

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: November 6-7, 2002

Reference No.: 2.1c.(2)

Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Debbie Mah  
Program Manager  
Traffic Congestion Relief Program

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM APPLICATION AMENDMENT APPROVALS, RESOLUTION TAA-02-10, AMENDING RESOLUTIONS TA-00-01, TA-01-07, TA-01-09, TA-01-11, AND TAA-02-02**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution TAA-02-10 for five Traffic Congestion Relief Program application amendments. A fact sheet describing each of the projects is attached.

- Project #33 – Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service. Amend application to update number of buses to be acquired, project schedule, and financial plan. Original TCR application approved under Resolution TA-01-09. The Los Angeles County Metropolitan Transportation Authority is requesting this amendment.
- Project #54.1 – Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County. Amend application to update the project schedule and funding plan. Original TCR application approved under Resolution TA-01-11. The Alameda Corridor-East Construction Authority is requesting this amendment.
- Project #97 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. Amend application to update the project scope and schedule. Original TCR application approved under Resolution TA-00-01. California State University, Fresno (CSUF) is requesting this amendment.
- Project #123 – Oceanside Transit Center; parking structure. Amend application to update project schedule and financial plan. Original TCR application approved under Resolution TA-01-07. The City of Oceanside is requesting this amendment.

- Project #139.1 – Balboa Park BART Station; phase I expansion – BART Station Improvements. Amend application to update project schedule and financial plan. Original TCR application approved under Resolution TA-00-01, as amended by Resolution TAA-02-02. The Bay Area Rapid Transit District is requesting this amendment.

Attachments

**TCR Program – Application Amendment Project # 33**

**Los Angeles Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	<b>\$304,200</b> <del>-\$244,800</del>	<i>TCRP Funds covered by application:</i>	<b>\$0</b>
<i>Total TCRP Funds Available:</i>	\$150,000	<i>Phases(s) covered by application:</i>	4
<i>Lead Agency:</i>	Los Angeles County	<i>TCR Funds Previously Approved for #33:</i>	\$150,000
	Metropolitan Transportation Authority (LACMTA)	<i>Implementing Agency:</i>	LACMTA

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

**Project Summary:**

The overall project includes the acquisition of approximately 632 **380-570** replacement low-emission **articulated** Compressed Natural Gas (CNG) and/or hybrid buses to be used in Los Angeles County. This project is part of LACMTA's ongoing effort to replace the aging fleet and help bring the region into air quality attainment compliance.

**Summary of Action:**

This amendment updates the overall project financial plan to reflect a cost increase and updates the number of buses to be acquired from the original number of 632 to between 380 and 570, depending on the type and cost of each bus.

**Reason for Change:**

The MTA issued a request for proposal (RFP) for the purchase of up to 200 CNG low floor advance design, high performance, CNG articulated buses with two options of 200 buses each, and an RFP for up to 92 CNG electric or CNG hybrid articulated vehicles for the Bus Rapid Transit corridors. The articulated buses have a 50% more capacity than a conventional 40-foot bus; accordingly, this amendment reduces the amount of buses to be procured. Should the MTA receive no reasonable offers under this procurement, the Authority may have to purchase a smaller vehicle and change the quantity accordingly.

**Prior TCRP Action:** Original application was approved on June 6, 2001 (Resolution TA-01-09).

**Status of Conditions:** No conditions.

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

This project is categorically exempt under CEQA. Regional Transportation Plan documentation on file.

