

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

PROGRAM STATUS
Traffic Congestion Relief Progress Reports
Information Item

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BI-ANNUAL PROGRESS REPORT FOR TRAFFIC CONGESTION RELIEF (TCR) PROGRAM

BACKGROUND

Assembly Bill 2928 (AB 2928), which was signed by Governor Gray Davis on July 6, 2000, implemented the Traffic Congestion Relief Act (TCR Act) and thereby, provided \$5.3 billion for 141 specific projects throughout California to relieve congestion, provide for the safe and efficient movement of goods and promote inter-modal connectivity. Included in the \$5.3 billion was \$400 million allocated to cities and counties to address their deferred maintenance needs.

Pursuant to the California Transportation Commission's (CTC) guidelines for the Traffic Congestion Relief Program (TCRP), lead applicant agencies must submit progress reports for each TCRP project, twice a year by April 1 and October 1. Lead agencies are expected to verify and update all information (including percent complete, expenditures, allocations, schedule changes, etc.) necessary to meet the reporting requirements outlined in the legislation and the guidelines. The California Department of Transportation (Department) summarizes this information in its bi-annual report to the CTC in June and December of each year.

The Bi-Annual Progress Report presented here provides a summary review of the program and is a summary compilation of the reports received from the lead applicant agencies for the period covering October 1, 2001 through March 31, 2002.

HIGHLIGHT SUMMARY

Significant accomplishments have been made since the December 2001 Report. They are as follows:

- 140 of the 141 projects (99%) have received project approval.
- The 141st project is on the June 2002 CTC agenda for approval.
- More than \$3.6 billion in TCRP funding as been approved.
- Project initiation and completion continues to move aggressively.

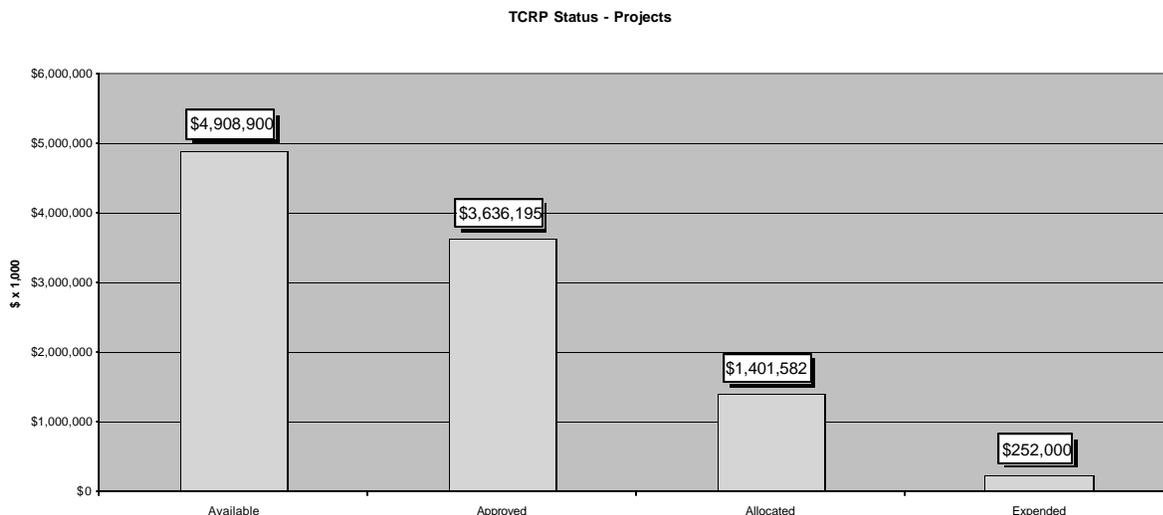
The following expands on the above and provides additional information on program and project status for the Traffic Congestion Relief Program.

TCRP PROJECT APPLICATION/FUNDING STATUS

Pursuant to AB 2928, all projects are required to have an application submitted for consideration no later than July 6, 2002. As of the May 2002 CTC meeting, 140 of the 141 projects (99%) have received, at a minimum, initial project approval. Only one application has not yet been approved. This last project will be presented to the CTC at its June 2002 meeting. In anticipation of its approval, all projects will have met the application deadline of July 6, 2002, as stipulated by AB 2928. **The following numbers reflect the anticipated approval of the 141st project included in the June 2002 meeting agenda and represents actions through the June 2002 meeting.** This is beyond the actual progress report-reporting period. However, this is being done to provide an overall program status-to-date and is consistent with other TCRP information reported elsewhere in the June 2002 CTC meeting agenda and book items.

- **\$4,908,900,000** in TCRP funding is **available** for the 141 projects.
- **\$3,636,195,000** of the \$4,908,900,000 has been **approved**. “Approval” essentially “programs” the TCRP dollars for the particular phases of the project and identifies how the TCRP funds are “planned to be used”. Phases include environmental, design, right-of-way, and construction/procurement.
- **\$1,401,582,000** has been **allocated**. An allocation grants approval to use the dollars and allow reimbursements to occur.
- **\$252,000,000** has been recorded as **expended** by the Department (see further discussion on expenditures in a following section of this report).
- In addition, **\$400,000,000** of TCRP funding was provided to cities and counties for deferred maintenance in fiscal year 2000-2001 for a total TCRP fund expenditure to date of \$652 million.

This information is summarized in the following graph:



REPORT TIME BASE

The information (summary program status) provided up to this point in the report is based on information through May 31, 2002. This date was used in order to provide the Commission with the most recent available program data to date and to be consistent with other agenda and book items being presented at the June 13, 2002 CTC meeting.

The information that follows (unless otherwise specifically noted) is based on program status and information provided by the lead agencies through the actual reporting period for this bi-annual report, October 1, 2001 to March 31, 2002.

PROJECT IDENTIFICATION (numbering)

AB 2928 identifies 141 projects to receive funding. The descriptions of the projects in legislation are relatively short, and in many cases, broadly define the projects being delivered. As discussed in our last report, the more complex projects have been further defined by sub-project(s).

Therefore, while there are still only 141 legislative projects to be delivered, there are now 193 projects and sub-projects combined. The Department will track approvals, allocations, and expenditures as it relates to these 193 TCRP sub-projects. Additional sub-projects may be established if it becomes necessary. The information (actions, status, delivery) presented here in this bi-annual report is based on the 193 sub-projects. Attachment A to this report is a detailed listing of the approval and funding status for the TCRP sub-projects.

AGREEMENTS

Agreements between the Department and the implementing agencies are necessary to administer the TCR funds. The agreements, which incorporate the application and allocation decisions made by the California Transportation Commission and the Department, determine eligible work that implementing agencies can perform for TCRP fund reimbursement.

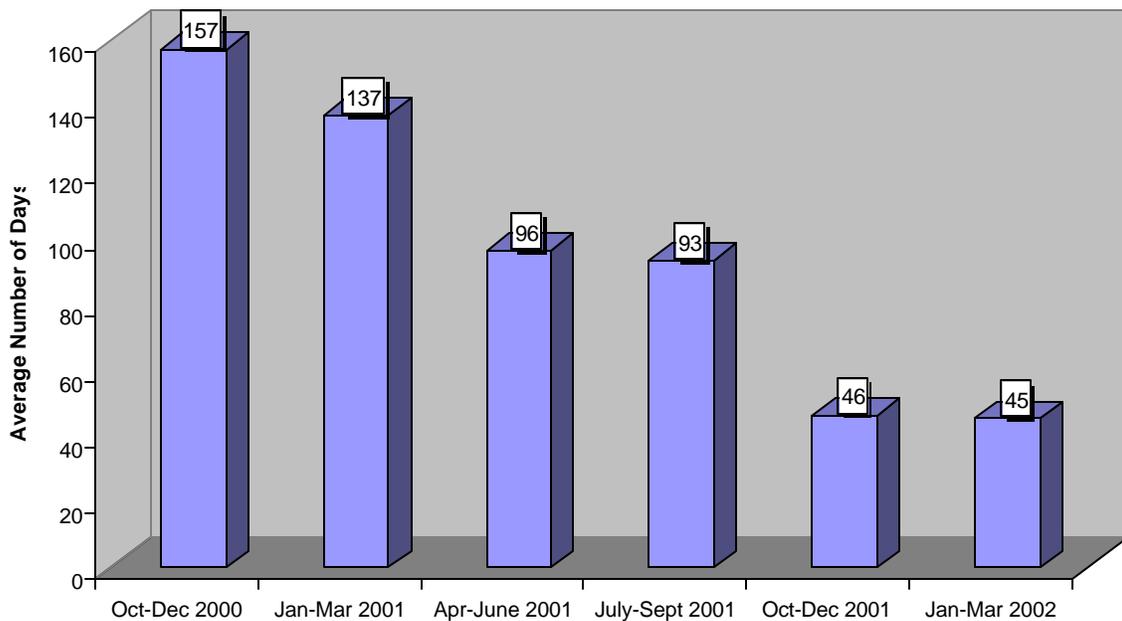
The following table summarizes the number of actions (approvals, allocations and amendments) taken by the CTC and the Department, as well as, the number and status of agreements necessitated by those actions in regards to allocations.

	Actions*	
Total actions taken (approvals, allocations, delegated allocations)	226	
Actions NOT requiring an agreement (Approvals or amendments not requiring and allocation or the Department as the implementing agency.)	89	Percent of Total
Total Actions requiring an agreement	137	100%
Actions taken where no agreement has yet been processed	27	20%
Actions taken and agreements executed	110	80%

* - count based on ALL actions to date (September 2000 through March 31, 2002)

The following graph summarizes the average number of days required to execute an agreement for allocations made during the quarter indicated, for those agreements that were completed.

Agreement Execution Processing Time



The average processing time remains within a range of 45 to 60 days. This includes time required for legal reviews and required board or council actions.

PROJECT DELIVERY STATUS

The definition of the overall scope of the Traffic Congestion Relief Program (TCRP) continues to mature with over 73% of available funding committed to defined project work. The submittal of applications for all projects (including the 141st project on the June agenda) provides a complete picture of current commitments for identified project scope, costs and schedules, and also provides a forecast for future commitment of the remaining unapproved funds. Since the previous bi-annual report, eleven projects received their initial application approval. As part of the application review process, TCRP and lead agency staff continues to define the more complex projects into sub-projects in order to better identify deliverables and administer. The new applications and amendments approved since the previous bi-annual report have increased the number of identified sub-projects from 182 to 193.

It is the intent of this report to identify project successes, major accomplishments and, where necessary, project delays and failures. The TCR Act requires the California Transportation Commission (CTC) to review the status of each project. If it determines that the applicant or agency implementing the project is not pursuing the work and use of funds diligently, the CTC may rescind its allocation, leaving unused funds in the Traffic Congestion Relief Fund for future use as authorized by the act. Department staff will endeavor to identify any at risk projects and seek remediation before the project can be deemed a failure.

Through the submittal of applications for all projects the TCRP is able to report reliable delivery status information for all projects and sub-projects. The following sections provide general information regarding the activities completed, currently being performed, and those remaining to be performed in the future. This report also includes specific information regarding the delivery successes that occurred in the six months since the last bi-annual report.

Program Definition

For tracking purposes, each TCRP project has been categorized by the major purpose and significant deliverables required to accomplish the project objectives. Of the **193** projects and sub-projects currently defined by the applications submitted to date:

- **Five** are primarily administrative in nature. There is no defined product from this type of project. Progress can only be measured by percent of funds spent.
- **Nine** are primarily to deliver transportation planning studies. The studies are intended to define future projects or transportation management strategies to alleviate congestion at a specific location or on a specific transportation corridor. Some of the studies are legislatively defined TCRP projects, other studies were undertaken to better define the best use for the remaining TCRP funding (sub-projects). These projects typically consist of a single phase of work categorized as TCRP Phase 1 (Studies), with completion upon delivery of the study document.

- **Fourteen** are primarily rolling stock / ferry procurement projects. The products, typically transit buses, light rail and commuter rail rolling stock or ferries, are additions and enhancement to existing transit fleets. This group also includes projects to replace or retrofit heavy-duty diesel engines with less polluting engines in the Sacramento Valley and San Joaquin Valley regions. Complex equipment procurement projects typically consist of two Phases of work; Phase 1 - Design and Procurement Documents, and Phase 4 - Procurement. If the project is to initiate a new service route or significantly expand an existing service route, the project may also require an Environmental Document (Phase 1). In many cases, the procurement is statutorily or categorically exempt/exclusion from CEQA and NEPA. Project delivery is accomplished when the transit vehicle is put into revenue service.
- **151** are primarily construction improvement projects. These projects typically add traffic capacity on freeways or major arterials by adding mixed-flow or high occupancy vehicle lanes, constructing interchange improvements, adding auxiliary lanes; or construction improvements to increase capacity or provide new features on mass transportation systems. Each of these projects requires Environmental Approval (Phase 1), Design Plan, Specifications and Estimates (Phase 2) and Construction (Phase 4). Unless the project is constructed on property owned by a transportation agency, the project also requires Right-of-Way Acquisition (Phase 3). Project delivery is accomplished when the construction improvement is open to traffic (vehicle or transit traffic).
- **Thirteen** are primarily combination construction / procurement projects. These are typically very large projects to establish new transit services or significantly expand existing transit service routes. The projects consist of constructing new transit guideways and procurement of rolling stock to establish the new service. These projects require the deliverables defined above for construction and procurement projects. Project delivery is accomplished when the service route is open to revenue service using the newly procured rolling stock.
- **One project** (TCRP #2) is a right of way only acquisition project. Completion for this project occurs when the property is acquired. The property will then be combined with funding to deliver TCRP #1 – BART extension to downtown San Jose.

