

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 27-28, 2004

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

From: CINDY MCKIM
Acting Chief Financial Officer

Prepared by: Ross Chittenden
Division Chief
Transportation Programming

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM PROJECT APPLICATION
AMENDMENT APPROVALS
RESOLUTION TAA-04-11, AMENDING RESOLUTIONS TA-00-02, TA-01-07, TA-01-09,
TA-02-10, TAA-02-02, TAA-03-02, TAA-03-03**

ISSUE:

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

RECOMMENDATION:

The California Department of Transportation (Department) recommends approval.

BACKGROUND:

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

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

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

Attachments

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total	
TCRP	State	Committed		\$284		\$4,780	\$5,064	
		Proposed		\$389		\$4,675		
	Totals:	Committed		\$284		\$4,780	\$5,064	
		Proposed		\$389		\$4,675		
			Project		\$284		\$4,780	\$5,064
			Total:		\$389		\$4,675	

Prior TCRP Action:

- Original Application was approved on February 28, 2002 (Resolution TA-02-02).
- A minor amendment to redirect \$125,000 from Phase 4 (Construction) to Phase 2 (Plans, Specifications & Estimates) was approved June 2002. Increase in design cost is greater than originally anticipated due to the complicated nature of the signal system for the approaches and track details.
- A second minor amendment was approved June 26, 2003, Resolution TAA-03-03, to extend the project end date by one fiscal year. The extension is needed due to complicated signal work. Design is currently progressing and involves a high level of coordination with all stakeholders (SCRRA, Amtrak, Catellus and others).

Status of Conditions: No conditions.

Discussion/Issues: This project is statutorily exempt under CEQA. Regional Transportation Plan documentation on file.

TCR Program – Application Amendment Project # 37.1

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

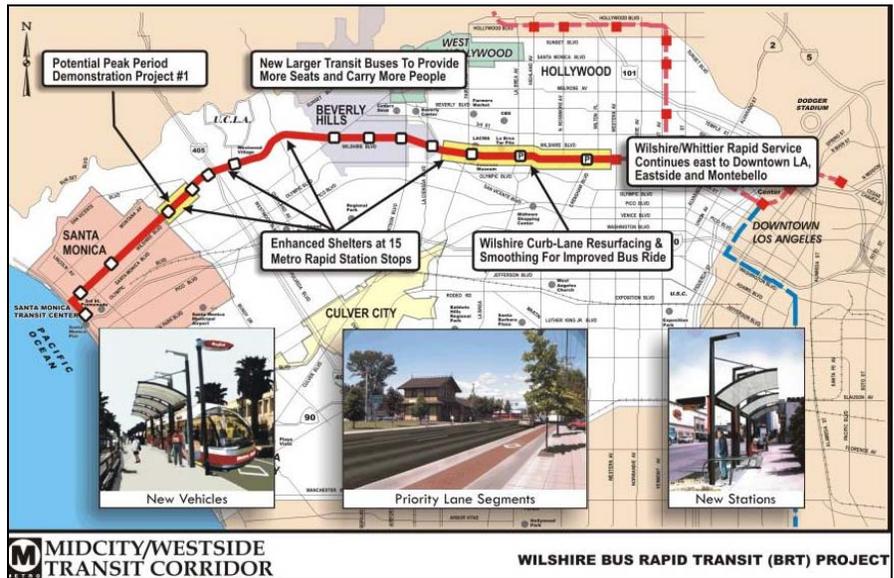
(\$ X 1,000)

Estimated Project Cost:	\$194,400	TCRP Funds Approved To Date:	\$81,800
TCRP Funds – Subproject #37.1:	\$186,900	Phases(s) Approved To Date:	1,2,3,4
TCRP Funds for Project #37:	\$256,000		
Lead Agency:	Los Angeles County Metropolitan Transportation Authority (LACMTA)	Implementing Agency:	LACMTA

TCRP Allocations To Date:	\$6,200	for Phase(s):	1
Advance Approved:	\$0	for Phase(s):	N/A
LONP Requested Concurrently with Application:	\$26,100	for Phase(s):	3

Project Summary: The Los Angeles Mid-City Transit Improvements project is to build a light rail transit (LRT) or bus rapid transit (BRT) system along the Mid-City/Westside/ Exposition corridors in Los Angeles County. The overall project will be implemented to two sub-projects:

- **Sub-Project #37.1 – BRT system along Wilshire Boulevard** (Total cost = \$194,400,000, including \$186,900,000 in TCRP funding) (originally approved as Project #37), and
- Sub-Project #37.2 – LRT system along Exposition Boulevard (Total cost = \$343,900,000, including \$69,100,000 in TCRP funding)