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

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Studies, Environmental Review and Permits			
2	Preparation of Specifications for procurement - in house		5/02	
3	Right of Way Acquisition			
4	Solicitation and award of contract	6/02	8/07	\$304,200
	Procure low-emission buses		1/06	\$244,800
			<b>Total:</b>	<b>\$304,200</b>
				\$244,800

**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				\$150,000	\$150,000
		Proposed					
CMAQ / RSTP	Federal	Committed				\$101,946	\$101,946
		Proposed				\$84,000	\$84,000
5308	Federal	Committed				\$6,500	\$6,500
		Proposed					
STIP - RIP	State	Committed				\$24,510	\$24,510
		Proposed					
AQMD-AB-2766	Local	Committed					
		Proposed				\$4,300	\$4,300
TDA 4	Local	Committed					
		Proposed				\$16,673	\$16,673
Prop C 40%	Measure	Committed					
		Proposed				\$11,071	\$11,071
	<b>Totals:</b>	Committed				\$276,456	\$276,456
		Proposed				\$240,500	\$240,500
						\$27,744	\$27,744
						\$4,300	\$4,300
		<b>Totals:</b>				\$304,200	\$304,200
						\$244,800	\$244,800

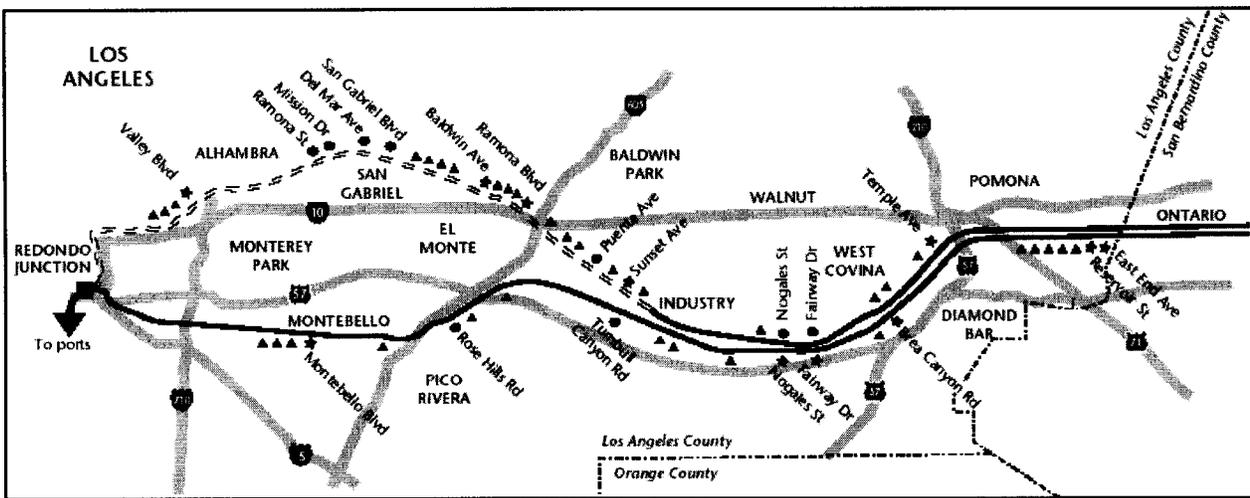
**TCR Program – Application Amendment Project #54.1**

**Los Angeles** Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$195,255	<i>TCRP Funds covered by application:</i>	\$0
<i>TCRP Funds – Sub-Project:</i>	\$130,300	<i>Phases(s) covered by application:</i>	2,3,4
<i>TCRP Funds for Project #54:</i>	\$150,000	<i>TCRP Funds previously approved for #54.1</i>	\$130,300
<i>Lead Agency:</i>	San Gabriel Valley Council of Governments	<i>Implementing Agency:</i>	Alameda Corridor-East Construction Authority

<i>TCRP allocation requested concurrently with application:</i>	\$5,934	<i>for Phase(s):</i>	2,3
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A



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

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

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

**Summary of Action:** This amendment transfers \$1,000,000 from Phase 4 to Phase 2 and \$2,426,000 from Phase 4 to Phase 3. This amendment also updates the project schedule.

**Reason for Change:** During the advance design stage, additional utility relocation and right-of-way acquisition was identified. Additional design effort is required to incorporate the Phase 3 changes. Based on the advanced design, the construction estimate has been refined to allow the transfer of funds to Phases 2 and 3.