TCR program and project delivery reporting will recognize the differing nature of the products and deliverables for these types of projects. The number of projects in each category will be updated as additional project applications are approved.

Years to Break Ground

When the TCRP was developed, each of the original 141 projects that received funding also had an expected “years to break ground” schedule identified. The “years to break ground” is generally considered an estimated time period required to initiate construction activities or the date transit vehicles are placed in revenue service. This does not apply to the nine study-only projects.

To date, **126** projects have provided adequate schedule information to measure the “year to break ground” commitments:

- **65** projects (**52%**) are essentially on schedule for “years to break ground”
- **33 projects (26%) are ahead of the “years to break ground” schedule**
- **28** projects (**22%**) have schedules with anticipated delivery beyond the “years to break ground” schedule
- Note: Six additional projects have schedules for preliminary environmental or planning studies. It is premature to make a meaningful measurement for these projects.

Delivery of a sub-project will constitute meeting the “years to break ground” schedule for the legislatively defined project.

Major Project Accomplishments

Congestion relief is accomplished when a project is completed – i.e., open to traffic for roadway projects or in revenue service for transit. A project enters its final implementation stage upon groundbreaking – start of construction or contract award for procurements. Procurements have another significant event upon delivery of rolling stock and initiation of final acceptance testing. Open to traffic or in-service accomplishments are typified by ribbon cutting. The following projects have achieved these most significant milestones:

➤ Ribbon-Cutting / In service:

- ◆ TCRP #76 – new Locomotive for Coaster Commuter Rail service in San Diego County
- ◆ TCRP #32.2 – North Coast Railroad Authority, re-open rail line from Lombard to Willits (NOTE: freight operations not yet re-established for the sections of track repaired by this project, see North Coast Railroad Authority discussion below)

➤ Groundbreaking – Initiation of Construction Activities:

- ◆ TCRP #3 -- Widen U.S. 101, improve 101 / Route 85 interchange south of San Jose
- ◆ TCRP #16 – Widen and add HOV lanes on State Route 4 between Railroad Avenue and Loveridge Road in Pittsburgh in Contra Costa County
- ◆ TCRP #17 – Add HOV lanes on U.S. 101 through San Rafael in Marin County
- ◆ TCRP #20.1 – Construct new San Francisco Muni light rail line along Third Avenue to Bayshore intermodal station
- ◆ TCRP #53 – ATSAC, automated traffic signal coordination along Victory Boulevard corridor in Los Angeles
- ◆ TCRP #82 -- Reconstruct I-5 / I-805 interchange, widen I-5 and I-805 in San Diego County
- ◆ TCRP #99.1 - San Joaquin intercity rail service, construct second main track from Calwa to Bowles near Fresno
- ◆ TCRP #102.1 – State Street smart corridor in downtown Santa Barbara
- ◆ TCRP #127 – State Route 85 / Route 87 interchange in San Jose, construct direct connectors

➤ Construction Projects – Advertised or Ready to Advertise:

- ◆ TCRP #7.1 – Caltrain, add second main track between Tamien and Lick stations south of downtown San Jose
- ◆ TCRP #9.4 – Capital Corridor, track and signal work between Oakland and San Jose to add capacity, improve run-times and increase reliability of service
- ◆ TCRP #13 – Caltrain, add third main track and related track and signal improvement for new Baby Bullet express service
- ◆ TCRP #56 – Metrolink, extend existing siding and add signal improvements in San Bernardino line near Pomona
- ◆ TCRP #73 – Grade separation for the Alameda Corridor East, Burlington Northern and Santa Fe line in Placentia in Orange County
- ◆ TCRP #85 – State Route 56 in San Diego, construct approximately 5 miles of new six-lane freeway
- ◆ TCRP #86 – Interstate 905 in San Diego County, construct new Otay Mesa freeway
- ◆ TCRP #92 – San Joaquin intercity rail service, construct track and signal improvements near Hanford in Kings County
- ◆ TCRP #99.2 – San Joaquin intercity rail service, construct second main track from Stockton to Escalon
- ◆ TCRP #138 – Cross Valley Rail, rehabilitate short-line track for freight service from Visalia to Huron
- ◆ TCRP #139.1 – Construct improvements at the BART Balboa Station in San Francisco
- ◆ TCRP #145 – Metrolink, construct new siding in Sun Valley in Los Angeles

➤ Request for Proposal or Contract Award for Procurements:

- ◆ TCRP #10 – San Francisco Bay Area Regional Express Bus program, procure suburban and over the road express buses
- ◆ TCRP #75.2 – North San Diego County Transit District (NCTD), acquire compressed natural gas (CNG) buses and transit vans
- ◆ TCRP #102.2 – Santa Barbara Metropolitan Transit District, acquire and install automated vehicle location tracking system

➤ CTC Approval of Project for Consideration for Future Funding:

- ◆ TCRP #10 - San Mateo (SAMTRANS) Regional Express bus on El Camino Real- Negative Declaration- October 2001, Resolution E-02-15
- ◆ TCRP #52, Route 405 HOV and auxiliary lanes in west Los Angeles from Waterford Avenue to Route 10, Negative Declaration
- ◆ TCRP #79 - San Diego Oceanside-Escondido Rail, Negative Declaration - October 2001, Resolution E-02-16
- ◆ TCRP #81 San Diego / Oceanside High Speed Ferry, Mitigated Negative Declaration - February 2002, Resolution E-02-25
- ◆ TCRP #83.1 - I-5 Managed Lanes Project in San Diego, Right of Way acquisition for Rancho Bernardo, Negative Declaration- October 2001, Resolution E-02-14
- ◆ TCRP #99.1 - San Joaquin Intercity Rail Corridor, Calwa to Bowles, Mitigated Negative Declaration - December 2001, Resolution E-02-21
- ◆ TCRP #138 – Cross Valley Rail Corridor, Mitigated Negative Declaration - December 2001, Resolution E-02-22

➤ Other Significant Accomplishments:

- ◆ TCRP Project #2 was approved as an alternate project to allow the Santa Clara Valley Transportation Authority (VTA) use of TCRP funding to acquire railroad corridor and make it available for the BART extension to downtown San Jose

Projects of Special Interest

➤ North Coast Railroad Authority (NCRA)

The NCRA made significant advances and also encountered some setbacks during the past six months. Most encouraging was the successful award and construction of improvements to allow for future re-opening of rail service over the entire southern portion of the rail corridor south of Willits. To better define future work, the NCRA has awarded consulting contracts to perform preliminary assessments of the scope, cost and schedule for both the required environmental remediation and the capital improvements needed to restore rail service. The final assessment reports and recommendations will be presented at the August 2002 CTC meeting. The NCRA has also developed a long-range financial plan that includes sufficient funding to carry out its administrative functions through the 2003-04 fiscal year. The NCRA has also suffered a serious setback. The current common carrier has ceased railroad operations for those portions of the corridor previously restored to Federal Railroad Authority (FRA) Class I service. The lack of an operating carrier has the obvious impact of no revenue service and has additional issues including the inability to obtain FRA certification for the recently reconstructed portion of the rail line south of Willits. Maintenance activities are no longer being performed because these duties are usually the responsibility of the common carrier operator. The CTC has requested that the NCRA resolve its common carrier issues prior to the allocation of additional funding for capital improvements along the line.

General Project Progress

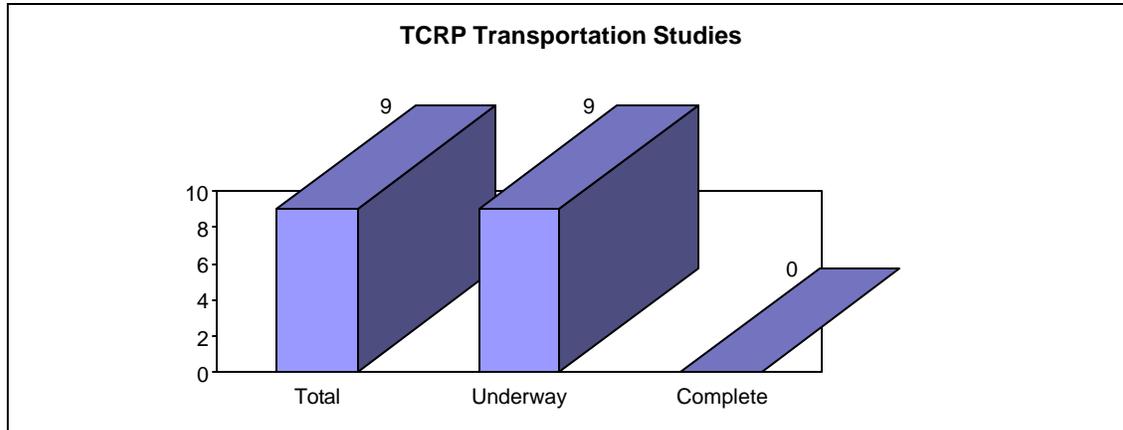
General project progress will be quantified by identifying the number of deliverables required using the program definition in this report. Each identified deliverable or phase will be reported as:

- PRIOR - Completed prior to enactment of the TCR Act (July 6, 2000)
- COMPLETED - Completed between the enactment of the TCR Act and the end of the Progress Reporting period – March 31, 2002
- UNDERWAY - Phase has started and is still in progress on March 31, 2002
- FUTURE - Phase has not started as of March 31, 2002

The current status of all project phases will be reported, including those phases funded with non-TCRP funds.

Transportation Studies

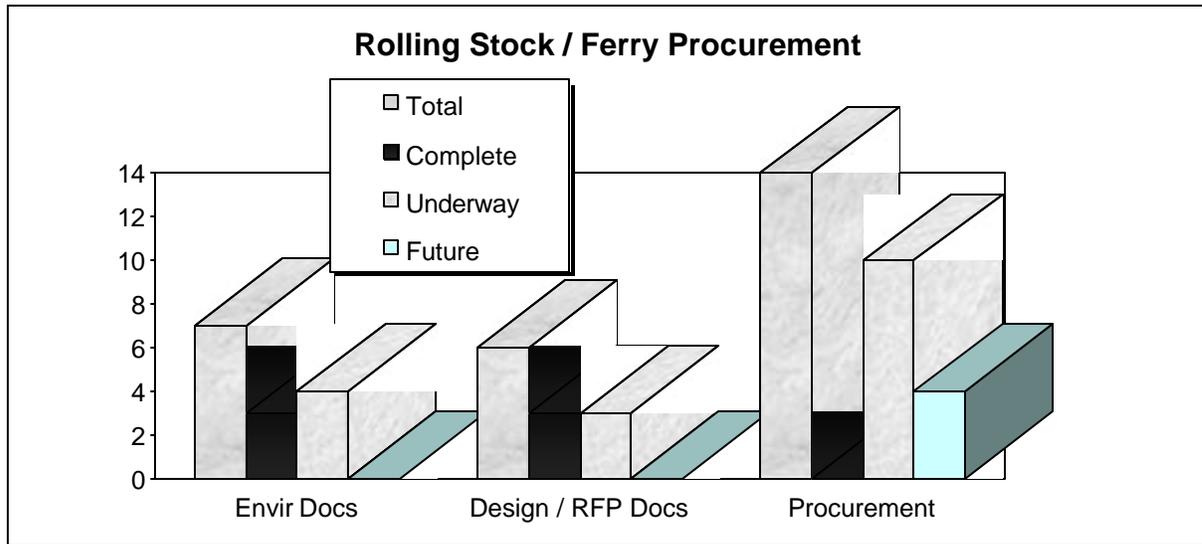
The transportation studies funded by the Traffic Congestion Relief Program (TCRP) were all initiated as specific legislatively defined projects or by lead / implementing agencies after enactment of the TCRP. Therefore, no studies were completed prior to July 2000. All studies are currently underway. Five of these studies are scheduled to be completed within the next 6-month progress reporting period.



