

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2005

Reference No.: 3.18
Information Item

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Chief Financial Officer

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Transportation Programming

Ref: **BI-ANNUAL REPORT ON THE STATUS OF THE TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)**

The California Transportation Commission's (Commission) guidelines for the Traffic Congestion Relief Program (TCRP) require that each lead applicant agency submit the status of progress and expenditures for each project through a bi-annual progress report. The following provides a summary and analysis of the results of the October 2005 Bi-Annual Progress Report.

SUMMARY

Revenues provided to the TCRP, including \$678 million in Fiscal Year (FY) 2005-06 Proposition 42 funds, have been fully committed in accordance with the Commission's adopted TCRP Allocation Plan and Criteria. TCRP project components ready for an allocation through the remainder of FY 2005-06 require an additional \$525 million (\$374 million for construction and \$151 million in pre-construction components). Tribal gaming compacts may provide \$290 million additional allocation capacity.

Projects ready for an allocation in FY 2006-07 are projected to require \$839 million (\$255 million for construction and \$574 million for pre-construction components). An additional \$31 million is needed for completed projects with AB 1335 Letters of No Prejudice (LONP). Proposition 42, if funded in FY 2006-07, may provide \$678 million to the TCRP.

The cumulative allocation needs for the remainder of FY 2005-06 and FY 2006-07 exceed projected revenues by \$427 million.

The TCRP progress report identified \$5.5 million in project savings that is immediately available for re-allocation by the Commission. The savings is from Project 32.8, the North Coast Railroad Authority (NCRA) fund repayment of federal loan obligations. The NCRA federal loan obligation was forgiven as part of SAFTEA-LU transportation reauthorization bill.

It is recommended that the Commission convene an Ad-Hoc committee after January 1, 2006 to review the future TCRP allocation needs presented in this report. The goal of the Ad-Hoc committee should be to develop an allocation plan for use of Tribal gaming or FY 2006-07 Proposition 42 revenues should these funds become available.

PRIOR AND CURRENT YEAR REVENUES AND FY 2005-06 ALLOCATION NEEDS

The TCRP includes 141 projects designated in legislation to receive a total of \$4.909 billion from the State's General Fund and Proposition 42 funds. Through FY 2004-05, \$1.403 billion had been appropriated to the Traffic Congestion Relief Fund (TCRF). The FY 2005-06 State Budget included \$968 million in new funding. The funding included \$678 million from Proposition 42 and \$290 million from Tribal gaming compacts. However, due to legal challenges associated with the Tribal gaming compacts, the timing and amount of receipt of these latter revenues is uncertain. Therefore, \$2.081 billion has been appropriated to the TCRF to date.

The California Department of Transportation (Department) recommended limiting allocations to the initial \$678 million provided by Proposition 42 (to be increased to \$968 million upon receipt of funding from Tribal gaming compacts). TCRP project allocation needs for FY 2005-06 were greater than this amount, therefore the Department recommended, and the Commission approved, the TCRP Allocation Plan and Criteria. The following illustrates how the \$678 million from Proposition 42 funds will be allocated:

- Ensure existing TCRP project allocations are funded - **\$79 million.**
- Reimburse completed TCRP projects that have an approved AB 1335 Letter of No Prejudice (LONP) - **\$116 million.**
- Allocate Phase 4 funding for TCRP projects that can have a FY 2005-06 construction or procurement contract executed within six months of the allocation - **\$483 million.**

To date, \$483 million has been allocated to projects ready for construction. Also, \$102 million of the \$116 million reserved for completed projects with LONPs has been allocated. The remaining \$14 million for completed projects with LONPs is expected to be allocated by the end of the year.

OCTOBER 2005 TCRP PROGRESS REPORT

The Department has reviewed and analyzed project information as supplied by the applicant agencies via the October 2005 Bi-annual Progress Report. The results are presented in the remainder of this report, including a comparison of future revenues and allocation projections, a summary of financial management tools available to implement the program, and a status of projects that have received their full allocation of funds available from the TCRF.

Future Revenues and Allocation Needs:

TCRP lead agencies provided estimated dates when project components would be ready for an allocation of funds. A detailed listing of allocation needs is included in Attachment #1. The following summarizes the TCRP future allocation needs:

- Projects ready to go to construction in remainder FY 2005-06 - **\$374 million**
- Pre-construction phases ready to begin work in FY 2005-06 - **\$151 million.**
- Projects ready to go to construction in FY 2006-07 – **\$255 million.**
- Reimburse approved LONPs for projects scheduled to be completed in FY 2006-07 - **\$31 million.**
- Non-construction phases ready to begin work in FY 2006-07 - **\$584 million.**

The following table illustrates the future allocation need of TCRP projects in relation to the amount of available revenue projected for the remainder of FY 2005-06 and during the course of the next three fiscal years and beyond. The revenue projections are based on Proposition 42 revenues and various loan repayments consistent with the assumptions in the 2006 State Transportation Improvement Program (STIP) Fund Estimate.

| (\$ x 1 million) | FY 2005-06 | FY 2006-07 | FY 2007-08 | FY 2008-09 | Beyond |
|---|------------|------------|------------|------------|--------|
| Future Revenue Amounts | \$290* | \$678 | \$1280 | \$389 | \$192 |
| Proposed Future Construction | \$374 | \$255 | \$296 | \$109 | \$325 |
| Future LONP Reimbursement | \$0 | \$31 | \$180 | \$0 | \$184 |
| Proposed Future Pre-Construction | \$151 | \$584 | \$97 | \$206 | \$37 |
| Cumulative Total | (\$235) | (\$427) | \$280 | \$354 | \$0 |

* \$290 million is potential revenue available from Tribal gaming compacts in FY 2005-06.

