanced requested:</i>	\$0	<i>for Phase(s):</i>	N/A

**Project Summary:** Widen State Route 60 from six lanes to eight lanes beginning at the Junction of I-15 and ending at Valley Way by constructing one HOV lane in each direction. This addition will provide the missing portion between the completed westerly section from the Los Angeles County line to the I-15 junction and the currently under construction section, between Valley Way and I-215. Both of these segments consist of 3-mixed flow lanes and one HOV lane in each direction. Currently, 3 mixed flow lanes exist between I-15 and Valley Way.



**Summary of Action:** This application programs Phase 3 (Right of Way) and includes a minor amendment to adjust the schedule for the completion of the environmental document and extending the end of Phase 2 to coincide with the right of way certification requirements.

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

Phase	Scope	Start	End	Cost
1	Prepare Environmental Document	10/00	6/02 <del>4/02</del>	\$1,340
2	Prepare PS&E Package	2/01	6/03 <del>2/03</del>	\$2,460
3	Right of Way Acquisition, Utility Relocation and Support	10/02	6/03	\$200
4	Construct Roadways, Structures and Support	7/03	10/05	\$34,046
<b>Total:</b>				<b>\$38,046</b>

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

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$1,340	\$2,460	\$200		\$4,000
		Proposed				\$21,000	\$21,000
STIP-RIP	State	Committed				\$3,261	\$3,261
		Proposed					
STIP-IIP	State	Committed				\$9,785	\$9,785
		Proposed					
<b>Totals:</b>		Committed	\$1,340	\$2,460	\$200	\$13,046	\$17,046
		Proposed				\$21,000	\$21,000
<b>Totals:</b>		<b>Totals:</b>	\$1,340	\$2,460	\$200	\$34,046	\$38,046

**Prior TCRP Action:** Original application was approved on January 17, 2001 (TA-01-01) for \$3,800,000 for Phases 1 and 2. Minor amendment was approved February 13, 2002 based on the October 2001 Progress Report. Minor amendment was approved July 10, 2002 based on the April 2002 Progress Report.

**Status of Conditions:** No conditions set.

**Discussion/Issues:** No issues. Project is fully funded. Concurrent Final N/D proposed for CTC action under Reference Item 2.2c.(7).

Recommend Approval with the following condition:

- Allocation of capital funds is contingent upon review of the final environmental document and approval of the project for future consideration of funding by the CTC.

**TCR Program – Application Approval Project #95**

**Fresno**                      **Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$21,792	<i>TCRP Funds covered by application:</i>	<b>\$6,758</b>
<i>Total TCRP Funds Available:</i>	\$10,000	<i>Phases(s) covered by application:</i>	All
<i>Lead Agency:</i>	Caltrans	<i>Implementing Agency:</i>	Same

<b>TCRP allocation requested concurrently with application: (\$1,312 Net De-allocation)</b>	<i>for Phase(s):</i>	1,2,3
<b>Advance requested: \$0</b>	<i>for Phase(s):</i>	N/A

**Project Summary:** This project will add auxiliary lanes/operational improvements and improve ramps at Friant Road interchange in Fresno. The project will construct a median lane from El Paso Avenue to 0.1 kilometer north of Friant Road along Route 41 mainline in the northbound direction. An auxiliary lane will be constructed from Herndon Avenue to Friant Road. An additional auxiliary lane will be constructed from El Paso Avenue to Friant Road. Friant Road off-ramp will be widened to accommodate the two auxiliary lanes and to add left and right turning lanes onto Friant Road.



**Summary of Action:** This application programs \$6,758,000 of unprogrammed TCRP funds to Phase 4 (Construction) and moves \$1,398,000 from Phase 2 to Phases 1, 3, and 4. This application's minor amendment is to update the funding plan to be consistent with the 2002 State Highway Operation and Protection Program (SHOPP). Phase 1 required additional work to evaluate the necessity for a noise barrier along the west project limits.