Total # of Studies	Studies Underway	Studies Complete
9	9	0

Rolling Stock / Ferry Procurement

All of the TCRP procurement projects require the TCRP funding to complete the procurement. None of the procurement phases were completed prior to enactment of the TCR Act. Of the 14 projects currently identified as rolling stock / ferry procurement:

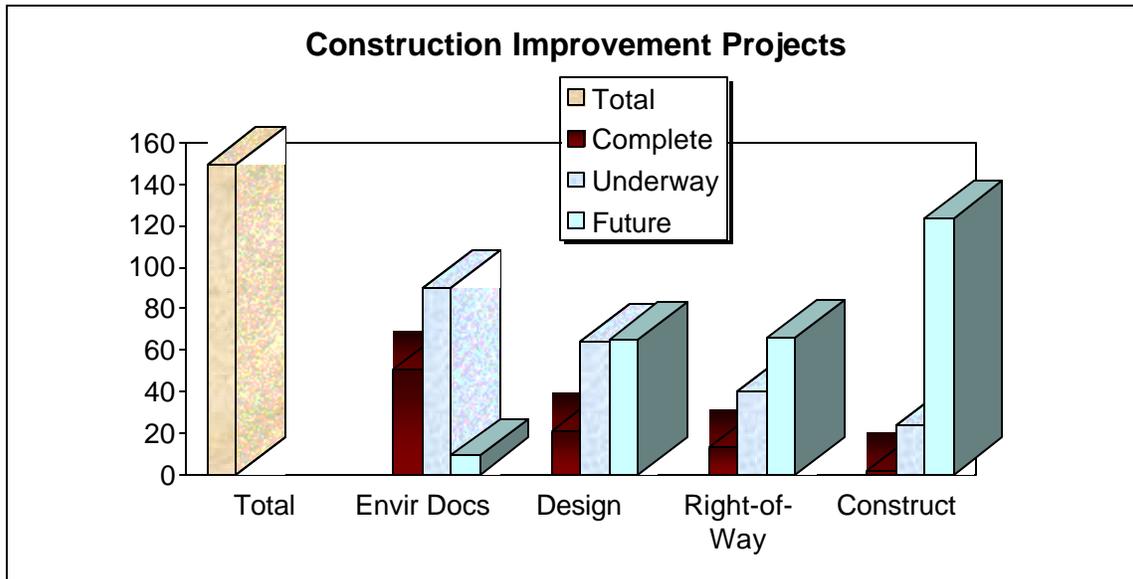


Phase	Total	Complete	Underway	Future
1 – Environment Documents *	7	3	4	0
2 – Procurement Documents **	6	3	3	0
4 – Procurement	14	0	10	4

- * Excludes Statutory Exemption (SE) and Categorical Exemption/Exclusion (CE) projects
- ** Procurement Documents for standard equipment included in Procurement phase

Construction Improvement Projects

Many of the construction improvement projects were initiated prior to enactment of the TCR Act. The delivery report includes the accomplishments prior to that date. Many of the larger construction projects are being delivered in multiple stages. Therefore, several projects are in the design and right-of-way phases (Phase 2 and Phase 3) as well as being underway in the construction phase (Phase 4). Also, the number of projects that require no right-of-way acquisition are identified. Of the 151 projects currently identified as construction projects, 150 have fully defined project submittals. For the 150 defined projects, the current status of activities is as follows:



Phase	No R/W	Prior*	Completed	Underway	Future
1 – Env. Document		18	33	90	9
2 – Design		2	19	64	65
3 – Right-of-Way	31 **	1	12	40	66
4 - Construction		0	2	24	124

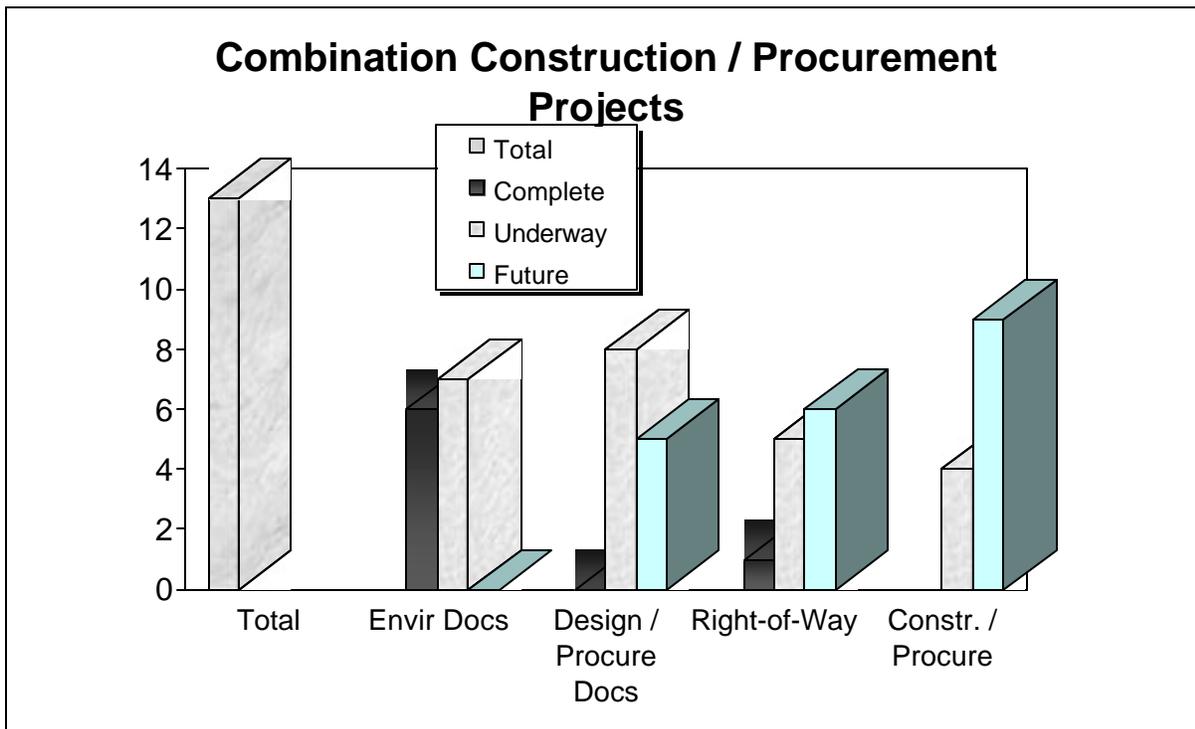
* Completed prior to July 6, 2000

** Right of Way Acquisition not required on 31 projects

Chart combines prior and completed for total phase complete through March 31, 2002.

Combination Construction Improvement / Procurement Projects

Many of the combination construction improvement / procurement projects were initiated prior to enactment of the TCR Act. The delivery report includes the accomplishments prior to that date. These significant projects all require Negative Declaration or EIS / EIR environmental documents. Many of the larger projects are being delivered in multiple stages, therefore, several projects are in the design and right-of-way phases (Phase 2 and Phase 3) as well as being underway in the construction phase (Phase 4). One currently identified project requires no right-of-way acquisition. The others require significant expenditures of funding to acquire right-of-way. Of the 13 projects identified by this type:



Phase	Prior*	Completed	Underway	Future
1 - Environmental Documents	4	2	7	0
2 - Design / Procurement Docs	0	0	8	5
3 - Right-of-Way **	0	1	5	6
4 - Construction / Procurement	0	0	4	9

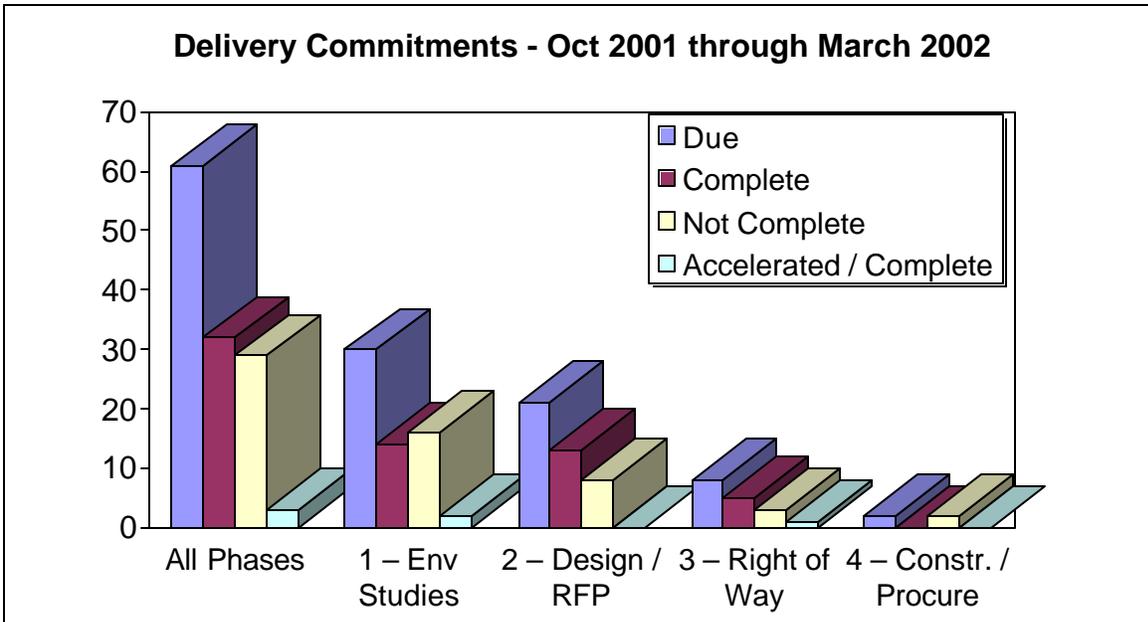
* Completed prior to July 6, 2000

** Right of Way not required on one project

Chart combines prior and completed for total phase complete through March 31, 2002.

Delivery Commitments through March 31, 2002

The previous sections reported the current status of each identified TCRP phase, i.e., what has been completed, what is underway and what remains for the future. For phases of work scheduled for completion, it is important to measure on-time performance. The following table provides a status of on-time delivery for those committed phases scheduled for completion between October 1, 2001 and March 31, 2002:



Phase	Due	Complete	Not Complete	Add'l Accelerated Completions
1 - Environmental Studies	30	14 47%	16 63%	2
2 - Design / Procurement Documents	21	13 62%	8 38%	0
3 - Right of Way	8	5 63%	3 37%	1
4 - Construction / Procurement	3	1 33%	2 67%	0
All Phases	61	33 54%	29 46%	3

All phases not completed on time will require a major or minor amendment. Of the 29 missed milestones, 19 are minor delays that will be approved by the Department and California Transportation Commission staff using the delegated minor amendment authority. The average delay for these amendments is less than seven months. Of the remaining 10 needing amendments, it is anticipated that seven can be processed as minor amendments pending adequate justification of the delay from the lead agency. Three changes will require a major amendment that will be requested at a later date.

The delivery delays reported by the lead agencies are caused by the following factors:

- Environmental process issues 16
- Design and engineering issues 7
- Right of Way Acquisition process issues 1
- Other reason or not reported 5

The 19 amendment requests being approved using delegated minor amendment authority will be included in the minor amendment information report at the July 2002 CTC meeting.

Progress Report Updates

In addition to reporting on meeting their delivery commitments for the milestone due the previous 6 months, the lead agencies also reported on their respective project's overall status in their April 1, 2002 Progress Reports. In total, lead agencies reported that 153 projects had no significant schedule changes and 166 had no significant cost changes. However, fifty projects will have reportable amendments requests to change approved data (including those listed above for missed milestones). Each amendment request is evaluated to determine if the change can be approved as a MAJOR or MINOR amendment. Major amendments are required for significant changes to approved project scope, cost or schedule and must be approved by the CTC. Criteria for minor amendments include failure to request fund allocation in the fiscal year specified in the project application, delivery delays of up to one fiscal year, changes in non-TCRP funding sources, or TCRP funding changes that do not exceed \$1,000,000 or 10% of the approved amount. Minor amendments are co-approved by the Department and CTC Staff Program Managers using delegated authority granted in CTC Resolution G-01-23. A summary of the fifty project changes is shown below:

- Total amendments required 50 projects
 - ◆ Major amendments required 17
 - ◆ Minor amendments required 33
- Of the 33 Minor amendments:
 - ◆ 15 projects had Schedule-only minor changes
 - ◆ 10 projects had Cost-only minor changes
 - ◆ 8 projects had both minor Cost and Schedule changes

Three projects requiring major amendments are on the June 2002 CTC meeting agenda. One other is an NCRA amendment that will be considered as part of the project re-evaluation upon completion of the assessment reports. The remaining thirteen projects requiring major amendments will be processed for CTC consideration upon receipt of updated information and an adequate justification for the change from the lead agency. Minor amendments with adequate justification and reasons for schedule and/or

cost changes will be approved by Department and CTC staff and will be reported to the Commission as an informational item at future CTC meetings.

PROJECT EXPENDITURES

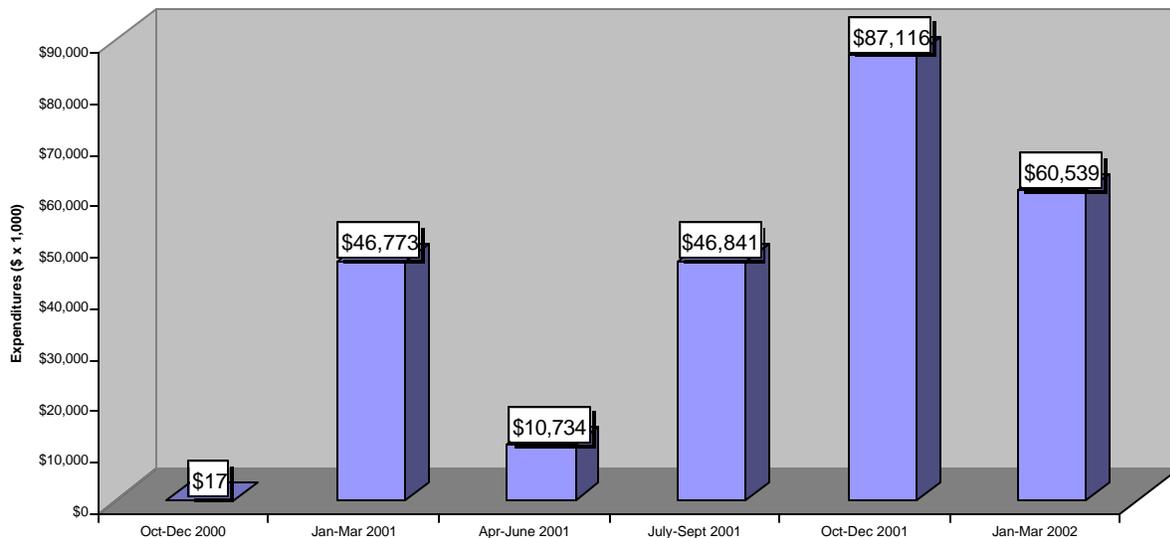
Attachment A also includes information regarding Traffic Congestion Relief Program expenditures as recorded by the Department’s Transportation Accounting Management System (TRAMS) and represents actual monies paid out based on received and processed invoices from TCRP implementing agencies.