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

Phase	Scope	Start	End	Cost
1	Environmental clearance - already completed			
2	Plans, Specifications & Estimates	12/00	7/03	\$17,950
			5/03	\$16,950
3	Right of Way Acquisition	3/01	8/03	\$32,939
			6/03	\$28,005
		9/02	6/06	\$144,366
4	Construction	6/02	4/05	\$150,300
			<b>Total:</b>	\$195,255

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

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$7,900	\$7,034	\$115,366	\$130,300
		Proposed		\$6,900	\$2,100	\$121,300	
TEA-21	Federal	Committed		\$6,800	\$18,327		\$25,127
		Proposed					
STIP-IIP	State	Committed		\$2,010	\$5,181	\$29,000	\$36,191
		Proposed					
Section 1118C	Federal	Committed		\$1,240	\$2,397		\$3,637
		Proposed					
	<b>Totals:</b>	Committed		\$17,950	\$32,939	\$144,366	\$195,255
		Proposed		\$16,950	\$28,005	\$150,300	
	<b>Totals:</b>			\$17,950	\$32,939	\$144,366	\$195,255
				\$16,950	\$28,005	\$150,300	

**Prior TCRP Action:** Original application was approved on July 11, 2001 (TA-01-11) for \$130,300,000 for Phases 2, 3, and 4. Minor amendment was approved June 28, 2002 based on the April 2002 Progress Report.

**Status of Conditions:** Condition set forth in Resolution TA-01-11 for an allocation of capital funds has been met. The CTC has reviewed the Negative Declaration and approved the project for future consideration of funding for the Nogales Grade Separation project in August 2001 under Resolution E-02-08.

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

Summary of Environmental status: Sunset and Brea Canyon grade separations are Statutorily Exempt under CEQA. East End and Reservoir grade separations have been determined to be Categorically Exempt. The Nogales grade separation has an approved Negative Declaration.



**Summary of Action:** This amendment updates the project scope and extends the completion of Phase 1 for the Traffic Study from March 2001 to March 2003.

**Reason for Change:** The Fresno Events Center’s Environmental Impact Report (EIR) requires a detailed traffic management plan as a mitigation measure. The original application addressed only the initial traffic study to prioritize the most critical improvements that require mitigation and omitted the traffic management plan.

The Fresno Events Center is expected to be completed by November 2003 and additional time to ensure proper consultation with adjacent municipalities and the campus community is required. The University could not finalize the Study until the scope of each mitigation project (being implemented by either the City of Clovis, #97.1 or the City of Fresno, #97.2) was finalized. That process has now occurred and both cities are moving forward with the design and construction of their respective projects. Also, the consultant developing the Study wanted to evaluate the traffic conditions during Fresno State’s 2002 football season because of the traffic impacts generated by a weekday evening game in order to include this data as a part of the overall study. The University is also seeking input from the arena management company who will be operating the Fresno Events Center (as they are familiar with these operating issues from other venues they manage around the country) and they will not be on site until January 2003.

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

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Completion fo working drawings and related program management costs fot the CSUF Events Center.	10/00		\$2,000
1	Traffic Study	12/00	<del>3/01</del> 3/03	\$100
<b>Total:</b>				\$2,100

**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	\$2,100				\$2,100
		Proposed					
	<b>Totals:</b>	Committed	\$2,100				\$2,100
		Proposed					
		<b>Totals:</b>	\$2,100				\$2,100

**Prior TCRP Action:** Original application was approved on September 28, 2000 for \$2,000,000 (TA-00-01) for Phase 1 (Fresno Events Center) and a subsequent application was approved December 5, 2000 (TA-00-03) for Phase 1 (Traffic Study).