Since projected allocation needs exceed available revenue, an allocation criteria and resulting priorities will be necessary to allocate funding that may become available to the TCRP projects in the remainder of FY 2005-06 and FY 2006-07. Many TCRP projects rely on STIP funds. The 2006 STIP is currently under development. Additionally, TCRP projects are included in a number of ongoing efforts that may affect transportation planning and priorities. Strategies for GoCalifornia and the Goods Movement Action Plan are currently being developed. When completed, these efforts will provide insight into statewide transportation priorities that should be considered for future TCRP project allocations.

It is recommended that the Commission convene an Ad-Hoc committee after January 1, 2006 to review the future TCRP allocation needs presented in this report and establish allocation criteria based on regional priorities and plans resulting from the developing efforts listed above. The goal of the Ad-Hoc committee should be to develop an allocation plan for use of Tribal gaming compact or FY 2006-07 Proposition 42 revenues should these funds become available.

FINANCIAL MANAGEMENT TOOLS

A number of financial management tools are available to the Commission and TCRP lead and implementing agencies to maintain progress on projects when funds are insufficient to support allocations of new funds from the TCRF. These tools are summarized in the following sections of this report.

AB 1335 Letter of No Prejudice (LONP):

Government Code Section 14556.33, established by Chapter 908 (AB1335) of the Statutes of 2001, allows regional and local agencies to apply to the Commission for a LONP for the project. If approved by the Commission, the LONP allows the regional or local entity to expend its own funds for any component of the transportation project. The agency will be reimbursed for its expenditure of funds upon allocation by the Commission when sufficient funds are available in the TCRF to make the allocation.

Attachment #2 contains a list of LONPs approved by the Commission to date along with the schedule for completion and reimbursement of the project components under the approved LONP.

Since the funds available for allocation are insufficient to support allocation needs for the remainder of FY 2005-06 and FY 2006-07, the Department recommends that the Commission continue to approve LONPs. As required by Government Codes 14556.33.e (added by SB 66), the Commission shall review and potentially revise its LONP guidelines to assure that agencies are reimbursed in an equitable basis. The review shall occur commencing with allocations made in FY 2006-07.

Issue of Lapsing TCRP Funds:

Section 3.3 of the TCRP Guidelines states allocated TCRP funds are available for expenditure and reimbursement for up to five years after the date of the allocation.

TCRP funding is derived from Proposition 42. However, this funding was partially suspended in FY 2003-04 and fully suspended in FY 2004-05 in response to the fiscal crisis experienced by the State at that time. In response to the future availability of TCRP funds being in doubt, both applicant and implementing agencies decelerated the expenditure rate of some projects and, in some cases, suspended all activities pending future funds becoming available. In FY 2005-06, Proposition 42 funds were restored and projects are once again proceeding.

Initial allocations of TCRP funds were made beginning in September of 2000, and the unspent portions of those allocations began to lapse beginning in September of 2005. Projects ready to continue will be at risk of further delays and incurring higher costs if these allocations set to lapse

are not reallocated. Alternatively, TCRP funds allocated to projects not ready to proceed can be allowed to lapse with the intention to be reallocated at a future time when justified.

To date, the Commission has approved reallocation requests for four TCRP projects that have provided satisfactory justification and evidence that extending the allocated TCRP funds was merited. Conversely, three project allocations were allowed to lapse, providing \$1 million in additional TCRP funds for Phase 4 construction allocation requests approved at the September 2005 Commission meeting.

The October 2005 Progress Report did not identify additional lapsing funds that will not be requested for re-allocation to the same project.

Cash Management of Previously Existing Allocations:

On September 25, 2003, the Commission approved Resolution G-03-14, the TCRP Cash Management Policy. Amendments submitted under this policy, if approved by the Commission, allow applicant agencies to transfer the unspent allocation capacity from any component of one TCRP project to another higher priority project.

Since the funds available for allocation are insufficient to support allocation needs for the remainder of FY 2005-06 and FY 2006-07, the Department recommends that the Commission consider cash management amendments when submitted by lead agencies.

Project Savings:

Government Code 14556.32 contains provisions regarding project savings. If a project can be completed at a lower cost than expected, or if there is a decision to cease funding on a project, project savings shall be returned to the TCRF. Once in the TCRF, the Commission has the authority to allocate the funds to another TCRP project.