It is important to recognize that this expenditure information is only an indication of monies paid out as it represents a snapshot in time based on invoices received. Not all agencies submit invoices immediately upon incurring an expense, nor do they always bill all that they may have expended, opting to send invoices at some later time.

The Department recognizes the keen interest that the California Transportation Commission and other stakeholders have in knowing how much TCRP funds have been expended. However, expenditure information alone does not necessarily give a true indication of the progress being made in regard to completing projects based on the limitations of available expenditure data as described above. Instead, it is important to look at all aspects of the project being delivered and consider all the information, regarding a certain project, in regard to project approvals, allocations, expenditures, and especially percent of work completed to date.

Additionally, as illustrated in the following graph, a disproportional rate of expenditure can be expected in the startup years of a large program made up of various types of projects due to variances in getting projects moving (i.e. securing all needed funding, training, circulating Request For Proposals (RFPs), contract negotiations, etc.) Also, large advances, initially provided for some projects, can “spike” the curve. As all projects are underway, and in particular when they move from design to construction, expenditure rates are anticipated to become more “normal” and take on more uniform and predictable rates.

TCRF Expenditures by Quarter



The Department will continue to work with implementing agencies in securing timely and accurate expenditure funding information to be used to compare against percent of completed for future earned value reporting.

ACCELERATION & STREAMLINING

Lead and implementing agencies continue to identify means to use TCRP funding to accelerate delivery and use innovative methods to produce superior transportation products. Examples of the methods recently employed include:

Traffic Demand Management (TDM) strategies to reduce congestion during construction

TCRP Project #83 (San Diego County Route 5 / 805 interchange) and TCRP Project #13 (Caltrain Baby Bullet) construction projects will use TCRP funding to implement traffic demand management (TDM) strategies to relieve traffic impacts during construction. These important and innovative congestion relief strategies can only be accomplished with non-State Highway Account (SHA) funds due to the Article IXX restrictions in the use of SHA funds for transit operating purposes. Each of these TDM approaches have similar yet different goals as explained below:

- TCRP #83 – Route 5 /805 interchange. The Department will contract with San Diego Metropolitan Transit Development Board (MTDB) and North San Diego County Transit District (NCTD) to attract new riders on the existing Coaster commuter rail service, and to reduce the number of vehicle trips through the interchange during construction. The existing Coaster commuter rail service will be expanded with longer train sets and additional parking in north San Diego County. TCRP funds will be used to expand the existing shuttle van service between Coaster stations and high-density business parks in the Sorrento Valley, Sorrento Mesa, Torrey Pines and the SCSD area. The immediate objective is to reduce vehicle trips during construction. However, the service is expected to yield a longer lasting impact in support of the San Diego Association of Governments’ (SANDAG’s) pro-transit Regional Transportation Plan and the Transit First implementation study for San Diego’s central coast region.
- TCRP #13 – Caltrain Baby Bullet. Caltrain will significantly reduce their overall construction costs by suspending weekend rail service to allow construction contractors full access to the rail facility. Caltrain will implement temporary express buses during these weekend service disruptions to ensure current riders will continue to have transit service. The weekend service will also maintain special service for major events including San Francisco Giants and 49er home games.

Innovative / Accelerated Delivery using Design / Build approach

TCRP #70.2 – Route 22 HOV lanes in Orange County. The Orange County Transportation Authority (OCTA) was able to identify an innovative funding and delivery strategy to use a design / build approach to delivery the new HOV lanes, thus saving 17 months on the delivery schedule.

TCRP Program Guidelines Flexibility

TCRP Project #2 – Fremont-South Bay Commuter Rail service. TCRP #2 was approved by the CTC as an alternate project to allow the Santa Clara Valley Transportation Authority (VTA) to use TCRP funding to acquire the railroad corridor and make it available for the BART extension to downtown San Jose. VTA, in conjunction with the Metropolitan Transportation Commission (MTC) and other funding partners determined that a BART transit system is the preferred alternative for mass transportation alternative to serve this corridor. It was further determined that initiation of the commuter rail was not environmentally or economically feasible. Approval of the alternative project increases critically needed funding for the BART extension.

Innovative Financing

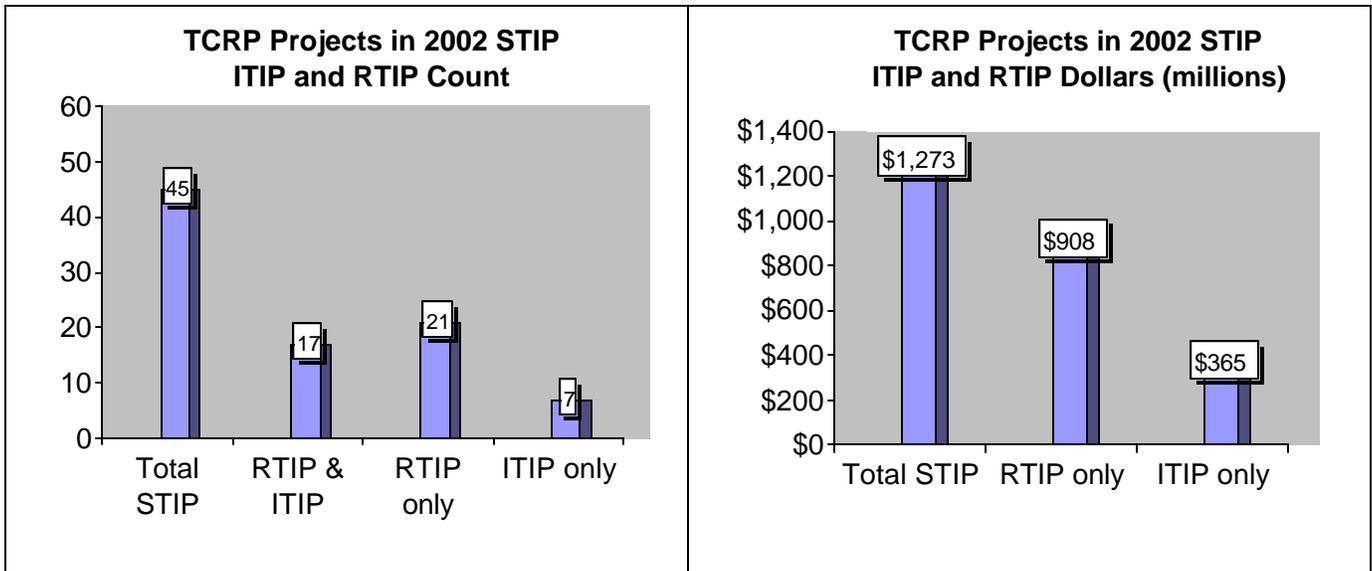
The Department and San Diego Association of Governments (SANDAG) developed an innovative funding approach to fully fund the middle segment of the I-15 Managed Lanes project. The I-15 Managed Lanes will use the latest technological and operational techniques to manage an integrated freeway and transit system that can be adjusted on demand to increase the overall travel in the corridor 24 hours a day. The proposal is to develop the lanes with the latest technology that would maintain proper flow rates, detect incidents, make adjustments at necessary locations and keep the travelers informed of their choices. The use of innovative financing and a partnership approach allowed the middle segment to be funded through construction and design work to begin on the North and South segments. Construction will begin on the middle segment in 2003.

SANDAG through its Regional Transportation Improvement Program (RTIP) proposed the use of available balances and GARVEE bonds (Grant Anticipation Revenue Vehicles) to finance approximately \$130 million for construction. The Interregional Transportation Program (ITIP) provided \$53.2 million for construction in the 02/03 fiscal year with the RTIP adding \$11 million for Construction in the 03/04 fiscal year. The RTIP and ITIP provided shared funding to provide debt service for the GARVEE bonds in a 70 / 30 split.

Program	Component	FY	Amount	Description
ITIP	CON	03	\$7.5	Short-term Traffic Operational improvements
ITIP	CON	03	\$41.0	I-15 Managed Lanes, Middle Segment
RTIP	CON	04	\$41.0	I-15 Managed Lanes, Middle Segment
ITIP	CON	05 - 07	\$17.4	I-15 Managed Lanes, Middle Segment – Debt Service
RTIP	CON	05 - 07	\$51.0	I-15 Managed Lanes, Middle Segment – Debt Service
RTIP	PS&E	03	\$5.0	I-15 Managed Lanes, North Segment
RTIP	PS&E	03	\$10.0	I-15 Managed Lanes, South Segment

Funding

The 2002 State Transportation Improvement Program (STIP) adoption at the April CTC meeting provided nearly \$1.2 billion in additional funding for 45 TCRP projects. Of this total, approximately \$908 million was programmed from Regional Transportation Improvement Program (RTIP) submittals and approximately \$365 million from the Interregional Transportation Improvement Program (ITIP). The Department and regional agencies partnered to add funding on seventeen projects in both the RTIP and ITIP.



The priority of the TCRP projects and the impact the TCRP had in aiding project delivery was clearly demonstrated with the programming in the 2002 STIP. In total, 32 of the 45 TCRP projects received funding from the STIP to fully fund the projects through construction. Of these, 19 were programmed in the first two years of the STIP totaling over \$475 million. Four other projects were submitted for 02/03 or 03/04 fiscal year programming but were moved to later years as part of the effort to balance the programming capacity.

DEPARTMENT DELEGATED ALLOCATION AUTHORITY

Resolution G-01-27 further defined and expanded the delegated allocation authority granted to the Department in the TCRP guidelines and became effective January 1, 2002. Resolution G-01-27 requires the Department to prepare a list of projects twice a year that are expected to receive allocations during six-month periods (dated from January through June and July through December) of each year.

The first list covering the period of January 1, 2002 through June 30, 2002 included 60 projects that were to be submitted for a TCRP allocation and two projects expecting a STIP allocation. Attachment B is a copy of this list with sections added to indicate the status of those requests. Not all expected allocation requests were received. The main reason indicated for not requesting an allocation was due to environmental and design phase delays. Additionally, some project allocations included on the list were actually made by the CTC. The CTC needed to make the allocations because of minor differences

between what the list indicated and the actual request when received. In the spirit of continuous improvement and streamlining, the next six-month list will be more flexible in terms of the detail of what is being requested in order to allow the Department the flexibility to allocate projects that vary slightly from what is anticipated.

Attachment C is the six-month allocation list for the period beginning July 1, 2002 and ending December 31, 2002. Only the allocated and unallocated amounts for a project are shown on this list. The Department will make TCRP and/or STIP allocations based on the authority delegated to it by Commission Resolution G-01-27 consistent with both the TCRP and STIP Guidelines, which include the provision that all funds must be approved/programmed prior to an allocation being made. In those cases where all the funds are not yet approved/programmed, that action will take place prior to any allocations. An "x" in the TCRP Funding column indicates that that project is expected to request a portion or its entire remaining unallocated amount. For delegated STIP allocations, the dollar amount, programmed fiscal year, and PPNO (Programmed Project Number) are shown.

FUTURE PROGRAM FOCUS

With the final project anticipated for application approval, the program's emphasis will shift to tracking project progress, processing project amendments and updates, approval of remaining uncommitted TCRP funds, and securing additional funds from non-TCRP sources to fully fund each project.

As stated earlier, project tracking will identify delivery and success and further innovation. Project progress will be measured using Earned Value analysis to clearly identify projects progressing towards completion and those where progress is falling behind. Lead and implementing agencies will be challenged to identify schedule and financial efficiencies. Since TCRP funding is fixed for each project, all financial efficiencies result in funding opportunities for other needed improvements.

Approximately \$1.27 billion in TCRP funding remains to be programmed, in many cases to fully fund projects through construction or procurement. It is anticipated that several under funded projects will receive appropriations from the 2003 Federal budget bill. Some of the agencies are working to secure or have secured Full Funding Grant agreements from the Federal Transit Authority for several large transit projects.

Future reports will continue to concentrate on these issues and highlight additional success stories, including groundbreakings and ribbon cuttings, innovative financing, and innovative delivery strategies.