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

**Discussion/Issues:** No issues. Project is fully funded.

Recommend Approval

**TCR Program – Application Amendment Project # 123**

**San Diego Oceanside Transit Center; parking structure.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	<b>\$7,600 \$9,132</b>	<i>TCRP Funds covered by application:</i>	<b>\$0</b>
<i>Total TCRP Funds Available:</i>	<b>\$1,500</b>	<i>Phases(s) covered by application:</i>	<b>1,2,4</b>
<i>Lead Agency:</i>	<b>City of Oceanside</b>	<i>TCR Funds Previously Approved for #123:</i>	<b>\$1,500</b>
		<i>Implementing Agency:</i>	<b>City of Oceanside</b>

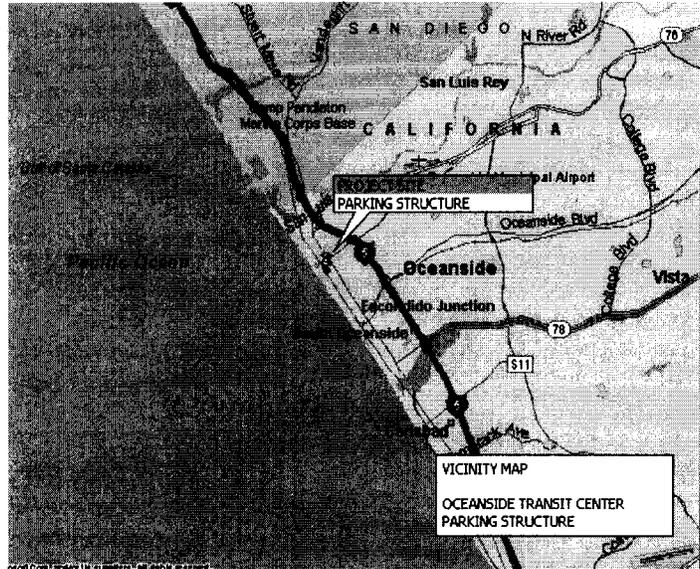
<i>TCRP allocation request concurrent w/application:</i>	<b>\$525</b>	<i>for Phase(s):</i>	<b>1,2</b>
<i>Advance approved:</i>	<b>\$0</b>	<i>for Phase(s):</i>	<b>N/A</b>

**Project Summary:**

The overall project is to construct a parking structure that will add approximately 450 parking spaces at the Oceanside Transit Center. The current facility provides 580 spaces and is at full capacity. The Oceanside Transit Center is a multi-modal facility and currently accommodates North County Transit District fixed-route bus service and Greyhound inter-regional bus services, as well as Amtrak, Metrolink, and Coaster rail services. The proposed site is owned by the City of Oceanside.

**Summary of Action:**

This application amendment updates the project schedule to advance project completion by one year, shifts Phase 4 funds to Phases 1 and 2, and updates the overall project financial plan.



**Reason for Change:**

Additional funds for Phase 1 and Phase 2 are needed for activities relating to geotechnical evaluation, the installation of groundwater monitoring wells, and additional cost of designing the foundation to support the steel frame structures. A 12%-14% contingency is also included in the cost increase for each phase. The City was able to advance project delivery by combining contract award activities relating to Phase 1 and Phase 2. In addition, due to the additional funds that were secured in the 2002 STIP to fully-fund the project, construction is expected to be complete one year earlier than originally planned.

**Prior TCRP Action:** Original application was approved on May 2, 2001 (Resolution TA-01-07).

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

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Assess./Neg Declaration, Permits	12/01	1/03	<b>\$450</b>
			6/03	<b>\$385</b>
2	PS&E	1/03	5/03	<b>\$460</b>
		6/03	9/04	<b>\$315</b>
3	Right of Way Acquisition		12/99	<b>\$400</b>
4	Construction	7/03	12/04	<b>\$7,822</b>
		9/04	12/05	<b>\$6,500</b>
			<b>Total:</b>	<b>\$9,132</b>
				<b>\$7,600</b>

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

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$450	\$460		\$590	\$1,500
		Proposed	\$385	\$315		\$800	
City	Local	Committed			\$400		\$400
		Proposed				\$2,700	\$2,700
Section 5309 Bus Program	Federal	Committed				\$2,000	\$2,000
		Proposed					
RSTP	Federal	Committed				\$1,232	\$1,232
		Proposed				\$1,000	\$1,000
STIP - IIP	State	Committed				\$2,300	\$2,300
		Proposed					
STIP - RIP	State	Committed				\$1,700	\$1,700
		Proposed					
<b>Totals:</b>		Committed	\$450	\$460	\$400	\$7,822	\$9,132
		Proposed				\$3,800	\$4,900
		<b>Totals:</b>	\$450	\$460	\$400	\$7,822	\$9,132
						\$3,800	\$7,600