The only savings identified in the October 2005 Progress Report is the North Coast Rail Authority (NCRA) Project 32.8, fund repayment of federal loan obligations. The NCRA federal loan obligations were forgiven as part of SAFETEA LU transportation reauthorization bill. Since the funds are no longer needed for this purpose, the \$5.5 million allocated constitutes a savings. There may be further savings as projects have been completed, but many agencies have not submitted their final close-out report reconciling project allocations against total expenditures.

FULLY ALLOCATED AND COMPLETED PROJECTS

A total of 87 projects have received allocated funds up to the amount authorized in the original TCRP legislation. Forty-one of these projects are completed. An additional five projects have been completed with allocation amounts less than the maximum authorized. Attachment #3 provides information on projects fully allocated and completed.

Traffic Congestion Relief Program
Future Allocation Needs by Fiscal Year and Component
(\$ x 1,000)

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| Project Totals by Fiscal Year | | | | | | | | | | | Project Totals by Component | | | | |
|-------------------------------|--------|--------|---|------------------|----------------------|------------|------------|-----------|------------|-----------|-----------------------------|------------|------------|----------|------------|
| District | County | TCRP # | Title | Type | Existing Allocations | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | Beyond | R/W | CON | PA&E | PS&E |
| 4 | ALA | 1.1 | BART to San Jose; Fremont to Warm Springs Extension | Mass Transit | \$ 54,115 | | \$ 57,318 | | | | | | \$ 57,318 | | |
| 4 | SCL | 1.2 | Bart to San Jose | Mass Transit | \$ 45,000 | \$ 53,000 | \$ 345,567 | | \$ 170,000 | | | \$ 246,327 | \$ 7,240 | | \$ 315,000 |
| 4 | ALA | 2 | Alternate Project; Acquire rail line for BART to San Jose | Mass Transit | | | \$ 35,000 | | | | | \$ 35,000 | | | |
| 4 | ALA | 4 | Sunol Grade HOV Corridor- Northbound | Capital Outlay | \$ 2,000 | \$ 2,500 | | \$ 55,500 | | | | \$ 1,000 | \$ 55,500 | | \$ 1,500 |
| 4 | SCL | 7.2 | CalTrain to Gilroy | Mass Transit | | \$ 27,730 | | | | | | | \$ 27,730 | | |
| 4 | CC | 12.1 | Route 4 Study | Mass Transit | \$ 2,000 | | \$ 5,000 | | | | | | | \$ 5,000 | |
| 4 | CC | 12.2 | Hercules Train Station Project | Rail | \$ 100 | | \$ 350 | \$ 350 | | | | \$ 350 | \$ 350 | | |
| 4 | ALA | 12.3 | I-580 Livermore Corridor studies and improvements | Plan | \$ 2,300 | | \$ 1,600 | \$ - | \$ 3,100 | | | \$ 1,000 | \$ 3,100 | | \$ 600 |
| 5 | MON | 14 | Pajaro Yard and Rail Station Improvements | Mass Transit | \$ 1,000 | \$ 3,842 | \$ 8,273 | \$ 6,885 | | | | \$ 8,273 | \$ 6,885 | | \$ 3,842 |
| 4 | ALA | 15 | Route 24/Caldecott Tunnel Corridor | Capital Outlay | \$ 15,000 | \$ 5,000 | | | | | | | | | \$ 5,000 |
| 4 | CC | 16.2 | SR-4 East Widening from Loveridge to Somersville | Capital Outlay | | | \$ 14,000 | | | | | | \$ 14,000 | | |
| 4 | MRN | 18 | Route 101 Novato Narrows Freeway Upgrade | Capital Outlay | \$ 5,600 | | | \$ 15,400 | | | | | | | \$ 15,400 |
| 4 | SF | 19 | Bay Area Water Transit System | Mass Transit | \$ 150 | | \$ 200 | \$ 1,650 | | | | | \$ 1,650 | | \$ 200 |
| 4 | SF | 22 | Doyle Drive Replacement | Capital Outlay | \$ 3,000 | \$ 6,000 | | | | | | | | | \$ 6,000 |
| 4 | SM | 23 | Poplar, 25th, Linden Grade Separations | Mass Transit | \$ 1,000 | | \$ 11,000 | | | | | | \$ 11,000 | | |
| 4 | ALA | 26 | Livermore Valley Siding | Mass Transit | | | \$ 1,000 | | | | | | \$ 1,000 | | |
| 4 | CC | 27.2 | Vasco Road ACE Parking | Mass Transit | \$ 1,796 | \$ 1,204 | | | | | | | \$ 1,204 | | |
| 4 | CC | 28 | BART Richmond Station Additional Parking | Mass Transit | \$ 680 | | \$ 4,320 | | | | | | \$ 4,320 | | |
| 4 | MRN | 30 | Implementation of commuter rail passenger service | Mass Transit | \$ 7,700 | \$ 1,200 | \$ 28,100 | | | | | \$ 6,600 | | \$ 1,200 | \$ 21,500 |
| 4 | ALA | 31 | Route 580 eastbound HOV Lane Project | Capital Outlay | \$ 7,000 | | \$ 12,000 | | | | | | \$ 12,000 | | |
| 1 | HUM | 32.3 | NCRA; completion of rail line from Willits to Arcata | Mass Transit | \$ 400 | | \$ 100 | \$ 500 | | | | | \$ 500 | | \$ 100 |