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
1.1	BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties. Fremont to Warm Springs	Santa Clara Valley Transportation Authority	San Francisco Bay Area Rapid Transit District	\$111,433	\$54,115	\$57,318		1, 2, 3
1.2	BART to San Jose; extend BART from Fremont to Downtown San Jose in Santa Clara and Alameda Counties. Warm Springs to San Jose	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$613,567	\$45,000	\$568,567	\$1,305	1
2	Fremont-South Bay Commuter Rail; Alternate Project ; Acquire rail line for BART to San Jose	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$35,000	\$0	\$35,000		
3	Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$25,000	\$25,000	\$0		4
4	Route 680; add northbound HOV lane over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties.	Caltrans	Caltrans	\$60,000	\$2,000	\$58,000	\$42	1, 2
5	Route 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road in Santa Clara County.	Caltrans	Caltrans	\$5,000	\$5,000	\$0		3
6	Route 262; major investment study for cross connector freeway, Route 680 to Route 880 near Warm Springs in Santa Clara County.	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$1,000	\$1,000	\$0	\$97	Study
7.1	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Second main track between Tamien and Lick.	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$22,000	\$22,000	\$0		4
7.2	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Platform modifications and Gilroy storage tracks.	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$6,500		\$6,500		
7.3	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Other improvements to be negotiated with UPRR.	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$26,500		\$26,500		
8	Route 880; reconstruct Coleman Avenue Interchange near San Jose Airport in Santa Clara County.	Santa Clara Valley Transportation Authority	Santa Clara Valley Transportation Authority	\$5,000	\$5,000	\$0		1, 2
9.1	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Harder Road Overcrossing Project - \$600,000	Capitol Corridor Joint Powers Authority	City of Hayward	\$600	\$600	\$0		4
9.2	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Emeryville Station Project - \$3,150,000 (adj between 9.2 & 9.3 pending)	Capitol Corridor Joint Powers Authority	Capital Corridor Joint Powers Authority	\$3,150	\$225	\$2,925		1, 2
9.3	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Jack London Square Project - \$1,750,000 (adj between 9.2 & 9.3 pending)	Capitol Corridor Joint Powers Authority	Capital Corridor Joint Powers Authority	\$1,750	\$1,750	\$0		1, 2

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Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
9.4	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties. Oakland to San Jose - \$19,500,000	Capitol Corridor Joint Powers Authority	Capitol Corridor Joint Powers Authority	\$19,500	\$19,500	\$0		4
10	Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. In nine counties.	Metropolitan Transportation Commission	Metropolitan Transportation Commission	\$40,000	\$40,000	\$0		4
11	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. Segment I - 2000 SF Bay Crossing	Metropolitan Transportation Commission	Metropolitan Transportation Commission	\$5,000	\$3,200	\$1,800	\$1,604	1
12.1	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties. ROUTE 4 STUDY	Contra Costa County Transportation Authority and the San Francisco Bay Area Rapid Transit District	Contra Costa Transportation Authority	\$7,000	\$2,000	\$5,000	\$500	1
12.2	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties. HERCULES RAIL STATION	Contra Costa Transportation Authority	City of Hercules	\$3,000	\$100	\$2,900		1
12.3	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties. I-580 LIVERMORE CORRIDOR STUDY	Alameda County Congestion Management Agency/BART	Alameda County Congestion Management Agency	\$7,000	\$1,200	\$5,800	\$572	1
13	CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara Counties. Construction of 3rd and 4th Track	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	\$127,000	\$127,000	\$0	\$37,415	1, 2, 4
14	CalTrain; extension to Salinas in Monterey County.	Transportation Agency for Monterey County	Transportation Agency for Monterey County	\$20,000	\$365	\$19,635		1
15	Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa Counties.	Caltrans	Caltrans	\$20,000	\$15,000	\$5,000	\$772	1
16.1	Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest. (SEG 1 - Railroad to Loveridge)	Contra Costa Transportation Authority	Contra Costa Transportation Authority	\$25,000	\$25,000	\$0	\$18,500	3, 4

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Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
16.2	Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest. (SEG 2 - Loveridge to Somersville)	Contra Costa Transportation Authority	Contra Costa Transportation Authority	\$14,000	\$0	\$14,000		
17	Route 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County. SEGMENT 1	Caltrans	Caltrans	\$15,000	\$2,751	\$12,249	\$4	4
18	Route 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma Counties.	Caltrans	Caltrans	\$21,000	\$2,000	\$19,000	\$86	1
19	Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.	San Francisco Bay Area Water Transit Authority (BAWTA)	San Francisco Bay Area Water Transit Authority (BAWTA)	\$2,000	\$150	\$1,850		1
20.1	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco. (Third Street - Bayshore extension)	San Francisco Municipal Transportation Agency	San Francisco Municipal Transportation Agency	\$126,000	\$126,000	\$0		4
20.2	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco. (Central Subway)	San Francisco Municipal Transportation Agency	San Francisco Municipal Transportation Agency	\$14,000	\$14,000	\$0		2, 4
21	San Francisco Muni Ocean Avenue Light Rail; reconstruct Ocean Avenue light rail line to Route 1 near California State University, San Francisco, in the City and County of San Francisco.	San Francisco Municipal Railway	San Francisco Municipal Railway	\$7,000	\$7,000	\$0	\$2,422	4
22	Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 Interchange in City and County of San Francisco.	San Francisco County Transportation Authority	San Francisco County Transportation Agency	\$15,000	\$3,000	\$12,000		1
23	CalTrain Peninsula Corridor; complete grade separations at Poplar Avenue in (San Mateo), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	San Mateo County Transportation Authority (SMCTA)	San Mateo County Transportation Authority (SMCTA)	\$15,000	\$1,000	\$14,000		1
24	Vallejo Baylink Ferry; acquire low-emission ferryboats to expand Baylink Vallejo-San Francisco service in Solano County.	City of Vallejo	City of Vallejo	\$5,000	\$5,000	\$0		2, 4
25.1	I-80/I-680/Route 12 Interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1). MIS/Corridor Study	Solano Transportation Authority	Solano Transportation Authority	\$1,000	\$1,000	\$0	\$905	1
25.2	I-80/I-680/Route 12 Interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1). North Connector	Solano Transportation Authority	Solano Transportation Authority	\$3,000	\$3,000	\$0		1
25.3	I-80/I-680/Route 12 Interchange in Fairfield in Solano County; 12 interchange complex in seven stages (Stage 1).	Solano Transportation Authority	Solano Transportation Authority	\$9,000	\$9,000	\$0		1
26	ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	Alameda County Congestion Management Agency	San Joaquin Regional Rail Commission	\$1,000	\$0	\$1,000		
27.1	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road Re-alignment - \$6,500,000	Alameda County Congestion Management Agency (ACCMA)	Alameda County Public Works Agency	\$6,500	\$150	\$6,350		1

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				Available	Allocated	Unallocated	Expended	
27.2	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road ACE Parking - \$3,000,000	Alameda County Congestion Management Agency (ACCMA)	City of Livermore	\$3,000	\$424	\$2,576		1, 2
27.3	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Valley Center Project Parking - \$1,500,000	Alameda County Congestion Management Agency	City of Livermore, Community Development Department	\$1,500	\$520	\$980		1, 2
28	Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.	City of Richmond	City of Richmond	\$5,000	\$680	\$4,320		2
29	AC Transit; buy two fuel cell buses and fueling facility for demonstration project in Alameda and Contra Costa Counties.	Alameda Contra Costa Transit District	Alameda Contra Costa Transit District	\$8,000	\$8,000	\$0		4
30	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties.	Sonoma-Marín Area Rail Transit Authority	Sonoma Marin Area Rail Transit Commission	\$37,000	\$7,700	\$29,300	\$356	1
31	Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.	Caltrans	Caltrans	\$25,000	\$7,000	\$18,000	\$8	1
32.1	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Subparagraph (a)(2) defray administrative costs.	North Coast Railroad Authority	North Coast Railroad Authority	\$1,000	\$1,000	\$0		
32.2	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (b) completion of rail line from Lombard to Willits.	North Coast Railroad Authority	North Coast Railroad Authority	\$600	\$600	\$0	\$600	4
32.3	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (c) completion of rail line from Willits to Arcata.	North Coast Railroad Authority	North Coast Railroad Authority	\$1,000	\$400	\$600	\$400	1
32.4	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (d) upgrade rail line to Class II or III standards.	North Coast Railroad Authority	North Coast Railroad Authority	\$5,000	\$100	\$4,900	\$100	1
32.5	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (e) environmental remediation projects.	North Coast Railroad Authority	North Coast Railroad Authority	\$4,100	\$100	\$4,000		1
32.6	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (f) debt reduction.	North Coast Railroad Authority	North Coast Railroad Authority	\$10,000	\$10,000	\$0	\$10,000	4
32.7	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (g) local match funds.	North Coast Railroad Authority	North Coast Railroad Authority	\$1,800	\$50	\$1,750		1

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				Available	Allocated	Unallocated	Expended	
32.8	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (h) fund repayment of federal loan obligations.	North Coast Railroad Authority	North Coast Railroad Authority	\$5,500	\$5,500	\$0	\$5,500	4
32.9	North Coast Railroad; repair and upgrade track to meet Class II (freight) standards in Napa, Sonoma, Marin, Mendocino and Humboldt Counties. Sub-paragraph (i) long term stabilization.	North Coast Railroad Authority	North Coast Railroad Authority	\$31,000	\$0	\$31,000		
33	Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service.	Los Angeles County Metropolitan Transportation Authority	Los Angeles Metropolitan Transportation Authority	\$150,000	\$0	\$150,000		
34	Blue Line to Los Angeles; new rail line Pasadena to Los Angeles in Los Angeles County.	Los Angeles to Pasadena Metro Blue Line Construction Authority	Los Angeles to Pasadena Metro Blue Line Construction Authority	\$40,000	\$40,000	\$0	\$39,725	1, 2, 3, 4
35.1	Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. Run-thru tracks	Caltrans	Caltrans	\$28,000	\$28,000	\$0	\$1,007	1, 2
35.2	Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. Triple track	Caltrans	Caltrans	\$66,936		\$66,936		
35.3	Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County. Fifth lead track	Caltrans	Southern California Regional Rail Authority	\$5,064	\$264	\$4,800		2
36	Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County. (design/build)	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$236,000	\$45,000	\$191,000	\$2,867	1, 2, 3
37.1	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. Wilshire BRT (design/build)	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Los Angeles County Metropolitan Transportation Authority (LACMTA)	\$228,900	\$4,700	\$224,200	\$168	1
37.2	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. Mid-City/Exposition LRT	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Los Angeles County Metropolitan Transportation Authority (LACMTA)	\$27,100	\$0	\$27,100		
38.1	Los Angeles-San Fernando Valley Transit Extension; (A) build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center. One hundred forty-five million dollars (\$145,000,000). (design/build)	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$145,000	\$47,000	\$98,000	\$2,990	1, 2, 3
38.2	Los Angeles-San Fernando Valley Transit Extension; (B) build an North-South corridor bus transit project that interfaces with the foregoing East-West Burbank-Chandler corridor project and with the Ventura Boulevard Rapid Bus project. (\$100,000,000)	Los Angeles County Metropolitan Transportation Authority	Los Angeles County Metropolitan Transportation Authority	\$100,000	\$2,000	\$98,000		1

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				Available	Allocated	Unallocated	Expended	
39	Route 405; add northbound HOV lane over Sepulveda Pass, Route 10 to Route 101 in Los Angeles County.	Caltrans	Caltrans	\$90,000	\$15,000	\$75,000	\$1,102	1
40	Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.	Caltrans	Caltrans	\$90,000	\$500	\$89,500	\$196	1
41.1	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 (Hollywood Freeway) to Route 14 (Antelope Valley Freeway) in Los Angeles County. (SEG 1 Route 118 to Route 14)	Caltrans	Caltrans	\$29,950	\$1,200	\$28,750		3
41.2	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 (Hollywood Freeway) to Route 14 (Antelope Valley Freeway) in Los Angeles County. (SEG 2 Route 170 to Route 118)	Caltrans	Caltrans	\$20,050	\$20,050	\$0	\$121	2, 3
42.1	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. (SEG A - County Line to Rte. 605)	Caltrans	Caltrans	\$109,000	\$6,000	\$103,000	\$475	1
42.2	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. (SEG B - Rte. 605, inc. IC to Rte. 710)	Caltrans	Caltrans	\$8,000	\$0	\$8,000		
42.3	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. (SEG C - Rte. 710 IC)	Caltrans	Caltrans	\$8,000	\$0	\$8,000		
43	Route 5; improve Carmanita Road Interchange in Norwalk in Los Angeles County.	Caltrans	Caltrans	\$71,000	\$290	\$70,710		2
44	Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County.	Port of Long Beach	Port of Long Beach	\$18,400	\$14,660	\$3,740		2, 3
45	Route 710; complete Gateway Corridor Study, Los Angeles/Long Beach ports to Route 5 in Los Angeles County.	Caltrans	Los Angeles County Metropolitan Transportation Authority	\$2,000	\$2,000	\$0		Study
46	Route 1; reconstruct intersection at Route 107 in Torrance in Los Angeles County.	Caltrans	Caltrans	\$2,000	\$700	\$1,300	\$47	1, 2
47	Route 101; California Street off-ramp in Ventura County.	City of San Buenaventura	Caltrans	\$15,000	\$620	\$14,380	\$106	1
48	Route 101; corridor analysis and PSR to improve corridor from Route 170 (North Hollywood Freeway) to Route 23 in Thousand Oaks (Ventura County) in Los Angeles and Ventura Counties.	Caltrans	Los Angeles County Metropolitan Transportation Authority	\$3,000	\$3,000	\$0		Study
49	Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.	City of Los Angeles	Community Redevelopment Agency of the City of Los Angeles	\$10,000	\$350	\$9,650		1
50	Route 71; complete three miles of six-lane freeway through Pomona, from Route 10 to Route 60 in Los Angeles County.	Caltrans	Caltrans	\$30,000	\$1,500	\$28,500	\$1,288	1