**Status of Conditions:** The following condition was set forth by the CTC under Resolution TA-01-07, and remains in effect:

Prior to an allocation of capital funds, the City of Oceanside must coordinate with the North County Transit District to develop a parking management plan that, among other requirements, provides for procedures to ensure that designated parking spaces are for the exclusive use of transit riders, and ensures the commuter parking spaces are maintained and operated separate from any retail parking.

**Discussion/Issues:** No Issues. Project is fully-funded.

Recommend Approval with the following condition:

An allocation of funds for construction contingent upon Commission review of the final environmental document and approval of the project for future consideration funding.

**TCR Program – Application Amendment Project # 139.1**

**San Francisco Balboa Park BART Station; phase I expansion.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$45,460	<i>TCRP Funds covered by the application:</i>	\$0
<i>TCRP Funds – Subproject #139.1</i>	\$5,460	<i>Phases(s) covered in application:</i>	All
<i>TCRP Funds for Project #139:</i>	\$6,000	<i>TCR Funds Previously Approved for #139.1:</i>	\$5,460
<i>Lead Agency:</i>	San Francisco Bay Area Rapid Transit District (BART)	<i>Implementing Agency:</i>	BART

*TCRP allocation request concurrent w/application:* \$0  
*Advance requested:* \$0

*for Phase(s):* N/A  
*for Phase(s):* 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:

- 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 #139.1 – Balboa Park BART Station Improvements, will be implemented in two segments. Segment 1 covers the addition of fare collection equipment, emergency egress capacity, Americans with Disabilities Act (ADA) improvements, safety improvements and vertical circulation improvements. Segment 2 will be to construct a new Ocean Avenue BART entrance.

**Summary of Action:** This amendment redistributes funds between Phase 2 - Plans, Specifications and Estimates (PS&E) and Phase 4 – Construction (CON) of Segment 1 – Balboa Park BART Station Improvements. A minor amendment is also included to extend the completion date of Segment 1 by one fiscal year, from June 2003 to December 2003. The amendment also updates the end date for Phase 1 (ENV) of Segment 2 - Ocean Avenue BART station from March 2002 to January 2003.

**Reason for Change:** The redistribution of funds from Phase 2 (PS&E) to Phase 4 (CON) is attributed to Phase 4 (CON) costs being greater than originally thought and Phase 2 (PS&E) actual costs being less than anticipated. The end date for Phase 1 (ENV) of Segment 1 – Balboa Park BART Station Improvements, has been extended to provide for passenger movement studies that need to be conducted once the Segment I improvements are completed. These studies will estimate impacts of the improvements at the Balboa Park Station on passenger movement and level of service (flow), as well as establish design parameters, in order to compare with the actual construction improvement performance. Phase 1 (ENV) of Segment 2 – Ocean Avenue BART Station Improvements, needs additional time to complete so that the City of San Francisco’s “Station Area” planning efforts can be incorporated into the BART Comprehensive and Master Plans. The completion of the City Station Area Planning efforts are also needed prior to BART beginning the Geneva Avenue Entrance Study, as it will draw from, and build upon the City’s planning efforts.