Sub-Project #37.1 will provide a 12.7-mile limited stop express bus service along Wilshire Boulevard that will connect the Wilshire/Western Metro Red Line station to 2nd Street and Colorado Blvd. in Santa Monica. The Locally Preferred Alternative (LPA) selected, based on the results of the environmental studies and public input, is to implement a service enhancement project intended to provide high capacity transit service to the Westside of Los Angeles County, improving on the existing Metro Rapid Bus service. The enhancements will be based upon BRT features found in other systems worldwide and will contain two sets of components. The first set of components to be implemented are as follows: Enhanced Metro Rapid Stations; High Capacity Vehicles; Wilshire Boulevard Curb Lane and Intersection Reconstruction; Maintenance and Storage Facilities and Community Parking Facilities. The second set of components is considered alternatives to the project, with implementation subject to approval and concurrence of local jurisdictions. The alternatives include Expanded Transit Signal Priority and Peak Period Dedicated Bus Lanes.

Amendment Summary: This amendment updates the project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: Minor schedule changes to all phases of the project are requested. The schedule changes are due to delays experienced as a result of the temporary suspension of TCR funds and the December 2002 directive, which asked all agencies not to sign any additional contracts. Consequently, the project managers have had to reevaluate the project schedule accordingly.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental study to develop an EIR/EIS and preliminary engineering.	12/00	12/05 7/04	\$8,700
2	Preparation of design/build contract or final design plans under design/bid/build.	8/04 7/03	6/06	\$5,000
3	Right of Way Acquisition	7/04 7/03	12/05 6/04	\$26,100
4	Construction activities for BRT	6/05 4/04	11/08	\$110,100
4	High capacity vehicle acquisition	11/02	7/06	\$44,500
Total:				\$194,400

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$6,200	\$5,000	\$26,100	\$44,500	\$81,800
		Proposed				\$105,100	\$105,100
Prop C 25%	Measure	Committed				\$5,000	\$5,000
		Proposed					
STIP-RIP	State	Committed	\$2,500				\$2,500
		Proposed					
		Totals:	\$8,700	\$5,000	\$26,100	\$49,500	\$89,300
						\$105,100	\$105,100
		Totals:	\$8,700	\$5,000	\$26,100	\$154,600	\$194,400

Prior TCRP Action:

- Original application for Phase 1 (ENV) was approved on January 18, 2001 (Resolution TA-01-01).
- Minor Amendment was approved June 20, 2002, to extend the end date of Phase 1, per April 2002 Progress Report.
- A subsequent application was approved October 3, 2002 (Resolution TA-02-13) to update the overall project scope, and program additional funds to continue Phase 1 preliminary engineering activities, as well as funds for Phase 2 - PS&E, Phase 3 – ROW, and Phase 4 – CON. As a result of the scope update, the TCRP funds originally proposed for this sub-project were reduced, from \$228,900,000 to \$186,900,000. A minor amendment was also included to extend the end date of Phase 1 (ENV) to June 2003.
- A major amendment was approved June 26, 2003 (Resolution TAA-03-02) to update the project schedule. LACMTA has indicated that additional time is needed to complete Phase 1 – ENV, Phase 2 – PS&E to enable the agency to seek federal environmental clearance that will allow them to utilize federal funds not previously planned for this project. Additionally, as TCR funds may not be available in the short-term, LACMTA had to re-evaluate funding availability which caused a slight delay in the progress of Phases 1 and 2, until a funding plan for the overall project could be determined.

Status of Conditions: No conditions set for this project under Resolution TA-01-01. The following conditions were set forth under Resolution TA-02-13:

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

Discussion/Issues: Regional Transportation Plan documentation on file. CTC reviewed the Final EIR/EIS and approved the project for future consideration of funding on October 3, 2002, under Resolution E-02-44.

TCR Program – Application Amendment Project #38.2

October 27-28, 2004
Reference No. 2.1c.(2)

Los Angeles Los Angeles-San Fernando Valley Transit Extension; (B) 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.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$242,700	<i>TCRP Funds covered by application:</i>	\$2,000
<i>TCRP Funds – Subproject #38.2:</i>	\$100,000	<i>Phases(s) covered by application:</i>	1
<i>TCRP Funds for Project #38:</i>	\$245,000	<i>TCRP Funds Previously Approved for 38.2</i>	\$2,000
<i>Lead Agency:</i>	Los Angeles County Metropolitan Transportation Authority (LACMTA)	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP allocations to date:</i>	\$2,000	<i>for Phase(s):</i>	1
<i>Advance requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>LONP Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary:

The overall project will provide new bus rapid transit services in the San Fernando Valley (SFV) along the north-south corridor that will interface with the SFV East-West Burbank Chandler Corridor project and the Ventura Boulevard Rapid Bus Corridor Project. The project will help relieve surface congestion and improve mobility for transit dependent residents.

The first application for this project was for the Major Investment Study (MIS) that will help determine the most appropriate type of project for the corridor and define the project boundaries.