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				Available	Allocated	Unallocated	Expended	
51	Route 101/405; add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks in Los Angeles County.	Caltrans	Caltrans	\$21,000	\$8,200	\$12,800	\$606	1, 2, 3
52	Route 405; add HOV and auxiliary lanes for 1 mile in West Los Angeles, from Waterford Avenue to Route 10 in Los Angeles County.	Caltrans	Caltrans	\$25,000	\$0	\$25,000		
53	Automated Signal Corridors (ATSAC); improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard and Route 118 Corridors in Los Angeles County.	City of Los Angeles Department of Transportation	City of Los Angeles; Department of Transportation	\$16,000	\$16,000	\$0	\$550	2, 4
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. ACE	San Gabriel Valley Council of Governments	Alameda Corridor-East Construction Authority	\$130,300	\$9,000	\$121,300		2, 3
54.2	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. Santa Fe Springs	San Gabriel Valley Council of Governments	City of Santa Fe Springs	\$15,300	\$0	\$15,300		
54.3	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. Pico Rivera	San Gabriel Valley Council of Governments	City of Pico Rivera	\$4,400	\$0	\$4,400		
55.1	Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Montclair	San Bernardino Associated Governments	City of Montclair	\$18,800	\$250	\$18,550		1
55.2	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. Ontario	San Bernardino Associated Governments	City of Ontario	\$34,178	\$700	\$33,478		1
55.3	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. SANBAG	San Bernardino Associated Governments	San Bernardino Associated Governments	\$42,022	\$510	\$41,512		1
56	Metrolink; track and signal improvements on Metrolink; San Bernardino line in San Bernardino County.	Southern California Regional Railroad Authority	Southern California Regional Railroad Authority	\$15,000	\$15,000	\$0	\$848	2, 4
57	Route 215; add HOV lanes through downtown San Bernardino, Route 10 to Route 30 in San Bernardino County.	San Bernardino Associated Governments	Caltrans	\$25,000	\$0	\$25,000		
58	Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County.	SANBAG	San Bernardino Associated Governments	\$10,000	\$0	\$10,000		
59	Route 10; Live Oak Canyon Interchange in the City of Yucaipa in San Bernardino County.	San Bernardino County Transportation Commission	San Bernardino Associated Governments	\$11,000	\$1,650	\$9,350	\$432	1, 2

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
60.1	Route 15; southbound truck climbing lane at two locations in San Bernardino County. Near Barstow. East Main Street/Calico Ghost Town Rd.	Caltrans	Caltrans	\$10,000	\$955	\$9,045	\$357	1, 2
60.2	Route 15; southbound truck climbing lane at two locations in San Bernardino County. Afton Rd/Basin Rd	Caltrans	Caltrans	\$0	\$0	\$0		
61	Route 10; reconstruct Apache Trail Interchange east of Banning in Riverside County.	Caltrans	Caltrans	\$30,000	\$3,900	\$26,100	\$13	1, 2
62	Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County. Mary Street to University Ave.	Riverside County Transportation Commission	Riverside County Transportation Commission	\$20,000	\$3,700	\$16,300	\$39	1
62.1	Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County. University Ave. to Rte/60/91/215 IC	Caltrans	Caltrans	\$20,000	\$0	\$20,000		
63	Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County.	Caltrans	Caltrans	\$25,000	\$3,800	\$21,200	\$1,559	1, 2
64.1	Route 91; improve the Green River Interchange and add auxiliary lane and connector ramp east of the Green River Interchange to northbound 71 in Riverside County. (Reconstruct Green River interchange)	Caltrans	Caltrans	\$5,000	\$0	\$5,000		
64.2	Route 91; improve the Green River Interchange and add auxiliary lane and connector ramp east of the Green River Interchange to northbound 71 in Riverside County. (Eastbound Auxiliary Lane)	Caltrans	Caltrans	\$0	\$0	\$0		
70.1	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (SOUNDWALL)	Caltrans	Caltrans	\$22,300	\$22,300	\$0	\$5,287	3, 4
70.2	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (design/build HOV)	Orange County Transportation Authority / Caltrans	Caltrans	\$173,400	\$60,500	\$112,900	\$5,873	1, 2, 3
70.3	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (REPLACEMENT PLANTING)	Caltrans	Caltrans	\$10,800	\$0	\$10,800		
73	Alameda Corridor East; (Orangethorpe Corridor) build grade separations on Burlington Northern-Santa Fe line, Los Angeles County line through Santa Ana Canyon in Orange County.	Orange County Transportation Authority / Caltrans	City of Placentia	\$28,000	\$8,900	\$19,100	\$5,200	3
74.1	Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (Oceanside Double Tracking)	Caltrans	Caltrans	\$6,000	\$500	\$5,500		1, 2
74.2	Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (LOSSAN Corridor EIS/EIR)	Caltrans	Caltrans	\$18,550	\$2,498	\$16,052	\$944	1
74.3	Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard and improvements)	Caltrans	Caltrans	\$22,000	\$0	\$22,000		

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
74.4	Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. (Track & signal imp at Fallbrook)	Caltrans	Caltrans	\$450	\$450	\$0		4
75.1	San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. MTDB	San Diego Metropolitan Transit Development Board (SDMTDB)	San Diego Metropolitan Transit Development Board (SDMTDB)	\$21,000	\$21,000	\$0		4
75.2	San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. NCTD	San Diego Metropolitan Transit Development Board	North Coast Transit Authority	\$9,000	\$1,300	\$7,700		4
76	Coaster Commuter Rail; acquire one new train set to expand commuter rail in San Diego County.	San Diego North County Transit District (NCTD)	San Diego North County Transit District (NCTD)	\$14,000	\$14,000	\$0	\$10,068	4
77	Route 94; complete environmental studies to add capacity to Route 94 corridor, downtown San Diego to Route 125 in Lemon Grove in San Diego County.	Caltrans	Caltrans	\$20,000	\$4,000	\$16,000	\$422	1
78	East Village access; improve access to light rail from new in-town East Village development in San Diego County.	Metropolitan Transit Development Board	Metropolitan Transit Development Board	\$15,000	\$15,000	\$0		2, 4
79	North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido in San Diego County.	North County Transit District	North San Diego County Transit District	\$80,000	\$0	\$80,000		
80	Mid-Coast Light Rail; extend Old Town light rail line 6 (3.5) miles to Balboa Avenue in San Diego County.	Metropolitan Transit Development Board (MTDB)	Metropolitan Transit Development Board (MTDB)	\$10,000	\$0	\$10,000		
81	San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.	San Diego Unified Port District	San Diego Unified Port District	\$5,000	\$1,284	\$3,716	\$400	1, 2, 4
82	Routes 5/805; reconstruct and widen freeway interchange, Genesee Avenue to Del Mar Heights Road in San Diego County.	Caltrans	Caltrans	\$25,000	\$25,000	\$0	\$335	4
83.1	Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1) from Route 163 to Route 78 in San Diego County. TRANSIT ELEMENTS	Caltrans	San Diego Metropolitan Transit Development Board (MTDB)	\$28,800	\$5,500	\$23,300	\$5,500	3
83.2	Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1) from Route 163 to Route 78 in San Diego County. FWY ELEMENTS	Caltrans	Caltrans	\$41,200	\$34,300	\$6,900	\$10,397	1, 2, 3
84	Route 52; build four miles of new six-lane freeway to Santee, Mission Gorge to Route 67 in San Diego County.	Caltrans	Caltrans	\$45,000	\$25,000	\$20,000	\$9,479	3
85	Route 56; construct approximately five miles of new freeway alignment between I-5 and I-15 from Carmel Valley to Rancho Penasquitos in the City of San Diego in San Diego County.	Caltrans	Caltrans	\$25,000	\$21,570	\$3,430	\$10,813	3, 4
86	Route 905; build new six-lane freeway on Otay Mesa, Route 805 to Mexico Port of Entry in San Diego County.	Caltrans	Caltrans	\$25,000	\$25,000	\$0	\$1,646	3
87.1	Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County.	Caltrans	Caltrans	\$1,271	\$1,271	\$0	\$155	4
87.2	Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove in San Diego County.	Caltrans	Caltrans	\$58,729	\$1,700	\$57,029	\$236	1

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
88	Route 5; realign freeway at Virginia Avenue, approaching San Ysidro Port of Entry to Mexico in San Diego County.	Caltrans	Caltrans	\$10,000	\$600	\$9,400		1
89	Route 99; improve Shaw Avenue Interchange in northern Fresno in Fresno County.	Caltrans	Caltrans	\$5,000	\$1,600	\$3,400	\$300	1
90	Route 99; widen freeway to six lanes, Kingsburg to Selma in Fresno County.	Caltrans	Caltrans	\$20,000	\$3,860	\$16,140	\$1,509	2, 3
91	Route 180; build new expressway east of Clovis, Clovis Avenue to Temperance Avenue in Fresno County.	Caltrans / Council of Fresno County Governments	Caltrans	\$20,000	\$12,561	\$7,439	\$1,306	2, 3
92	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County.	Caltrans	Caltrans	\$10,000	\$0	\$10,000		
93	Route 180; complete environmental studies to extend Route 180 westward from Mendota to I-5 in Fresno County.	Caltrans	Caltrans	\$7,000	\$7,000	\$0	\$230	1
94	Route 43; widen to four-lane expressway from Kings County line to Route 99 in Selma in Fresno County.	Caltrans	Caltrans	\$5,000	\$2,600	\$2,400	\$339	1
95	Route 41; add auxiliary lane/operational improvements and improve ramps at Friant Road Interchange in Fresno in Fresno County. (SHOPP)	Caltrans	Caltrans	\$10,000	\$3,242	\$6,758	\$593	1, 2, 3
96	Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County.	County of Fresno	County of Fresno, Department of Public Works	\$10,000	\$512	\$9,488		1, 2
97	Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. Of the amount authorized under this paragraph, the sum of two million dollars (\$2,000,000) shall be transferred to the California State University at Fresno for the purposes of funding preliminary plans, working drawings, or both of those, and related program management costs for the Fresno Events Center.	California State University at Fresno	California State University at Fresno	\$2,100	\$2,100	\$0	\$2,000	1
97.1	Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. CLOVIS	California State University, Fresno	City of Clovis	\$1,850	\$1,385	\$465		2, 3, 4
97.2	Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. FRESNO	CSU, Fresno	City of Fresno	\$6,050	\$468	\$5,582		1, 2
98	Peach Avenue; widen to four-lane arterial and add pedestrian overcrossings for three schools in Fresno County.	City of Fresno	City of Fresno	\$10,000	\$600	\$9,400		1, 2
99.1	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. CALWA to BOWLES	Caltrans	Caltrans	\$3,000	\$3,000	\$0		3, 4
99.2	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. STOCKTON to ESCALON	Caltrans	Caltrans	\$12,000	\$0	\$12,000		

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
100	San Joaquin Valley Emergency Clean Air Attainment Program; incentives for the reduction of emissions from heavy-duty diesel engines operating within the eight-county San Joaquin Valley region.	San Joaquin Valley Unified Air Pollution Control District	San Joaquin Valley Unified Air Pollution Control District	\$25,000	\$25,000	\$0	\$12,500	1, 4
101	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses.	Santa Cruz Metropolitan Transit District	Santa Cruz Metropolitan Transit District	\$3,000	\$3,000	\$0		4
102.1	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.	City of Santa Barbara	City of Santa Barbara	\$400	\$400	\$0		4
102.2	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology in Santa Barbara County.	City of Santa Barbara	Santa Barbara Metropolitan Transit District	\$900	\$900	\$0		4
103	Route 99; improve interchange at Seventh Standard Road, north of Bakersfield in Kern County.	Kern Council of Governments	Kern County Road Department	\$8,000	\$1,900	\$6,100	\$11	1, 2, 3
104	Route 99; build seven miles of new six-lane freeway south of Merced, Buchanan Hollow Road to Healey Road in Merced County.	Caltrans	Caltrans	\$5,000	\$5,000	\$0	\$2	2, 3
105	Route 99; build two miles of new six-lane freeway, Madera County line to Buchanan Hollow Road in Merced County.	Caltrans	Caltrans	\$5,000	\$3,300	\$1,700		2, 3
106	Campus Parkway; build new arterial in Merced County from Route 99 to Bellevue Road.	Merced County Department of Public Works	Merced County Department of Public Works	\$23,000	\$0	\$23,000		
107	Route 205; widen freeway to six lanes, Tracy to I-5 in San Joaquin County.	Caltrans	Caltrans	\$25,000	\$0	\$25,000		
108	Route 5; add northbound lane to freeway through Mossdale "Y", Route 205 to Route 120 in San Joaquin County.	Caltrans	Caltrans	\$7,000	\$761	\$6,239	\$210	1, 2, 3
109	Route 132; build 4 miles of new four-lane expressway Modesto from Dakota Avenue to Route 99 and improve Route 99 interchange in Stanislaus County.	Caltrans	Caltrans	\$12,000	\$0	\$12,000		
110	Route 132; build 3.5 miles of new four-lane expressway from Route 33 to the San Joaquin county line in Stanislaus and San Joaquin Counties.	Caltrans	Caltrans	\$2,000	\$500	\$1,500	\$233	1
111	Route 198; build 10 miles of new four-lane expressway from Route 99 to Hanford in Kings and Tulare Counties.	Caltrans	Caltrans	\$14,000	\$853	\$13,147		2
112	Jersey Avenue; widen from 17th Street to 18th Street in Kings County.	Kings County Public Works	Kings County Public Works	\$1,500	\$0	\$1,500		
113	Route 46; widen to four lanes for 33 miles from Route 5 to San Luis Obispo County line in Kern County.	Caltrans	Caltrans	\$30,000	\$300	\$29,700	\$259	1
114	Route 65; add four passing lanes, intersection improvement, and conduct environmental studies for ultimate widening to four lanes from Route 99 in Bakersfield to Tulare County line in Kern County.	Kern Council of Governments	Caltrans	\$12,000	\$376	\$11,624	\$52	1
115	South Line Light Rail; extend South Line three miles towards Elk Grove, from Meadowview Road to Calvine Road in Sacramento County.	Sacramento Regional Transit District	Sacramento Regional Transit District	\$70,000	\$4,000	\$66,000	\$12	1
116	Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.	Sacramento Regional Transit District	Sacramento Regional Transit District	\$25,000	\$3,900	\$21,100		3