**Cost and Schedule - Balboa Park BART Station - Segment 1 (\$ x 1,000)**

Phase	Scope	Start	End	Cost
1	Balboa Park BART Env - Categorically Exempt Design & Reports	9/00	9/00	\$ -
		9/00	10/01	\$150
			12/03	
2	Balboa Park BART PS&E	2/01	5/02	\$800
			2/02	\$1,500
4	Balboa Park BART Construction	5/02	12/03	\$2,600
		2/02	6/03	\$1,360
4	Balboa Park BART Procurement/Install	5/02	12/03	\$1,560
		2/02	6/03	\$2,100
<b>Total:</b>				\$5,110

**Cost and Schedule - Ocean Avenue BART Station - Segment 2 (\$ x 1,000)**

Phase	Scope	Start	End	Cost
1	Ocean Avenue BART Design & Reports	9/00	1/03	\$550
			3/02	
2	Ocean Avenue BART PS&E	1/03	12/03	\$7,960
4	Ocean Avenue BART Construction	1/04	1/06	\$31,840
<b>Total:</b>				\$40,350

**Funding Plan - Balboa Park BART Station - Segment 1 (\$ x 1,000)**

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150	\$800		\$4,160	\$5,110
		Proposed		\$1,500		\$3,460	
	<b>Totals:</b>	Committed	\$150	\$800		\$4,160	\$5,110
		Proposed		\$1,500		\$3,460	
		<b>Totals:</b>	\$150	\$800		\$4,160	\$5,110
				\$1,500		\$3,460	

**Funding Plan - Ocean Avenue BART Station - Segment 2 (\$ x 1,000)**

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$350				\$350
		Proposed					
Sales Tax	Local	Committed					
		Proposed		\$7,960		\$31,840	\$39,800
BART	Local	Committed	\$200				\$200
		Proposed					
		<b>Totals:</b>	\$550				\$550
				\$7,960		\$31,840	\$39,800
		<b>Totals:</b>	\$550	\$7,960		\$31,840	\$40,350

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

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

**Discussion/Issues:** No Issues. Recommend Approval. Regional Transportation Documentation on file. Balboa Park BART Segment 1 is Categorical Exempt under CEQA; Environmental for Balboa Park BART Segment 2 is underway. Upon approval, Department will redistribute previously allocated funds to be consistent with approved amounts for each Phase.

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

**RESOLUTION TAA-02-10**  
**Amending Resolutions TA-00-01, TA-01-07, TA-01-09,**  
**TA-01-11, and TAA-02-02**

- 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 on June 6, 2001, the Commission passed Resolution TA-01-09 approving TCRP Project #33 – Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service, for \$150,000,000 for acquisition of replacement low-emission Compressed Natural Gas (CNG) and/or hybrid buses to replace the aging fleet and help bring the region into air quality attainment compliance to the Los Angeles County Metropolitan Transportation Authority (LACMTA); and
- 1.5 WHEREAS the LACMTA determined that a purchase of advance design, high-performance CNG and/or electric hybrid articulated buses will provide more capacity than the conventional buses originally proposed, thereby requiring the purchase of fewer buses; and
- 1.6 WHEREAS the LACMTA has submitted an amended application for TCRP Project #33 – Bus Transit; acquire low-emission buses for Los Angeles County, to reflect a reduced number of buses to be acquired due to the proposed purchase of articulated buses, a revised project schedule, and an updated financial plan; and
- 1.7 WHEREAS on July 11, 2001, the Commission passed Resolution TA-01-11 approving TCRP Project #54.1 – Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County, for \$130,300,000 for Phase 2 – Plans, Specifications and Estimates (PS&E), Phase 3 – Right of Way (ROW), and Phase 4 – Construction (CON) to the San Gabriel Valley Council of Governments and the Alameda Corridor-East Construction Authority; and