Amendment Summary: This amendment updates the project schedule. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

Reason for Change: Project schedule delays are due to delays experienced as a result of the temporary suspension of TCR funds and the December 2002 directive, which asked all agencies not to sign any additional contracts. Consequently, the project managers have had to reevaluate the project schedule accordingly.

Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Major Investment Study, Environmental Clearance Assessment, Conceptual plan	8/01	12/03 6/06	\$12,000
2	Design for Locally Preferred Alternative	7/04	6/10	\$24,000
3	Right of Way Acquisition	7/10	6/12	\$50,000
4	Construction	7/04	6/14	\$156,700
			Total:	\$242,700

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$2,000				\$2,000
		Proposed	\$3,000	\$10,000	\$15,000	\$70,000	\$98,000
STIP -RIP	State	Committed					
		Proposed	\$5,000	\$10,000	\$5,000	\$7,000	\$27,000
5309	Federal	Committed					
		Proposed			\$30,000	\$66,900	\$96,900
Prop A or C	Local	Committed					
		Proposed	\$2,000	\$4,000		\$12,800	\$18,800
	Totals:	Committed	\$2,000				\$2,000
		Proposed	\$10,000	\$24,000	\$50,000	\$156,700	\$240,700
		Project Total:	\$12,000	\$24,000	\$50,000	\$156,700	\$242,700

Prior TCRP Action:

- Original application was approved on June 6, 2001 (Resolution TA-01-09).
- A minor amendment to extend the completion date of Phase 1 was approved April 2002.

Status of Conditions: No conditions set for this project under Resolution TA-01-09.

Discussion/Issues: No issues. Department and CTC staff recommends LACMTA make a presentation on the outcome of the MIS once it is completed.

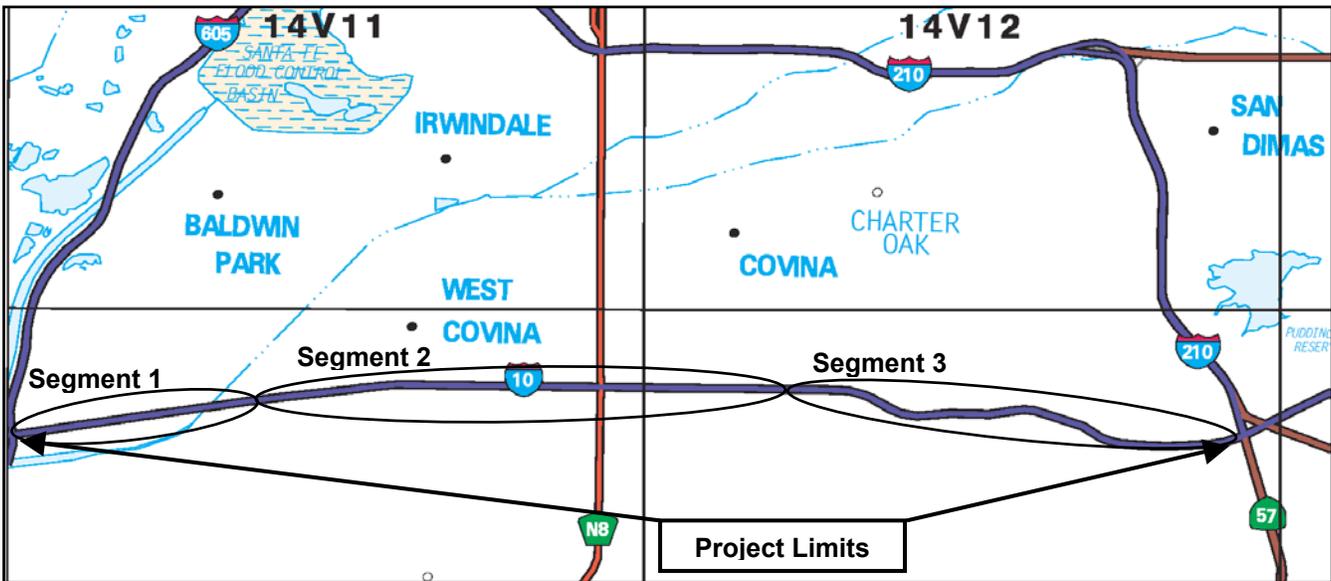
TCR Program – Application Amendment Project #40

Los Angeles **Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$370,188	<i>TCRP Funds Covered by Application:</i>	\$0
	\$300,000		
<i>Total TCRP Funds Available:</i>	\$90,000	<i>Phase(s) Covered by Application:</i>	1,2,3
		<i>TCRP Funds Previously Approved for #40:</i>	\$33,100
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$12,100	<i>for Phase(s):</i>	1,2,3



Project Summary:

The overall project will widen the San Bernardino Freeway to provide one HOV lane in each direction, from Route 605 to Route 57. The project will provide for approximately 11.2 miles of HOV lanes that will effectively double the people carrying capacity of a mixed flow lane thus alleviating some of the congestion by encouraging and supporting the use of shared ride modes. The project will be delivered in three segments:

- Segment 1: Route 605 to Puente Avenue (2.2 miles)
- Segment 2: Puente Avenue to Citrus Street (4.1 miles)
- Segment 3: Citrus Street to Route 57 (4.9 miles)

Summary of Action: This amendment updates the project schedule and funding plan. \$146,000 of TCR funds are transferred from Phase 2 to Phase 1 and \$1,357,000 of TCR funds are transferred from Phase 2 to Phase 3. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: The Phase 1 cost increase is due to extended review by cities within the study area that resulted in additional effort by Department staff. From the final environmental document, greater details became known to update the estimates for the remainder of the project.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Report and Environmental Document	8/00	12/02 11/02	\$2,746 \$2,600
2	PS&E, Utility Plans and Permits	10/03 11/02	7/10 2/08	\$28,635 \$26,700
3	Right of Way Acquisition	10/03 11/02	7/10 2/08	\$68,042 \$41,400
4	Construction	12/07	12/13	\$270,765 \$229,300
Total:				\$370,188 \$300,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$646	\$6,597	\$25,857		\$33,100
		Proposed	\$500	\$8,100	\$24,500		\$33,100
				\$7,389	\$9,570	\$39,941	\$56,900
						\$56,900	
Prop C	Measure	Committed	\$2,100				\$2,100
		Proposed					
STIP-RIP	State	Committed		\$6,597	\$29,251	\$72,571	\$108,419
		Proposed					
STIP	State	Committed					
		Proposed		\$8,052	\$3,364	\$158,253	\$169,669
			\$18,600	\$16,900	\$172,400	\$207,900	
		Committed	\$2,746	\$13,194	\$55,108	\$72,571	\$143,619
		Proposed	\$2,600	\$8,100	\$24,500		\$35,200
		Proposed		\$15,441	\$12,934	\$198,194	\$226,569
				\$18,600	\$16,900	\$229,300	\$264,800
		Totals:	\$2,746	\$28,635	\$68,042	\$270,765	\$370,188
			\$2,600	\$26,700	\$41,400	\$229,300	\$300,000

Prior TCRP Action:

- Original application was approved on June 6, 2001 (TA-01-09) for \$12,500,000 for Phases 1 and 2.
- Application was approved on July 18, 2002 (TA-02-10) for \$20,600,000 for Phases 2 and 3.
- The funding plan was updated based on the adoption of the 2004 STIP (G-04-07) on August 5, 2004.

Status of Conditions: The condition set forth under Resolution TA-02-10 for an allocation of capital funds has been met. The Commission has reviewed the Negative Declaration and approved the project for future consideration of funding in February 2004 under Resolution E-04-05.

Discussion/Issues: The 2004 STIP programmed a total of \$108,419,000 of STIP-RIP funds. These funds were programmed based on LACMTA's assumption that the TCR funds would not be available. This assumption has over-committed funding on Segment 1. LACMTA will process a future STIP amendment to eliminate this over-commitment. The STIP funds along with the TCR funds fully fund Segment 1. The Regional Transportation Plan and Environmental documentation are on file.

TCR Program – Application Amendment Project #83.2

October 27-28, 2004
Reference No. 2.1c.(2)

San Diego 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

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$345,593	<i>TCRP Funds Covered by Application:</i>	\$0
<i>TCRP Funds – Sub-Project #83.2:</i>	\$41,200	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #83</i>	\$70,000	<i>TCR Funds Previously Approved for #83.2:</i>	\$41,200
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$34,300	<i>for Phase(s):</i>	1,2,3

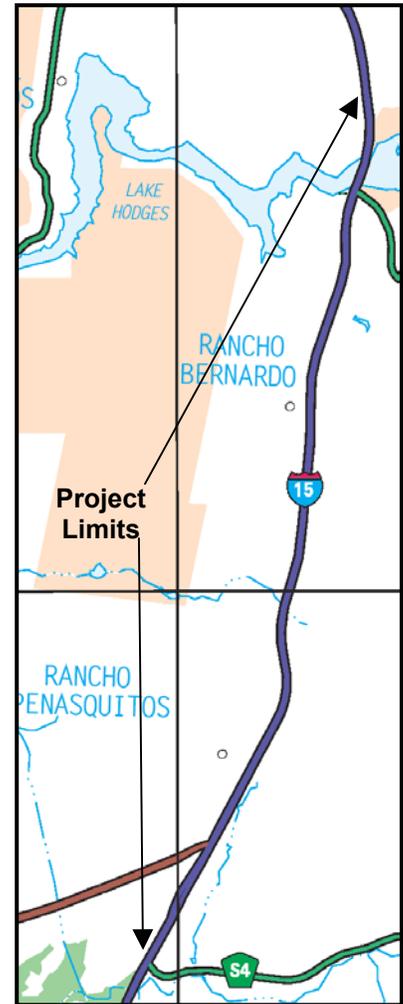
Project Summary: The overall project is to construct four managed lanes within the freeway median that may flow in both directions, configured with a movable barrier to handle peak direction traffic, incidents, and special events. Excess capacity may be sold to single-occupancy vehicles via “Value Pricing” or other method. In addition, implement a Bus Rapid Transit System (BRTS) of routes connecting residential and employment areas, with preferential access provided to buses and carpools via direct ramps from transit centers constructed adjacent the freeway. This project has been segmented into two sub-projects for implementation:

Sub-Project #83.1 - Transit elements

Sub-Project #83.2 - Freeway elements

Summary of Action: This amendment transfers \$816,000 from Phase 4 to Phase 1 and transfers \$2,847,000 from Phase 4 to Phase 2. In addition the amendment updates the overall project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Amendment: The funding and schedule changes are due to the reworking of the project to a design sequencing. The overall schedule for completion is accelerated by one year when design sequencing was implemented and the project became fully funded with GARVEE bonds.



Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Conduct preliminary engineering, environmental studies, and public input/reviews required under NEPA/CEQA	9/98	3/03 10/02	\$8,816 \$8,000
2	Prepare plans, specifications and estimate (PS&E)	12/00	6/05 10/04	\$20,647 \$17,800
3	Right of Way Acquisition and utility relocations	12/00	5/05 10/02	\$13,000
4	Construction (Including Construction Engineering and Contract Administration)	7/03 3/03	12/07 12/08	\$303,130 \$306,793
Total:				\$345,593

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$4,316	\$20,647	\$13,000	\$3,237	\$41,200
		Proposed	\$3,500	\$17,800		\$6,900	
STIP-IIP	State	Committed				\$44,847	\$44,847
		Proposed					
STIP-RIP	State	Committed	\$4,500				\$4,500
		Proposed					
SHOPP	State	Committed				\$5,819	\$5,819
		Proposed					
RSTP	Federal	Committed				\$32,127	\$32,127
		Proposed					
CMAQ	Federal	Committed				\$20,100	\$20,100
		Proposed					
STIP-RIP	GARVEE	Committed				\$147,750	\$147,750
		Proposed					
STIP-IIP	GARVEE	Committed				\$49,250	\$49,250
		Proposed					
	Totals:	Committed	\$8,816	\$20,647	\$13,000	\$303,130	\$345,593
		Proposed	\$8,000	\$17,800		\$306,793	
	Totals:		\$8,816	\$20,647	\$13,000	\$303,130	\$345,593
			\$8,000	\$17,800		\$306,793	

Prior TCRP Action:

- Original application was approved on November 1, 2000 (TA-00-02) for \$24,500,000 for Phases 1, 2, and 3.
- Major amendment was approved on February 28, 2002 (TAA-02-02) for \$16,700,000 for all Phases.
- The funding plan was updated based on programming of SHOPP funds in the 2002 SHOPP.
- The funding plan was updated based on STIP Amendment 02S-018, approved October 3, 2002.
- The funding plan was updated based on Allocation of GARVEE Bonds (FG-03-01), approved September 25, 2003.
- The funding plan was updated based on a revised Allocation of GARVEE Bonds (FG-03-03), approved January 22, 2004.

Status of Conditions: The conditions set forth in Resolution TAA-02-02 for an allocation of funds for construction have been met. The project has been fully funded with GARVEE funds and approval for future consideration of funding of the final environmental document, Negative Declaration, by the Commission occurred April 3, 2003 under Resolution E-03-10.

Discussion/Issues: No issues.

TCR Program – Application Amendment Project #85

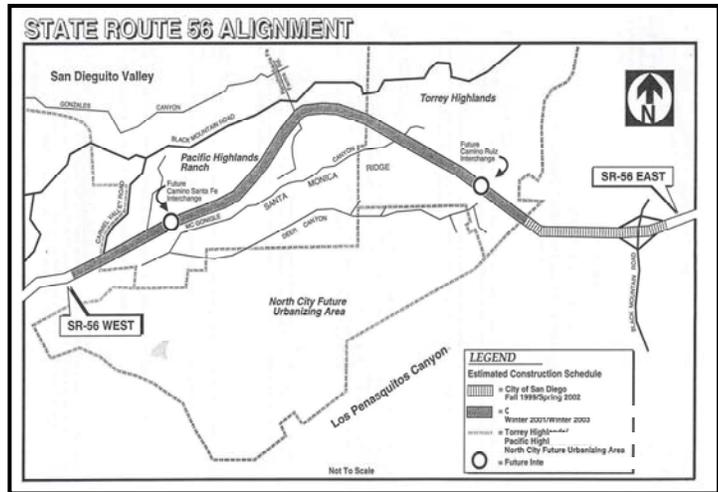
San Diego **Route 56; construct approximately five miles of new freeway alignment between I-5 and I-15 from Carmel Valley to Rancho Penasquitos in the City of San Diego in San Diego County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$145,009	<i>TCRP Funds Covered by Application:</i>	\$0
	\$148,685		
<i>TCRP Funds for Project #85:</i>	\$25,000	<i>Phase(s) Covered by Application:</i>	All
		<i>TCRP Funds Previously Approved for #85:</i>	\$25,000
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP Allocation Requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advanced Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$21,570	<i>for Phase(s):</i>	3,4