| 1 | HUM | 32.4 | NCRA; upgrade rail line to class II or III standards. | Mass Transit | \$ 100 | | \$ 1,000 | \$ 3,900 | | | | | \$ 3,900 | \$ 100 | \$ 900 |
| 1 | HUM | 32.5 | NCRA; environmental remediation projects. | Mass Transit | \$ 1,146 | | \$ 1,250 | \$ 1,704 | | | | | \$ 1,704 | \$ 1,000 | \$ 250 |
| 1 | HUM | 32.7 | NCRA; local match funds | Mass Transit | | | \$ 1,800 | | | | | | \$ 1,500 | \$ 150 | \$ 150 |
| 1 | HUM | 32.9 | NCRA; long term stabilization. | Mass Transit | | | \$ 10,000 | \$ 21,000 | | | | | \$ 21,000 | \$ 5,000 | \$ 5,000 |
| 7 | LA | 36 | Los Angeles Eastside Transit Extension | Mass Transit | \$ 45,000 | | | | | \$ 24,086 | | | \$ 24,086 | | |
| 7 | LA | 37.2 | Los Angeles Mid-City Transit Improvements | Mass Transit | \$ 11,000 | \$ 208,100 | | | | | | | \$ 208,100 | | |
| 7 | LA | 38.2 | North-South Bus Transit Project | Mass Transit | \$ 2,000 | \$ 3,000 | | \$ 10,000 | | \$ 85,000 | | \$ 15,000 | \$ 70,000 | \$ 3,000 | \$ 10,000 |
| 7 | LA | 39 | Route 405; add northbound HOV over Sepulveda Pass | Capital Outlay | \$ 15,000 | | \$ 60,000 | | | | \$ 15,000 | \$ 30,000 | \$ 15,000 | | \$ 30,000 |
| 7 | LA | 40 | Route 10; add HOV lanes | Capital Outlay | \$ 12,100 | \$ 21,000 | \$ 7,000 | | | \$ 49,900 | | \$ 31,000 | \$ 39,900 | | \$ 7,000 |
| 7 | LA | 41.2 | HOV Lanes on Rte 5 from Rte 170 to Rte 118 | Capital Outlay | \$ 9,825 | | | \$ 30,426 | | | | | \$ 30,426 | | |
| 7 | LA | 42.1 | I-5 Widening - Orange County Line to Route 605 | Capital Outlay | \$ 6,000 | | \$ 5,000 | \$ 42,000 | | | \$ 56,000 | \$ 42,000 | \$ 56,000 | | \$ 5,000 |
| 7 | LA | 42.2 | Rte 5; widen Santa Ana Fwy to 10 lanes (SEG B) | Capital Outlay | | | \$ 8,000 | | | | | | | \$ 8,000 | |
| 7 | LA | 42.3 | Route 5; widen Santa Ana Fwy to 10 lanes (SEG C) | Capital Outlay | | | \$ 8,000 | | | | | | | \$ 8,000 | |
| 7 | LA | 43 | Orange County to Rte 605 - Interchange | Capital Outlay | \$ 290 | \$ 33,460 | | | | \$ 37,250 | | \$ 33,460 | \$ 37,250 | | |
| 7 | LA | 46 | Route 1; reconstruct intersection at Route 107 | Capital Outlay | \$ 700 | | | | | | \$ 1,183 | | \$ 1,183 | | |
| 7 | VEN | 47 | Route 101; California Street off-ramp in Ventura County. | Capital Outlay | \$ 620 | | | \$ 14,380 | | | | \$ 2,500 | \$ 11,000 | | \$ 880 |
| 7 | LA | 49.2 | Hollywood Intermodal Transportation Center; Facility | Mass Transit | | \$ 150 | \$ 5,000 | | \$ 2,000 | | | \$ 5,000 | \$ 2,000 | | \$ 150 |
| 7 | LA | 50 | Rte 71 Expwy to Fwy Conversion (Rte 10 to Rte 60) | Capital Outlay | \$ 4,405 | | \$ 24,395 | | \$ 1,200 | | | \$ 17,000 | \$ 1,200 | | \$ 7,395 |
| 7 | LA | 51 | NB Route 405/101 Connector Gap Closure | Capital Outlay | \$ 8,200 | | | | \$ 1,790 | | \$ 11,010 | | \$ 12,800 | | |
| 7 | LA | 52 | Rte 405; add HOV & auxiliary lanes | Capital Outlay | | | | | \$ 9,648 | | \$ 15,352 | | \$ 25,000 | | |
| 7 | LA | 53 | Automated Signal Corridors (ATSAC) | Local Assistance | \$ 15,500 | \$ 500 | | | | | | | \$ 500 | | |
| 7 | LA | 54.2 | Valley View Grade Separation @ BNSF Tracks | Local Assistance | | \$ 2,066 | \$ 13,234 | | | | | \$ 2,066 | \$ 13,234 | | |
| 7 | LA | 54.3 | Alameda Corridor East; Pico Rivera | Local Assistance | | \$ 3,000 | \$ 1,400 | | | | | \$ 3,000 | \$ 1,400 | | |
| 8 | SBD | 55.1 | Alameda Corridor East; Colton - Ramona | Local Assistance | \$ 4,540 | \$ 3,000 | | \$ 11,260 | | | | \$ 3,000 | \$ 11,260 | | |
| 8 | SBD | 55.2 | Alameda Corridor East; Ontario | Local Assistance | \$ 700 | | \$ 2,857 | | \$ 30,621 | | | \$ 225 | \$ 30,621 | | \$ 2,632 |
| 8 | SBD | 55.3 | Alameda Corridor East; SANBAG | Local Assistance | \$ 8,610 | | \$ 25,450 | | | | \$ 7,962 | | \$ 33,412 | | |
| 8 | SBD | 57 | Route 215; add HOV lanes | Capital Outlay | | | \$ 25,000 | | | | | | \$ 25,000 | | |
| 8 | SBD | 59 | Route 10; Live Oak Canyon Interchange | Capital Outlay | \$ 2,868 | \$ 330 | \$ 7,802 | | | | | \$ 330 | \$ 7,802 | | |
| 8 | SBD | 60.2 | Route 15; southbound truck climbing lane | Capital Outlay | | \$ 9,140 | | | | | | | \$ 9,140 | | |
| 8 | RIV | 61 | Route 10; reconstruct Apache Trail Interchange | Capital Outlay | \$ 1,222 | | \$ 4,478 | | \$ 24,300 | | | \$ 1,800 | \$ 24,300 | \$ 678 | \$ 2,000 |