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

Phase	Scope	Start	End	Cost
1	Perform Environmental Studies and Preliminary Engineering Studies	7/00	1/02	<b>\$583</b> \$500
2	Prepare Final PS&E Package	5/01	9/03	<b>\$1,691</b> \$1,677
3	Perform Right of Way Acquisition	5/01	9/03	<b>\$1,068</b> \$1,065
4	Construction	9/03	1/06	\$18,450
<b>Total:</b>				<b>\$21,792</b>

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	<b>\$583</b>	<b>\$279</b>	<b>\$1,068</b>	\$8,070	\$10,000
		Proposed	\$500	\$1,677	\$1,065		
SHOPP	State	Committed		<b>\$1,412</b>		\$10,380	\$11,792
		Proposed					
	<b>Totals:</b>	Committed	<b>\$583</b>	<b>\$1,691</b>	<b>\$1,068</b>	\$18,450	\$21,792
		Proposed	\$500	\$1,677	\$1,065		
		<b>Totals:</b>	<b>\$583</b>	<b>\$1,691</b>	<b>\$1,068</b>	\$18,450	\$21,792
			\$500	\$1,677	\$1,065		

**Prior TCRP Action:** Original application was approved on March 28, 2001 (TA-01-06) for \$2,674,000 for Phases 1, 2 and 3. A minor amendment was approved March 27, 2002 to shift TCRP funds between phases and update the schedule.

**Status of Conditions:** No conditions set.

**Discussion/Issues:** The project has been determined to be Categorically Exempt. Environmental and Regional Transportation Plan documentation is on file. The project is programmed in the 2002 SHOPP. Project is fully funded.

Prior allocation of \$3,242,000 (\$500,000 – Phase 1, \$1,677,000 – Phase 2, and \$1,065,000 – Phase 3) was made to Project #95. With this application, \$1,312,000 will be de-allocated and \$1,930,000 will be redistributed among Phases 1, 2, and 3.

Recommend Approval

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

**RESOLUTION TA-02-13**

- 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 seven TCRP project applications totaling \$137,038,000 as submitted, with subsequent clarifications and revisions:
  - Project #11 – \$1,800,000 for Phase 1 for San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge or second BART tube) in Alameda and San Francisco or San Mateo Counties.  
Applicant Agency: Metropolitan Transportation Commission (MTC)  
Implementing Agency: MTC
  - Project #27.2 – \$1,080,000 for Phases 1, 2 and 4 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. - ACE Commuter Parking.  
Applicant Agency: Alameda County Congestion Management Agency  
Implementing Agency: City of Livermore

- Project #37.1 – \$77,100,000 for All Phases for Los Angeles Mid-City Transit Improvements; build Bus Rapid Transit system or Light Rail Transit in Mid-City/Westside/Exposition Corridors in Los Angeles County – BRT system along Wilshire Boulevard.  
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)  
Implementing Agency: LACMTA
- Project #55.1 – \$16,550,000 for Phases 2, 3, and 4 for 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.  
Applicant Agency: San Bernardino Associated Governments (SANBAG)  
Implementing Agency: City of Montclair
- Project #55.3 – \$33,550,000 for Phases 2, 3, and 4 for 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.  
Applicant Agency: SANBAG  
Implementing Agency: SANBAG
- Project #63 – \$200,000 for Phase 3 for Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County.  
Applicant Agency: California Department of Transportation (Department)  
Implementing Agency: Department
- Project #95 – \$6,758,000 for All Phases for Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County.  
Applicant Agency: Department  
Implementing Agency: Department;

and

- 2.2 BE IT FURTHER RESOLVED that for TCRP Project #37.1 – Los Angeles Mid-City Transit Improvements – BRT system along Wilshire Boulevard, prior to an allocation of funds for Phase 2 - Plans, Specifications & Estimates, LACMTA must notify the Department and Commission staff which design approach will be used for the project; and
- 2.3 BE IT FURTHER RESOLVED that for TCRP Project #37.1 – Los Angeles Mid-City Transit Improvements – BRT system along Wilshire Boulevard, prior to an allocation of funds for any capital phase of the project, LACMTA must develop a parking management plan that, among other requirements, provides for procedures to ensure that a specified number of non-tandem designated parking spaces are for the exclusive use of Metro Rapid riders, and ensure the commuter parking spaces are maintained and operated separate from other parking areas; and

- 2.4 BE IT FURTHER RESOLVED that for TCRP Project #37.1 – Los Angeles Mid-City Transit Improvements – BRT system along Wilshire Boulevard, prior to an allocation of funds for bus procurement, LACMTA shall provide a Financial Operating Plan that demonstrates they have the financial capability to operate the expanded service once the project has been completed; and
- 2.5 BE IT FURTHER RESOLVED that for TCRP Project #63 – Route 60, an allocation of funds contingent upon Commission review of the final environmental document and approval of the project for future consideration funding; and
- 2.6 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1<sup>st</sup> and October 1<sup>st</sup> of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.7 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.