Project Summary: This project is to construct the new State Route 56, which will provide a direct connection between I-5 and I-15. This connection will reduce congestion on Interstate 15, up to 20% in some areas, and on other key local roads. In addition, it provides a major link in the "outer loop" of the regional transportation system network. The project includes constructing a new 4-lane freeway, including landscaping and traffic operations elements. The ultimate project when completed will consist of a six-lane freeway with a median that will allow for the following three options, additional mixed-flow lanes, HOV (carpool) lanes, or future transit.



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

Reason for Amendment: The landscape project, which is requirement for obtaining the Coastal Zone Permit for the original freeway project is ready for construction. The freeway project was awarded with TCRP savings of \$2,727,000. This allocated savings along with funds from the STIP and City of San Diego completely funds the landscape project. The remaining \$3,430,000 of unallocated TCR funds will be utilized on the future traffic operations project.

The freeway project has been completed. The update of the project schedules and funding for Phase 2 and Phase 4 are for the landscape project. The Phase 3 cost increase occurred on the highway portion because of higher than expected condemnation settlements. A future application will be submitted to present the schedule and full funding for the traffic operations project.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	PA&ED – Previously completed, cost not included		6/98	
2	PS&E	8/99	12/04	\$8,115
			12/01	\$5,703
3	Acquire necessary R/W and utility relocation. Cost includes capital and support.	8/99	12/01	\$66,415
				\$42,403
4	Construct project and administer construction contract. Cost includes capital and support.	7/02	3/09	\$70,479
			12/04	\$70,579
			Total:	\$145,009
				\$148,685

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed			\$10,813	\$14,187	\$25,000
		Proposed					
STIP-RIP	State	Committed		\$5,703	\$31,602	\$40,281	\$77,586
		Proposed			\$31,500	\$38,481	\$75,774
STIP-IIP	State	Committed				\$5,823	\$5,823
		Proposed					
County of San Diego	Local	Committed				\$888	\$888
		Proposed					
City of San Diego	Local	Committed		\$2,412		\$9,300	\$11,712
		Proposed				\$11,200	\$13,612
Transnet	Measure	Committed			\$24,000		\$24,000
		Proposed					
	Totals:	Committed		\$8,115	\$66,415	\$70,479	\$145,009
Proposed			\$5,703	\$42,403	\$70,579	\$118,685	
	Totals:			\$8,115	\$66,415	\$70,479	\$145,009
				\$5,703	\$42,403	\$70,579	\$118,685

Prior TCRP Action:

- Original application was approved on November 1, 2000 (TA-00-02) for \$25,000,000 for Phases 3 and 4.
- Minor amendment was approved February 6, 2002 based on the October 2001 Progress Report.
- Financial allocation adjustment (AB 608) was approved April 3, 2003 by the Commission under Resolution FA-02-06.

Status of Conditions: No conditions set.

Discussion/Issues: The highway project has been completed. The Phase 4 schedule includes 3 years for plant establishment.

TCR Program – Application Amendment Project #90

October 27-28, 2004
Reference No. 2.1c.(2)

Fresno Route 99; widen freeway to six lanes, Kingsburg to Selma in Fresno County.

(\$ X 1,000)

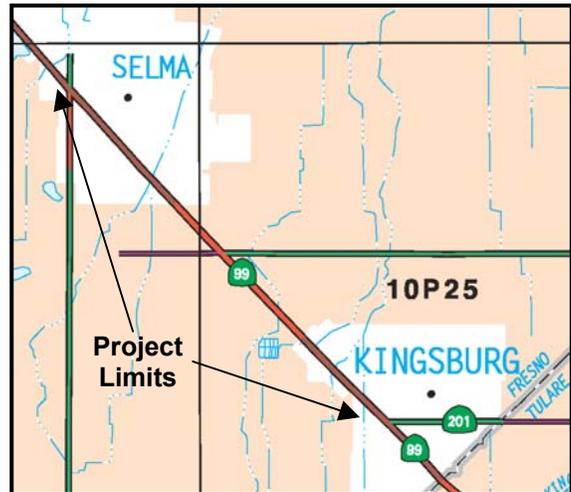
<i>Estimated Project Cost:</i>	\$50,294	<i>TCRP Funds Covered by Application:</i>	\$0
<i>Total TCRP Funds Available:</i>	\$20,000	<i>Phase(s) Covered by Application:</i>	1,2,3
<i>Lead Agency:</i>	California Department of Transportation	<i>TCRP Funds Previously Approved for #90:</i>	\$3,860
		<i>Implementing Agency:</i>	Same

<i>TCRP Allocation requested Concurrently with Application:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>Advance Requested:</i>	\$0	<i>for Phase(s):</i>	N/A
<i>TCRP Allocations to Date:</i>	\$3,860	<i>for Phase(s):</i>	2,3

Project Summary: The overall project is to construct a new northbound and southbound lane within the existing median, single concrete median barrier, soundwall, and rehabilitate existing pavement. The project will convert 7.1 miles of four-lane freeway to six-lane freeway from Kingsburg to Selma.