Note: Total for Existing Allocations excludes allocations to projects not included in this list.

Traffic Congestion Relief Program
Future Allocation Needs by Fiscal Year and Component
(\$ x 1,000)

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| District | County | TCRP # | Title | Type | Existing Allocations | Project Totals by Fiscal Year | | | | | Project Totals by Component | | | | |
|---------------|--------|--------|--|------------------|----------------------|-------------------------------|-------------------|-------------------|-------------------|-------------------|-----------------------------|-------------------|---------------------|------------------|-------------------|
| | | | | | | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | Beyond | R/W | CON | PA&E | PS&E |
| 8 | RIV | 62 | Route 91 HOV Lanes | Capital Outlay | \$ 3,700 | | | \$ 16,300 | | | | | \$ 16,300 | | |
| 8 | RIV | 64.2 | Route 91 Auxiliary Lane | Capital Outlay | | | \$ 5,000 | | | | | | | | \$ 5,000 |
| 11 | SD | 74.1 | Pacific Surfliner; double track | Rail | \$ 500 | \$ 9,300 | | | | | | | \$ 9,300 | | |
| 11 | SD | 74.2 | Pacific Surfliner; LOSSAN Corridor EIS/EIR | Rail | \$ 2,498 | | \$ 6,062 | | | | | | \$ 1,936 | | \$ 4,126 |
| 11 | SD | 74.3 | Pacific Surfliner; Maintenance Yard | Rail | | | \$ 22,707 | | | | | | \$ 22,707 | | |
| 11 | SD | 75.2 | San Diego Transit Buses; acquire 85 low-emission buses | Mass Transit | \$ 1,300 | \$ 7,700 | | | | | | | \$ 7,700 | | |
| 11 | SD | 77 | Route 94; add capacity | Capital Outlay | \$ 4,000 | | \$ 6,000 | \$ 6,000 | \$ 4,000 | | | \$ 4,000 | | \$ 6,000 | \$ 6,000 |
| 11 | SD | 80 | Mid-Coast Balboa LRT Extension | Mass Transit | | \$ 1,300 | | \$ 8,700 | | | | | \$ 1,300 | \$ 8,700 | |
| 11 | SD | 82.2 | Rtes 5/805; reconst. & widen Fwy IC | Capital Outlay | | \$ 6,000 | | | | | | | \$ 6,000 | | |
| 11 | SD | 83.1 | Rte 15; add high-tech managed lane - Transit on I-15 | Mass Transit | \$ 5,700 | \$ 23,100 | | | | | | | \$ 23,100 | | |
| 11 | SD | 83.2 | Rte 15; add high-tech managed lane | Capital Outlay | \$ 34,300 | \$ 6,900 | | | | | | | \$ 6,900 | | |
| 11 | SD | 84 | New Rte52 Fwy-Rte125 to Cuyamaca-Wst end | Capital Outlay | \$ 25,000 | | \$ 20,000 | | | | | | \$ 20,000 | | |
| 11 | SD | 85 | Route 56; align freeway | Capital Outlay | \$ 21,570 | | | \$ 3,430 | | | | | \$ 3,430 | | |
| 11 | SD | 87.2 | Routes 94/125; build freeway connector ramps | Capital Outlay | \$ 1,551 | \$ 536 | | \$ 31,503 | | \$ 25,629 | \$ 27,803 | \$ 25,629 | \$ 536 | \$ 3,700 | |
| 11 | SD | 88.1 | Route 5; realign freeway | Capital Outlay | \$ 300 | \$ 7,000 | | \$ 2,400 | | | | \$ 2,400 | | | \$ 7,000 |
| 6 | FRE | 89 | Route 99; improve Shaw Avenue Interchange | Capital Outlay | \$ 1,600 | | | \$ 3,400 | | | | \$ 1,400 | | | \$ 2,000 |
| 6 | FRE | 91 | Route 180 - Clovis Ave to Temperance Ave | Capital Outlay | \$ 12,561 | | | | \$ 7,439 | | | | \$ 7,439 | | |
| 6 | FRE | 92 | San Joaquin Corridor; improve track & signals | Rail | | | \$ 10,000 | | | | | | \$ 10,000 | | |
| 6 | FRE | 94 | Route 43; widen expressway | Capital Outlay | \$ 525 | | | | | | \$ 4,475 | | \$ 2,075 | \$ 2,400 | |
| 6 | FRE | 95 | Route 41; auxiliary lane and improve ramps | Capital Outlay | \$ 1,930 | \$ 450 | | \$ 7,620 | | | | \$ 10 | \$ 7,620 | | \$ 440 |
| 6 | FRE | 96 | Friant Road; widen to four lanes | Local Assistance | \$ 512 | \$ 9,488 | | | | | | | \$ 9,488 | | |
| 6 | FRE | 97.2 | Operational Improvements on streets near CSU, Fresno | Local Assistance | \$ 5,188 | | \$ 398 | | | | | | \$ 398 | | |
| 6 | FRE | 98 | Peach Avenue; widen to four-lane | Local Assistance | \$ 600 | | \$ 9,400 | | | | | \$ 2,200 | \$ 7,200 | | |