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
117	Folsom Light Rail; extend light rail tracks from 7th Street and K Street to the Amtrak Depot in downtown Sacramento, and extend Folsom light rail from Mather Field Station to downtown Folsom. Add a new vehicle storage and maintenance facility in the area	Sacramento Regional Transit District	Sacramento Regional Transit District	\$20,000	\$20,000	\$0	\$2,416	2, 3, 4
118	Sacramento Emergency Clean Air/Transportation Plan (SECAT); incentive for the reduction of emissions from heavy-duty diesel engines operating within the Sacramento region. (Includes funds from #119.1)	Sacramento Area Council of Governments	Sacramento Area Council of Governments	\$66,000	\$16,500	\$49,500	\$16,500	1, 4
119.1	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District; acquire approximately 50 replacement low-emission buses for service in Sacramento and Yolo Counties. SacRT Buses. (Funds moved to #118)	Sacramento Area Council of Governments / Yolo County Transportation District	Sacramento Regional Transit District (SacRT)	\$0	\$0	\$0		
119.2	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District; acquire approximately 50 replacement low-emission buses for service in Sacramento and Yolo Counties. YOLOBUS Service	Sacramento Area Council of Governments / Yolo County Transportation District	Yolo County Transportation District	\$3,000	\$1,173	\$1,827	\$761	4
121	Metropolitan Bakersfield System Study; to reduce congestion in the City of Bakersfield.	Kern Council of Governments	Kern County of Governments	\$350	\$350	\$0	\$151	Study
122	Route 65; widening project from 7th Standard Road to Route 190 in Porterville.	Tulare County	Caltrans	\$3,500	\$2,200	\$1,300	\$301	1
123	Oceanside Transit Center; parking structure.	City of Oceanside	City of Oceanside	\$1,500	\$385	\$1,115		1
126	Route 50/Watt Avenue interchange; widening of overcrossing and modifications to interchange.	County of Sacramento	County of Sacramento	\$7,000	\$720	\$6,280		1
127	Route 85/Route 87; interchange completion; addition of two direct connectors for southbound Route 85 to northbound Route 87 and southbound Route 87 to northbound Route 85.	City of San Jose	Santa Clara Valley Transportation Authority	\$3,500	\$3,500	\$0		4
128	Airport Road; reconstruction and intersection improvement project	County of Shasta	County of Shasta	\$3,000	\$47	\$2,953	\$6	1
129	Route 62; traffic and pedestrian safety and utility undergrounding project in right-of-way of Route 62.	Town of Yucca Valley	Town of Yucca Valley	\$3,200	\$150	\$3,050		1
133	Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road.	City of Elk Grove	County of Sacramento	\$150	\$150	\$0		Study
134	Route 50/Sunrise Boulevard; interchange modifications.	The County of Sacramento Department of Transportation	Caltrans	\$3,000	\$3,000	\$0	\$70	4
135	Route 99/Sheldon Road; interchange project; reconstruction and expansion.	County of Sacramento	County of Sacramento	\$3,000	\$0	\$3,000		
138	Cross Valley Rail; upgrade track from Visalia to Huron.	Cross Valley Rail Corridor Joint Powers Authority	Cross Valley Rail Corridor Joint Powers Authority	\$4,000	\$100	\$3,900	\$100	1, 2
139.1	Balboa Park BART Station; phase I expansion. BART Segment 1 - Balboa Park BART Station	San FranciscoBay Area RapidTransit District (BART)	San FranciscoBay Area RapidTransit District (BART)	\$5,460	\$5,460	\$0	\$328	1, 2, 4
139.2	Balboa Park BART Station; phase I expansion. MUNI Geneva Segment 1	San FranciscoBay Area RapidTransit District (BART)	San FranciscoBay Area RapidTransit District (BART)	\$540	\$540	\$0		2, 4

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Project Listing

Project #	Description	Lead Agency	Implementing Agency	TCR Funds (\$ x 1,000)				Phases Allocated
				Available	Allocated	Unallocated	Expended	
140	City of Goshen; overpass for Route 99.	Caltrans	Caltrans	\$1,500	\$851	\$649	\$235	1, 2, 3
141	Union City; pedestrian bridge over Union Pacific rail lines.	City of Union City	City of Union City	\$2,000	\$120	\$1,880		1
142	West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard.	City of West Hollywood	City of West Hollywood	\$2,000	\$2,000	\$0	\$2,000	4
144	Seismic retrofit of the national landmark Golden Gate Bridge.	Golden Gate Bridge, Highway and Transportation District	Golden Gate Bridge, Highway and Transportation District	\$5,000	\$5,000	\$0	\$5,000	4
145	Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard.	Southern California Regional Railroad Authority	Southern California Regional Railroad Authority	\$6,500	\$6,500	\$0	\$737	2, 4
146	Construction of Palm Avenue Interchange.	Coachella Valley Association of Governments	Coachella Valley Association of Governments	\$10,000	\$0	\$10,000		
148.1	Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes.	Caltrans	Caltrans	\$8,900	\$2,500	\$6,400	\$840	1
148.2	Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes. Avenue to Meadows Rd (signalization intersection).	City of Calixico	Caltrans	\$1,100	\$1,100	\$0		4
149	Purchase of low-emission buses for express service on Route 17.	Santa Cruz Metropolitan Transit District	Santa Cruz Metropolitan Transit District	\$3,750	\$3,750	\$0		4
150	Renovation or rehabilitation of Santa Cruz Metro Center.	Santa Cruz Metropolitan Transit District	Santa Cruz Metropolitan Transit District	\$1,000	\$200	\$800		1
151	Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System.	City of Pasadena	City of Pasadena	\$1,100	\$1,100	\$0		4
152	Pasadena Blue Line transit-oriented mixed-use development.	City of South Pasadena	City of South Pasadena	\$1,500	\$808	\$692		1, 2
153	Pasadena Blue Line utility relocation.	City of South Pasadena	City of South Pasadena	\$550	\$0	\$550		
154	Route 134/I-5 interchange study. One hundred thousand dollars (\$100,000). The lead applicant is the department.	Caltrans	Caltrans	\$100	\$100	\$0		Study
156	Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.	San Francisco Bay Area Rapid Transit District	San Francisco Bay Area Rapid Transit District	\$20,000	\$500	\$19,500		1
157	Route 12: Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.	Caltrans	Caltrans	\$7,000	\$4,100	\$2,900	\$584	1
158.1	Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street and install a new traffic signal. (Segment A - widen Mateo)	City of Los Angeles, Department of Transportation	City of Los Angeles, Department of Transportation	\$800	\$800	\$0		1, 2, 4
158.2	Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street and install a new traffic signal. (Segment B - widen Olympic)	City of Los Angeles, Department of Transportation	City of Los Angeles, Department of Transportation	\$1,200	\$0	\$1,200		
159	Route 101; redesign and construction of Steele Lane Interchange.	Caltrans	Caltrans	\$6,000	\$0	\$6,000		
TOTALS:				\$4,908,900	\$1,372,174	\$3,536,726	\$252,020	

Attachment B - Bi-Annual TCRP Report April 1, 2002

TCRP/STIP 6-Month Allocation Delegation - Status of Requests Received

Delegations Pursuant to Resolution G-01-27

January 1, 2002 - June 30, 2002

List 1 - TCRP Approved Phases

Delegated TCRP Allocation - Approved TCRP Projects / Phases

List #1 - TCRP

Allocated

Not Yet Allocated

BREF	Description	Phase	TCRP Approved Amount	Comments	Phase	Amount	Date	By June 30	Not by June 30	July to Dec list	Reason - if not allocated
10	Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide. In nine counties.	4	\$ 40,000	\$16,035 previously allocated (partial allocation)	4	\$23,965	1/14/02				
17	Route 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County.	4	\$ 15,000	\$2,751 previously allocated (partial allocation)					X		Design
18	Route 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma Counties.	1	\$ 6,200	\$2,000 previously allocated (partial allocation)	1	\$3,600	5/17/02				
27.2	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. - ACE Commuter Parking	3	\$ 1,496						X	X	Environmental clearance not expected until 7/02
33	Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service.	4	\$ 150,000						X	X	Major Scope Change, separate request by 8/22/02
42.2	Route 5; widen Santa Ana Freeway to 10 lanes (two HOV + two mixed flow), Orange County line to Route 710, with related major arterial improvements, in Los Angeles County. Segment B	1	\$ 4,000						X		Design
44	Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County.	4	\$ 3,740						X	X	Design
50	Route 71; complete three miles of six-lane freeway through Pomona, from Route 10 to Route 60 in Los Angeles County.	2	\$ 10,300					X			
53	Automated Signal Corridors (ATSAC); improve 479 automated signals in Victory/Ventura Corridor, and add 76 new automated signals in Sepulveda Boulevard and Route 118 Corridors in Los Angeles County.	4	\$ 14,300		4	\$14,300	1/9/02				
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. (UPRR Line)	4	\$ 121,300					X		X	Partial allocation for Nogales Ave. Additional allocations for next 6 month list.
55.1	Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Monte Vista / Ramona Grade Separations	3	\$ 2,000	Partial Phase 3 approval, additional Phase 3 funding to be approved (Project also on To Be Approved list)					X	X	Environmental
58	Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County.	2, 3	\$ 2,555						X	X	Schedule changed impacts delivery
59	Route 10; Live Oak Canyon Interchange in the City of Yucaipa in San Bernardino County.	3	\$ 330					X			
62.1	Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County.	4	\$ 20,000					X			
70.2	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. High Occupancy Vehicle (HOV) Lanes	4	\$ 112,200								Allocated by CTC
73	Alameda Corridor East; (Orangethorpe Corridor) build grade separations on Burlington Northern-Santa Fe line, Los Angeles County line through Santa Ana Canyon in Orange County.	4	\$ 19,100		4	\$7,300	5/17/02				
74.1	Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County. - Oceanside Double Track	4	\$ 5,500						X		Environmental
85	Route 56; construct approximately five miles of new freeway alignment between I-5 and I-15 from Carmel Valley to Rancho Penasquitos in the City of San Diego in San Diego County.	4	\$ 14,187		4	\$10,757	3/27/02				
90	Route 99; widen freeway to six lanes, Kingsburg to Selma in Fresno County.	3	\$ 60		3	\$60	4/11/02				
96	Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County.	3	\$ 714						X		Environmental

Attachment B - Bi-Annual TCRP Report April 1, 2002

TCRP/STIP 6-Month Allocation Delegation - Status of Requests Received

Delegations Pursuant to Resolution G-01-27

January 1, 2002 - June 30, 2002

Delegated TCRP Allocation - Approved TCRP Projects / Phases

List #1 - TCRP

Allocated

Not Yet Allocated

BREF	Description	Phase	TCRP Approved Amount	Comments	Phase	Amount	Date	By June 30	Not by June 30	July to Dec list	Reason - if not allocated
97.2	Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County.	3	\$ 614								
98	Peach Avenue; widen to four-lane arterial and add pedestrian overcrossings for three schools in Fresno County.	3	\$ 2,200					X			Environmental
103	Route 99; improve interchange at Seventh Standard Road, north of Bakersfield in Kern County.	3	\$ 2,400	\$900 previously allocated (partial allocation)					X	X	Environmental
104	Route 99; build seven miles of new six-lane freeway south of Merced, Buchanan Hollow Road to Healey Road in Merced County.	2, 3	\$ 5,000		2, 3	\$5,000	1/14/02				
105	Route 99; build two miles of new six-lane freeway, Madera County line to Buchanan Hollow Road in Merced County.	2, 3	\$ 5,000		2, 3	\$3,300	2/14/02				
112	Jersey Avenue; widen from 170' Street to 18th Street in Kings County.	4	\$ 1,500						X	X	Design
116	Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.	2	\$ 4,000	Planned Phase 3 and Phase 4 approval and allocation, Project also on To Be Approved list					X	X	Not Reported
118	Sacramento Emergency Clean Air/Transportation Plan (SECAT); incentive for the reduction of emissions from heavy-duty diesel engines operating within the Sacramento region.	4	\$ 66,000	\$16,500 previously allocated; (partial allocation)				X			
119.2	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District; acquire approximately 50 replacement low-emission buses for service in Sacramento and Yolo Counties.	1	\$ 3,000	\$1,173 previously allocated; (partial allocation)				X			
129	Route 62; utility undergrounding project in right-of-way of Route 62.	2, 3	\$ 355						X	X	Design
138	Cross Valley Rail; upgrade track from Visalia to Huron.	4	\$ 3,900		4	\$3,900	5/2/02				
141	Union City; pedestrian bridge over Union Pacific rail lines.	2, 3	\$ 280	\$120 previously allocated, (partial allocation)					X	X	Environmental
152	Pasadena Blue Line transit-oriented mixed-use development.	4	\$ 692						X	X	Environmental
153	Pasadena Blue Line utility relocation.	4	\$ 550						X	X	Environmental/ ROW
158	Remodel the intersection of Olympic Boulevard and Lemon Street and install a new traffic signal. Two million dollars (\$2,000,000). The lead applicant is the City of Los Angeles.	2, 3	\$ 730	\$125 previously allocated (partial allocation Phase 2)				X			