Summary of Amendment: This amendment transfers \$15,000 of TCR fund savings from Phase 2 to Phase 3. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: Phase 3 costs were higher than anticipated due to additional utility relocation costs.



Cost and Schedule (\$ x 1,000)

<i>Phase</i>	<i>Scope</i>	<i>Start</i>	<i>End</i>	<i>Cost</i>
1	Environmental Document (ND) - Resolution E-01-1	7/99	5/00	\$434
2	Maps, Site Plans, Structure Plans, Contract Documents	7/00	12/02	\$3,785
				\$3,800
3	Utility Coordination	11/01	11/02	\$75
				\$60
4	Construction	7/05	7/10	\$46,000
			Total:	\$50,294

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$3,785	\$75		\$3,860
		Proposed		\$3,800	\$60		
STIP-IIP	State	Committed	\$434			\$43,500	\$43,934
		Proposed					
Soundwall Program	Federal	Committed				\$2,500	\$2,500
		Proposed					
		Totals:	\$434	\$3,785	\$75	\$46,000	\$50,294
				\$3,800	\$60		
		Totals:	\$434	\$3,785	\$75	\$46,000	\$50,294
				\$3,800	\$60		

Additional TCRP Funds Available (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed					
		Proposed				\$16,140	\$16,140
		Totals:				\$16,140	\$16,140

Prior TCRP Action:

- Original application was approved on May 2, 2001 (TA-01-07) for \$3,860,000 for Phases 2 and 3.
- The funding plan has been updated based on the 2002 STIP Adoption (G-02-04). The 2002 STIP programmed \$35,965,000 of STIP-IIP funds.
- The funding plan was updated based on STIP Amendment 02S-018, approved October 3, 2002. This amendment unprogrammed \$500,000 of STIP-IIP funds.
- The funding plan was updated based on STIP Amendment 02S-084, approved June 26, 2003. This amendment programmed \$9,035,000 of STIP-IIP to replace suspended TCRP funds. In addition, the amendment identified \$2,500,000 of Soundwall Program funds to fully fund the project.
- The funding plan was updated based on the 2004 STIP Adoption (G-04-07) on August 5, 2004.

Status of Conditions: No conditions set.

Discussion/Issues: Project is fully funded. The construction schedule matches the estimated availability of funding. Approval for future consideration of funding of the final environmental document by Commission occurred July 2000 under Resolution E-01-1. The Regional Transportation Plan and Environmental documentation are on file.

TCR Program – Application Amendment Project # 139.1

San Francisco Balboa Park BART Station; phase I expansion.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$45,460	<i>TCRP Funds Approved To Date:</i>	\$5,460
<i>TCRP Funds – Subproject #139.1</i>	\$5,460	<i>Phases(s) Approved To Date:</i>	2,4
<i>TCRP Funds for Project #139:</i>	\$6,000		
<i>Lead Agency:</i>	San Francisco Bay Area Rapid Transit District (BART)	<i>Implementing Agency:</i>	BART

<i>TCRP Allocations To Date:</i>	\$5,460	<i>for Phase(s):</i>	1,2,4
<i>Advance Approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary:

The overall project will improve transit connectivity and increase passenger capacity at the Balboa Park BART Station, construct a new Ocean Avenue BART entrance to enhance intermodal connections and greater passenger access and capacity between BART and San Francisco Municipal Railway (MUNI), and continued restoration of the historic Geneva Office Building. For purposes of implementation, the project has been split into two sub-projects:

- **Sub-Project #139.1** - BART Project Improvements (Balboa Park BART station (Segment 1) and Ocean Avenue BART station (Segment 2)), Total Project = \$45,460,000, including \$5,460,000 TCRP and \$40,000,000 from other sources.);
- Sub-Project #139.2 - MUNI Project Improvements (Historic Geneva Office Building, Total Project = \$10,075,000, including \$540,000 TCRP and \$9,535,000 from other sources.).

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



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

Reason for Change: The purpose of this amendment is to extend the completion dates for Phase 4 of Stage I and Phase 1 of Stage II. The General Contractor has not completed construction of the scope of work contained in the contract which was to be completed by June 30, 2004. BART legal staff advises that release of retention must be after completion of construction and after filing a Notice of Completion with the City and County of San Francisco per California Public Contract Code, Section 7107. Construction completion is now estimated to be January 2005.