| 10 | SJ | 99.2 | Capacity Improvements | Rail | | | | \$ 12,000 | | | | | \$ 12,000 | | |
| 5 | SB | 102.3 | Route 101 access; Advanced Traffic Corridor System | Local Assistance | \$ 82 | | \$ 950 | | | | | | \$ 950 | | |
| 6 | KER | 103 | Route 99; improve interchange | Capital Outlay | \$ 1,900 | \$ 1,500 | \$ 4,600 | | | | | \$ 1,500 | \$ 4,600 | | |
| 10 | MER | 104 | Arboleda Road Freeway | Capital Outlay | \$ 4,413 | | \$ 587 | | | | | \$ 587 | | | |
| 10 | MER | 105 | Freeway Upgrade & Plainsburg Road I/C | Capital Outlay | \$ 2,800 | | \$ 2,200 | | | | | \$ 2,200 | | | |
| 10 | MER | 106 | Campus Parkway | Local Assistance | | \$ 1,440 | | \$ 21,560 | | | | \$ 1,010 | \$ 21,560 | | \$ 430 |
| 10 | SJ | 108 | Rte 5; add NB lane to fwy thru Mossdale "Y" | Capital Outlay | \$ 761 | | \$ 6,239 | | | | | | \$ 6,239 | | |
| 10 | STA | 109 | Route 132 Expressway | Capital Outlay | \$ 608 | | \$ 1,859 | \$ 1,143 | | \$ 8,390 | | \$ 1,859 | \$ 8,390 | | \$ 1,143 |
| 10 | STA | 110 | SR-132 West Widening | Capital Outlay | \$ 500 | | | | | | \$ 1,500 | | | | \$ 1,500 |
| 6 | KIN | 111 | Route 198 Expressway, Rte 43 to Rte 99 | Capital Outlay | \$ 853 | | | \$ 13,123 | | | | | \$ 13,123 | | |
| 6 | KIN | 112 | Jersey Avenue; widen from 17th Street to 18th Street | Local Assistance | | \$ 1,500 | | | | | | | \$ 1,500 | | |
| 6 | KER | 113 | Route 46 expressway | Capital Outlay | \$ 300 | | \$ 29,700 | | | | | | \$ 29,700 | | |
| 6 | KER | 114 | Route 65; passing lanes & intersection improvement | Capital Outlay | \$ 376 | | \$ 2,121 | | | \$ 9,499 | | \$ 827 | \$ 9,499 | | \$ 1,294 |
| 3 | SAC | 115 | South Sacramento Light Rail Project-Phase 2 Ext | Mass Transit | \$ 4,000 | \$ 3,000 | | \$ 63,000 | | | | | \$ 63,000 | \$ 3,000 | |
| 3 | SAC | 116 | Route 80 Light Rail Corridor; double-track | Mass Transit | \$ 3,900 | \$ 21,100 | | | | | | | \$ 21,100 | | |
| 3 | SAC | 118 | Sacramento Emergency Clean Air/Trans. Plan (SECAT) | Local Assistance | \$ 42,400 | \$ 23,600 | | | | | | | \$ 23,600 | | |
| 6 | KER | 122 | Expressway - Kern County line to Rte 190 | Capital Outlay | \$ 2,200 | \$ 1,300 | | | | | | | | | \$ 1,300 |
| 3 | SAC | 126 | Route 50/Watt Avenue interchange | Capital Outlay | \$ 720 | \$ 1,080 | | \$ 5,200 | | | | | \$ 5,200 | | \$ 1,080 |
| 2 | SHA | 128 | Airport Road; reconstruction and improvement | Local Assistance | \$ 47 | \$ 200 | | \$ 2,753 | | | | \$ 200 | \$ 2,753 | | |
| 8 | SBD | 129 | Route 62; utility undergrounding | Capital Outlay | \$ 150 | \$ 240 | \$ 115 | \$ 2,695 | | | | \$ 115 | \$ 2,695 | | \$ 240 |
| 4 | ALA | 141 | Union City - Pedestrian Bridge over UP rail lines. | Mass Transit | \$ 120 | | \$ 1,680 | | | | | | \$ 1,680 | | |
| 8 | RIV | 146 | Construction of Palm Avenue Interchange. | Capital Outlay | | \$ 2,050 | \$ 7,950 | | | | | \$ 2,050 | \$ 7,950 | | |
| 11 | IMP | 148.1 | Widen State Route 98 | Capital Outlay | \$ 2,500 | | | | | \$ 6,400 | | \$ 5,400 | | | \$ 1,000 |
| 5 | SCR | 150 | Renovation or rehabilitation of Santa Cruz Metro Center. | Mass Transit | \$ 200 | \$ 800 | | | | | | \$ 800 | | | |
| 4 | ALA | 156 | Seismic retrofit for BART | Local Assistance | \$ 8,470 | \$ 11,530 | | | | | | | \$ 11,530 | | |
| 4 | NAP | 157 | Jamieson Canyon | Capital Outlay | \$ 4,100 | | \$ 2,900 | | | | | | | | \$ 2,900 |
| 7 | LA | 158.2 | Remodel the intersection | Local Assistance | \$ 680 | | \$ 595 | | | | | | \$ 595 | | |
| TOTALS | | | | | \$ 504,082 | \$ 525,336 | \$ 838,850 | \$ 393,433 | \$ 314,154 | \$ 220,525 | \$ 138,111 | \$ 539,292 | \$ 1,355,326 | \$ 45,039 | \$ 490,752 |