- 1.8 WHEREAS the Alameda Corridor-East Construction Authority, in conjunction with the San Gabriel Valley Council of Governments, determined additional utility relocation and Right of Way acquisition is required in Phase 3 – ROW with additional design efforts in Phase 2 – PS&E; and
- 1.9 WHEREAS the Alameda Corridor-East Construction Authority, in conjunction with the San Gabriel Valley Council of Governments, determined a refined construction estimate for Phase 4 – CON; and
- 1.10 WHEREAS the Alameda Corridor-East Construction Authority, in conjunction with the San Gabriel Valley Council of Governments, has submitted an amended application for TCRP Project #54.1 – Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County, updating project schedule and financial plan transferring \$5,934,000 from Phase 4 – CON to Phase 2 – PS&E and Phase 3 – ROW; and
- 1.11 WHEREAS on December 5, 2000, the Commission passed Resolution TA-00-03 approving TCRP Project #97 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County, for \$100,000 for Phase 1 – ENV, the Traffic Study portion of the Fresno Events Center, to the to the California State University, Fresno (CSUF); and
- 1.12 WHEREAS the CSUF determined a change in project scope, thereby extending completion of the Traffic Study portion of Phase 1 – ENV; and
- 1.13 WHEREAS the CSUF has submitted an amended application for TCRP Project #97 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County, updating project scope and schedule; and
- 1.14 WHEREAS on May 2, 2001, the Commission passed Resolution TA-01-07 approving TCRP Project #123 – Oceanside Transit Center; parking structure, for \$1,500,000 for Phase 1 – ENV, Phase 2 – PS&E, and Phase 4 – CON to the City of Oceanside; and
- 1.15 WHEREAS the City of Oceanside has determined that additional funds for Phase 1 – ENV and Phase 2 – PS&E are needed for geotechnical evaluations and groundwater monitoring wells; and
- 1.16 WHEREAS the City of Oceanside was able to secure additional funding in the 2002 STIP to fully fund the parking structure; and
- 1.17 WHEREAS the City of Oceanside has submitted an amended application for TCRP Project #123 – Oceanside Transit Center; parking structure, updating the project schedule and financial plan; and
- 1.18 WHEREAS on February 28, 2002, the Commission passed Resolution TAA-02-02 approving TCRP Sub-project #139.1 - Improvements to Balboa Park BART Station, for \$5,460,000 for Phase 1 – Environmental and Permits (ENV), Phase 2 – PS&E, and Phase 4 – CON, to the Bay Area Rapid Transit District (BART); and
- 1.19 WHEREAS the BART has realized a saving in Phase 2 – PS&E, and determined additional funding is needed to complete Phase 4 – CON; and

1.20 WHEREAS the BART has submitted an amended application for TCRP Sub-project #139.1 - Improvements to Balboa Park BART Station, updating the project schedule and financial plan redistributing funds from Phase 2 – PS&E to Phase 4 – CON.

2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following five TCRP project application amendments as submitted, with subsequent clarifications and revisions:

- Project #33 – Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service. Update number of buses to be acquired, project schedule, and financial plan.

Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)

Implementing Agency: LACMTA

- Project #54.1 – Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County. Update project schedule and financial plan.

Applicant Agency: San Gabriel Valley Council of Governments

Implementing Agency: Alameda Corridor-East Construction Authority

- Project #97 – Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. Update project scope and schedule.

Applicant Agency: California State University, Fresno (CSUF)

Implementing Agency: CSUF

- Project #123 – Oceanside Transit Center; parking structure. Update project schedule and financial plan.

Applicant Agency: City of Oceanside

Implementing Agency: City of Oceanside

- Project #139.1 – Balboa Park BART Station; phase I expansion - BART Station Improvements. Update project schedule and financial plan.

Applicant Agency: Bay Area Rapid Transit District (BART)

Implementing Agency: BART;

and

2.2 BE IT FURTHER RESOLVED, as stipulated in Resolution TA-01-07, that for TCRP Project #123 – Oceanside Transit Center, prior to an allocation of capital funds, the City of Oceanside must coordinate with the North County Transit District to develop a parking management plan that, among other requirements, provides for procedures to ensure that designated parking spaces are for the exclusive use of transit riders, and ensures the commuter parking spaces are maintained and operated separate from any retail parking; and

2.3 BE IT FURTHER RESOLVED that for TCRP Project #123 – Oceanside Transit Center, an capital allocation of funds is contingent upon Commission review of the final environmental document and approval of the project for future consideration funding; and

- 2.4 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
- 2.5 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.6 BE IT FURTHER RESOLVED that CTC Resolutions TA-00-01, TA-01-07, TA-01-09, TA-01-11, and TAA-02-02 are hereby amended.