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

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150	\$749		\$4,211	\$5,110
		Proposed					
	Totals:	Committed	\$150	\$749		\$4,211	\$5,110
		Proposed					
		Totals:	\$150	\$749		\$4,211	\$5,110

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

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

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

Phase	Scope	Start	End	Cost
1	Balboa Park BART Environmental - CE	9/00	9/00	
1	Balboa Park BART Design & Reports	9/00	6/04	\$150
2	Balboa Park BART PS&E	2/01	5/02	\$749
			1/05	
4	Balboa Park BART Construction	5/02	6/04	\$2,651
4	Balboa Park BART Procurement/Install	5/02	12/03	\$1,560
			Total:	\$5,110

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

Phase	Scope	Start	End	Cost
			2/05	
1	Ocean Avenue BART Design & Reports	9/00	6/04	\$550
2	Ocean Avenue BART PS&E	1/03	12/03	\$7,960
4	Ocean Avenue BART Construction	1/04	1/06	\$31,840
			Total:	\$40,350

Prior TCRP Action:

- Original application for Project #139 was approved September 28, 2000 (Resolution TA-00-01).
- A Major Amendment was approved February 28, 2002 (Resolution TAA-02-02) to split the project into two sub-projects, and update the project schedule and financial plan for both.
- An application amendment was approved November 7, 2002 (Resolution TAA-02-10) to update project schedule and funding plan.
- A minor amendment was approved June 26, 2003, Resolution TAA-03-03, to redirect funds between phases and update the project schedule. Redirected funds are to cover a potential cost increase in Phase 4. Additional time needed so that the City of San Francisco's Station Area planning efforts can be incorporated into the BART Comprehensive and Master Plans.

Status of Conditions: No conditions.

Discussion/Issues: Balboa Park BART Segment 1 is Categorically Exempt under CEQA; Environmental for Balboa Park BART Segment 2 is underway.

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

RESOLUTION TAA-04-11

Amending Resolutions TA-00-02, TA-01-07, TA-01-09, TA-02-10, TAA-02-02,
TAA-03-02, TAA-03-03

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
 - 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief (TCR) Program; and
 - 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
 - 1.4 WHEREAS the Commission identified those factors leading to changes in project scope, cost, and scheduled and established guidelines for agencies to submit amendments to TCR project applications in Resolution G-00-23, with further clarifications in Resolution G-01-23; and
 - 1.5 WHEREAS the Department has reviewed the following application amendments for eight TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby approve the following eight TCR project application amendments as submitted, with subsequent clarifications and revisions:
- Project #35.3 – Fifth lead track at Los Angeles Union Station. Amend application to update project schedule and funding plan previously approved under Resolution TAA-03-03.
Applicant Agency: California Department of Transportation (Department)
Implementing Agency: Southern California Regional Rail Authority
 - Project #37.1 – BRT System along Wilshire Boulevard. Amend project schedule. Amend application to update project schedule previously approved under Resolution TAA-03-02.
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Implementing Agency: LACMTA

- Project #38.2 – Los Angeles-San Fernando Valley Transit Extension: (B) Build a North-South corridor bus transit project. Amend application to update project schedule previously approved under Resolution TA-01-09.
Applicant Agency: LACMTA
Implementing Agency: LACMTA
- Project #40 – Route 10; add HOV lanes on San Bernardino Freeway over Kellogg Hill, near Pomona, Route 605 to Route 57 in Los Angeles County. Amend application to update project schedule and funding plan previously approved under Resolution TA-02-10.
Applicant Agency: Department
Implementing Agency: Department
- Project #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. Amend application to update project schedule and funding plan previously approved under Resolution TAA-02-02
Applicant Agency: Department
Implementing Agency: Department
- Project #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. Amend application to update project schedule and funding plan previously approved under Resolution TA-00-02.
Applicant Agency: Department
Implementing Agency: Department
- Project #90 – Route 99; widen freeway to six lanes, Kingsburg to Selma in Fresno County. Amend application to update project funding plan previously approved under Resolution TA-01-07.
Applicant Agency: Department
Implementing Agency: Department
- Project #139.1 – Balboa Park BART Station; phase I expansion. Amend application update project schedule previously approved under Resolution TAA-03-03
Applicant Agency: San Francisco Bay Area Rapid Transit District (BART)
Implementing Agency: BART;

and

- 2.2 BE IT FURTHER RESOLVED that all conditions stipulated at time of application and/or application amendment approval are still in effect; and
- 2.3 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and

- 2.4 BE IT FURTHER RESOLVED that this TCR project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.5 BE IT FURTHER RESOLVED that Resolutions TA-00-02, TA-01-07, TA-01-09, TA-02-10, TAA-02-02, TAA-03-02, and TAA-03-03 are hereby amended.