Note: Total for Existing Allocations excludes allocations to projects not included in this list.

Traffic Congestion Relief Program
AB 1335 Letter of No Prejudice Reimbursement Schedule
(in \$1000's)

Reference No. : 3.18
 December 14-15, 2005
 Attachment No.2
 Page 1

| District | County | TCRP # | Title | Type | LONP Fund Source | Approved LONP | Phase LONP Approved | Allocated Amount for LONP Liquidation | LONP Repayment by Fiscal Year | | | | | | |
|----------|--------|--------|--|------------------|---------------------------------------|---------------|---------------------|---------------------------------------|-------------------------------|------------|------------|------------|------------|------------|------------|
| | | | | | | | | | FY 2005-06 | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | |
| 4 | SCL | 7.2 | CalTrain to Gilroy | Mass Transit | Measure A | \$ 5,270 | Env, Design, ROW | | | \$ 5,270 | | | | | |
| 4 | CC | 12.2 | Hercules Train Station Project | Rail | Local Redevelopment Funds | \$ 2,200 | Env, Design | | | \$ 2,200 | | | | | |
| 4 | SF | 22 | Doyle Drive Replacement | Capital Outlay | Prop K | \$ 6,000 | Design | | | \$ 6,000 | | | | | |
| 4 | SM | 23 | CalTrain Peninsula Corridor Grade Separations | Mass Transit | Measure A | \$ 3,000 | Design | | | | \$ 3,000 | | | | |
| 4 | ALA | 27.1 | Vasco Road Safety Improvements | Mass Transit | Federal and Local | \$ 6,350 | ROW | | | \$ 6,350 | | | | | |
| 4 | ALA | 27.3 | Vasco Rd Safety & Transit Enhancement - Valley Center | Mass Transit | Local Sales Tax | \$ 980 | Constr | \$ 980 | | | | | | | |
| 4 | ALA | 31 | Route 580; construct EB & WB HOV lanes | Capital Outlay | Regional Measure 2 | \$ 6,000 | Design | | | \$ 6,000 | | | | | |
| 7 | LA | 33 | Bus Transit; acquire low-emission buses | Mass Transit | MTA local and regional federal | \$ 150,000 | Procurement | | | | \$ 150,000 | | | | |
| 7 | LA | 36 | Los Angeles Eastside Transit Extension | Mass Transit | Prop A & C, CMAQ, 5309 | \$ 166,914 | Constr | | | | | | | | \$ 166,914 |
| 7 | LA | 37.2 | Los Angeles Mid-City Transit Improvements | Mass Transit | Local Prop C 25% Funds | \$ 14,000 | Env | | \$ 14,000 | | | | | | |
| 7 | LA | 37.2 | Los Angeles Mid-City Transit Improvements | Mass Transit | Prop C | \$ 16,700 | Design | | | | | | \$ 16,700 | | |
| 7 | LA | 38.1 | East-West Bus Rapid Transit System | Mass Transit | Local Prop C | \$ 98,000 | Constr | \$ 98,000 | | | | | | | |
| 8 | SBD | 58 | Route 10; widen freeway to eight-lanes | Capital Outlay | Measure I | \$ 5,704 | Constr | | | | \$ 5,704 | | | | |
| 8 | RIV | 63 | Route 60; add seven miles of HOV lanes | Capital Outlay | CMAQ | \$ 21,000 | Constr | | | | \$ 21,000 | | | | |
| 11 | SD | 74.5 | Pacific Surfliner - Encinitas Passing Track | Rail | NCTD Capital Reserve Funds | \$ 3,288 | Constr | \$ 1,635 | | | | | | | |
| 11 | SD | 74.6 | Pacific Surfliner - Leucadia Blvd. Grade Separation | Rail | General Funds from City of Encinitas | \$ 200 | Env | | \$ 200 | | | | | | |
| 11 | SD | 74.7 | Pacific Surfliner - Encinitas Grade-Separated Crossing | Rail | General Funds from City of Encinitas | \$ 1,248 | Env | | \$ 298 | \$ 950 | | | | | |
| 6 | FRE | 97.2 | Operational Improvements on streets near CSU, Fresno | Local Assistance | University Funds | \$ 714 | Design, ROW | | | \$ 714 | | | | | |
| 3 | SAC | 135 | Rt 99/Sheldon Road Interchange | Capital Outlay | Measure A | \$ 3,000 | Design | | | \$ 3,000 | | | | | |
| 4 | ALA | 141 | Union City - Pedestrian Bridge over UP rail lines. | Mass Transit | Union City Redevelopment Agency Funds | \$ 200 | Design | | | \$ 200 | | | | | |
| 7 | LA | 152 | Pasadena Gold Line transit-oriented development | Mass Transit | Private Developer | \$ 692 | Constr | \$ 692 | | | | | | | |
| 7 | LA | 153 | Pasadena Blue Line utility relocation | Mass Transit | Private Developer | \$ 550 | Constr | \$ 550 | | | | | | | |