Total Amount Approved - TCRP \$ 639,203

\$ 72,182

Delegated STIP Allocation - Approved TCRP Projects / Phases

List #1 - STIP

Allocated

Not Yet Allocated

BREF	Description	Phase	Programmed STIP Amount	PPNO	Phase	Amount	Date	By June 30	Not by June 30	July to Dec list	Reason - if not allocated
62.1	Route 91; add HOV lanes through downtown Riverside, Mary Street to Route 60/215 junction in Riverside County.	4	\$ 12,000	0125G				X			To be allocated by CTC, District requesting \$20,325,000
85	Route 56; construct approximately five miles of new freeway alignment between I-5 and I-15 from Carmel Valley to Rancho Penasquitos in the City of San Diego in San Diego County.	4	\$ 48,563	0271E	4	\$48,563	3/26/02				

Total Amount Approved - STIP \$ 60,563

\$ 48,563

Attachment B - Bi-Annual TCRP Report April 1, 2002
TCRP/STIP 6-Month Allocation Delegation - Status of Requests Received
Delegations Pursuant to Resolution G-01-27
January 1, 2002 - June 30, 2002

List 2 - TCRP Projects / Phases To Be Approved

Delegated TCRP Allocation - To Be Approved TCRP Projects / Phases

List #2 - TCRP

Allocated

Not Yet Allocated

BREF	Description	Phase	Unapproved Funds Available	Comments	Phase	Amount	Date	By June 30	Not by June 30	July to Dec list	Reason - if not allocated
2	Fremont-South Bay Commuter Rail; acquire rail line and start commuter rail service between Fremont and San Jose in Santa Clara and	3	\$ 35,000	On December 2001 Agenda for Approval					X	X	ROW appraisal
7	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County.	4	\$ 55,000	Initial Application To Be Approved	4	22,000	2/11/02				
9.3	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties.	4	\$ 8,250	Previous Approval / Allocation for Phase 1, Phase 2					X		Environmental
9.4	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties.	4	\$ 9,000	Application for 9.4 to be Approved	4	\$19,500	4/4/02				Allocated by CTC
12.3	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties.	1	\$ 5,800	Previous Approval / Allocation for Phase 1 (partial allocation)					X		Environmental
12.2	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties.	2, 3	\$ 2,900	Previous Approval / Allocation for Phase 1					X	X	Agency needs to submit Major amendment
23	CalTrain Peninsula Corridor; complete grade separations at Poplar Avenue in (San Mateo), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	1	\$ 15,000	Initial Application To Be Approved	1	\$1,000	3/22/02				
26	ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	2	\$ 1,000	Initial Application To Be Approved					X		Approved for Phase 4 (originally planned as Phase 2)
28	Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.	4	\$ 4,320	Previous Approval / Allocation for Phase 2					X	X	Environmental
30	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties.	2, 3	\$ 29,300	Previous Approval / Allocation for Phase 1					X	X	Environmental
36	Los Angeles Eastside Transit Extension; build new light rail line in East Los Angeles, from Union Station to Atlantic via 1st Street to Lorena in Los Angeles County.	2, 3	\$ 216,500	Previous Approval / Allocation for Phase 1	2, 3	\$25,500	4/11/02				
38.1	Los Angeles-San Fernando Valley Transit Extension; build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center.	3	\$ 132,700	Previous Approval / Allocation for Phase 1	23	\$34,700	4/11/02		X		
38.2	Los Angeles-San Fernando Valley Transit Extension; Build a North-South corridor bus transit project that interfaces with the foregoing East-West Burbank-Chandler Corridor project and with the Ventura Boulevard Rapid Bus project.	1	\$ 98,000	Previous Approval / Allocation for Phase 1 (partial allocation)					X		Other
49	Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.	2, 3	\$ 9,650	Previous Approval / Allocation for Phase 1					X	X	Environmental
51	Route 101/405; add auxiliary lane and widen ramp through freeway interchange in Sherman Oaks in Los Angeles County.	3	\$ 17,000	Previous Allocation for Phase 1, Phase 2	3	\$4,200	4/11/02				
55.1	Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Monte Vista / Ramona Grade Separations	2, 3	\$ 16,550	Previous Allocation for Phase 1, Phase 3 (partial Phase 3)						X	Environmental
63	Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County.	3	\$ 21,200	Previous Approval / Allocation for Phase 1, Phase 2					X		Environmental
74.2	Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County.	4	\$ 16,052	Previous Approval / Allocation for Phase 1					X		No reason given

Attachment B - Bi-Annual TCRP Report April 1, 2002

TCRP/STIP 6-Month Allocation Delegation - Status of Requests Received

Delegations Pursuant to Resolution G-01-27

January 1, 2002 - June 30, 2002

Delegated TCRP Allocation - To Be Approved TCRP Projects / Phases

List #2 - TCRP

Allocated

Not Yet Allocated

BREF	Description	Phase	Unapproved Funds Available	Comments	Phase	Amount	Date	Not Yet Allocated			
								By June 30	Not by June 30	July to Dec list	Reason - if not allocated
77	Route 94; complete environmental studies to add capacity to Route 94 corridor, downtown San Diego to Route 125 in Lemon Grove in San Diego County.	1	\$ 16,000	Previous Allocation for Phase 1 (partial allocation)					X		Environmental
80	Mid-Coast Light Rail; extend Old Town light rail line 6 miles to Balboa Avenue in San Diego County.	2	\$ 10,000	Initial Application To Be Approved					X		Environmental
81	San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.	4	\$ 4,600	Previous Approval / Allocation for Phase 1, Phase 2	4	\$884	3/22/02			X	Environmental
92	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County.	4	\$ 10,000	Initial Application To Be Approved					X	X	Environmental
99.2	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties.	4	\$ 12,000	Application for 99.2 To Be Approved					X	X	Environmental
113	Route 46; widen to four lanes for 33 miles from Route 5 to San Luis Obispo County line in Kern County.	3	\$ 29,700	Previous Approval / Allocation for Phase 1					X		Administrative
116	Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.	3, 4	\$ 21,000	Planned Allocation for Phase 2 (Phase 2 approved, Project also on Approved List)	3	\$3,900	3/22/02		X	X	Not reported

Total Amount Available to be Approved - TCRP with anticipated Concurrent Full/Partial Allocation

\$ 796,522

\$ 111,684

Attachment C - Bi-Annual TCRP Report April 1, 2002
TCRP/STIP 6-Month Allocation Delegation - Anticipated Allocation List
Delegations Pursuant to Resolution G-01-27
July 1, 2002 - December 31, 2002
(\$ X 1,000)

BREF	Description	Allocated	Unallocated	Anticipated Allocation			
				TCRP Funding	STIP Funding		
					Programmed Amount	Fiscal Year	PPNO
1.2	Fremont-South Bay Commuter Rail; acquire rail line and start commuter rail service between Fremont and San Jose in Santa Clara and Alameda Counties.	\$45,000	\$568,567	X			
2	Fremont-South Bay Commuter Rail; acquire rail line and start commuter rail service between Fremont and San Jose in Santa Clara and Alameda Counties.	\$0	\$35,000	X			
5	Route 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road in Santa Clara County.	\$5,000	\$0		\$16,675	02/03	0468E
7.2	CalTrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County. Platform modifications and Gilroy storage tracks.		\$6,500	X			
9.2	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties - Emeryville Station Project - \$3,150,000 (adj between 9.2 & 9.3 pending)	\$225	\$2,925	X			
11	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.	\$3,200	\$1,800	X			
12.2	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties - Hercules Rail Station	\$100	\$2,900	X			
12.3	Bay Area Transit Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties - I-580 Corridor Study	\$1,200	\$5,800	X			
14	CalTrain; extension to Salinas in Monterey County.	\$365	\$19,635	X			
16.2	Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest. (SEG 2 - Loveridge to Somersville)	\$0	\$14,000	X			
19	Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.	\$150	\$1,850	X			
27.1	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. Vasco Road Re-alignment - \$6,500,000	\$150	\$6,350	X			
27.2	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties - Vasco Road ACE Parking - \$3,000,000	\$424	\$2,576	X			
27.3	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties - Valley Center Project Parking - \$1,500,000	\$520	\$980	X			
28	Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.	\$680	\$4,320	X			
30	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma Counties.	\$7,700	\$29,300	X			
33	Bus Transit; acquire low-emission buses for Los Angeles County MTA bus transit service.	\$0	\$150,000	X			
35.3	Pacific Surfliner; triple track intercity rail line within Los Angeles County and add run-through-tracks through Los Angeles Union Station in Los Angeles County - Fifth lead track	\$264	\$4,800	X			
37.1	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 - Mid-City Wilshire BRT (design/build)	\$4,700	\$224,200	X			
40	Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.	\$500	\$89,500	X			
43	Route 5; improve Carmentita Road Interchange in Norwalk in Los Angeles County.	\$290	\$70,710	X			
44	Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County.	\$14,660	\$3,740	X			
46	Route 1; reconstruct intersection at Route 107 in Torrance in Los Angeles County.	\$700	\$1,300	X			
49	Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.	\$350	\$9,650	X			

Attachment C - Bi-Annual TCRP Report April 1, 2002
TCRP/STIP 6-Month Allocation Delegation - Anticipated Allocation List
Delegations Pursuant to Resolution G-01-27
July 1, 2002 - December 31, 2002
(\$ X 1,000)

BREF	Description	Allocated	Unallocated	Anticipated Allocation			
				TCRP Funding	STIP Funding		
					Programmed Amount	Fiscal Year	PPNO
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. ACE	\$9,000	\$121,300	X	\$25,401	02/03	2318
55.1	Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Montclair	\$250	\$18,550	X			
55.2	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. Ontario	\$700	\$33,478	X			
55.3	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. SANBAG	\$510	\$41,512	X			
58	Route 10; widen freeway to eight-lanes through Redlands, Route 30 to Ford Street in San Bernardino County.	\$0	\$10,000	X			
59	Route 10; Live Oak Canyon Interchange in the City of Yucaipa in San Bernardino County.	\$1,650	\$9,350	X			
63	Route 60; add seven miles of HOV lanes west of Riverside, Route 15 to Valley Way in Riverside County	\$3,800	\$21,200	X			
70.2	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County. (Construction of the HOV widening and auxiliary lanes)	\$60,500	\$112,900	X			
73	Alameda Corridor East; (Orangethorpe Corridor) build grade separations on Burlington Northern-Santa Fe line, Los Angeles County line through Santa Ana Canyon in Orange County.	\$8,900	\$19,100	X			
75.2	San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County. NCTD	\$1,300	\$7,700	X			
79	North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido in San Diego County.	\$0	\$80,000	X			
81	San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service between San Diego and Oceanside in San Diego County.	\$1,284	\$3,716	X			
83.1	Route 15; add high-tech managed lane on I-15 freeway north of San Diego (Stage 1) from Route 163 to Route 78 in San Diego County. TRANSIT ELEMENTS	\$5,500	\$23,300	X			
92	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line near Hanford in Kings County.	\$0	\$10,000	X	\$12,000	02/03	9074B
97.1	Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. Of the amount authorized under this paragraph, the sum of two million dollars (\$2,000,000) shall be transferred to the California State University at Fresno for the purposes of funding preliminary plans, working drawings, or both of those, and related program management costs for the Fresno Events Center.	\$1,385	\$465	X			
97.2	Operational improvements on Shaw Avenue, Chestnut Avenue, Willow Avenue, and Barstow Avenue near California State University at Fresno in Fresno County. FRESNO	\$468	\$5,582	X			
98	Peach Avenue; widen to four-lane arterial and add pedestrian overcrossings for three schools in Fresno County.	\$600	\$9,400	X			
99.2	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. STOCKTON to ESCALON	\$0	\$12,000	X			
99.2	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. STOCKTON to ESCALON				\$21,289	01/02 (June ext.)	9074A
103	Route 99; improve interchange at Seventh Standard Road, north of Bakersfield in Kern County.	\$1,900	\$6,100	X			
111	Route 198; build 10 miles of new four-lane expressway from Route 99 to Hanford in Kings and Tulare Counties.	\$853	\$13,147	X			
112	Jersey Avenue; widen from 17th Street to 18th Street in Kings County.	\$0	\$1,500	X			
114	Route 65; add four passing lanes, intersection improvement, and conduct environmental studies for ultimate widening to four lanes from Route 99 in Bakersfield to Tulare County line in Kern County.	\$376	\$11,624	X			
116	Route 80 Light Rail Corridor; double-track Route 80 light rail line for express service in Sacramento County.	\$3,900	\$21,100	X			

Attachment C - Bi-Annual TCRP Report April 1, 2002
TCRP/STIP 6-Month Allocation Delegation - Anticipated Allocation List
Delegations Pursuant to Resolution G-01-27
July 1, 2002 - December 31, 2002
(\$ X 1,000)

BREF	Description	Allocated	Unallocated	Anticipated Allocation			
				TCRP Funding	STIP Funding		
					Programmed Amount	Fiscal Year	PPNO
117	Folsom Light Rail; extend light rail tracks from 7th Street and K Street to the Amtrak Depot in downtown Sacramento, and extend Folsom light rail from Mather Field Station to downtown Folsom. Add a new vehicle storage and maintenance facility in the area	\$20,000	\$0		\$15,355	02/03	0R01
118	Sacramento Emergency Clean Air/Transportation Plan (SECAT); incentive for the reduction of emissions from heavy-duty diesel engines operating within the Sacramento region.	\$16,500	\$49,500	X			
123	Oceanside Transit Center; parking structure.	\$385	\$1,115	X			
141	Union City; pedestrian bridge over Union Pacific rail lines.	\$120	\$1,880	X			
150	Renovation or rehabilitation of Santa Cruz Metro Center.	\$200	\$800	X			
152	Pasadena Blue Line transit-oriented mixed-use development.	\$808	\$692	X			
153	Pasadena Blue Line utility relocation.	\$0	\$550	X			