Fiscal Year Total \$ 101,857 \$ 14,498 \$ 30,684 \$ 179,704 \$ - \$ 16,700 \$ 166,914

Total LONPs approved to date **22**
LONPs Approved GRAND TOTAL \$ 408,500
LONPs Liquidated Grand Total \$ 101,857

**Traffic Congestion Relief Program
Fully Allocated and/or Completed Projects**

Reference No. 3.18
December 14-15, 2005
Attachment 3
Page 1

| District | County | TCRP # | Description | Fully Allocated | Completed Projects | TCRF Fully Expended | Projects Under Construction |
|----------|--------------|--------|---|-----------------|--------------------|---------------------|-----------------------------|
| 4 | SCL | 3 | Route 101; widen freeway from four to eight lanes-Bernal Road to Burnett Avenue. | X | X | | |
| 4 | SCL | 5 | Route 101; add northbound lane to freeway through San Jose. Route 87 to Trimble Road. | X | | X | X |
| 4 | SCL | 6 | Route 262; major investment study. Route 680 to Route 880 near Warm Springs. | X | X | | |
| 4 | SCL | 7.1 | CalTrain; expand service to Gilroy. | X | X | | |
| 4 | SCL | 8 | Route 880; reconstruct Coleman Avenue Interchange near San Jose Airport. | X | | X | X |
| 4 | ALA/SCL | 9.1 | Capitol Corridor; improve intercity rail line between Oakland and San Jose. Harder Road Overcrossing Project | X | X | | |
| 4 | ALA | 9.2 | Capitol Corridor; Emeryville Station track and platform improvements | X | | X | |
| 4 | ALA/SCL | 9.4 | Capitol Corridor; Oakland to San Jose intercity track improvements. | X | | | X |
| 4 | Bay Area | 10 | Regional Express Bus; acquire low-emission buses. In nine counties. | X | X | | |
| 4 | Bay Area | 11 | San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, | | X | | |
| 4 | SF/SJ/SM/SCL | 13 | CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations. | X | X | | |
| 4 | CC | 16.1 | Route 4; widen freeway to eight lanes from Railroad through Loveridge Road. | X | | X | |
| 4 | MRN | 17 | Route 101; add reversible HOV lane through San Rafael. | X | | | X |
| 4 | SF | 20.1 | San Francisco Muni Third Street Light Rail. Initial Operating Segment | X | | X | |
| 4 | SF | 20.2 | SF Muni 3rd St Light Rail; extend 3rd St line to Chinatown (tunnel). City & Co of SF. | X | | | |
| 4 | SF | 21 | San Francisco Muni Ocean Avenue Light Rail. | X | X | | |
| 4 | SOL | 24 | Vallejo Baylink Ferry; expand Baylink Vallejo-San Francisco service. | X | X | | |
| 4 | SOL | 25.1 | I-80/I-680/Route 12 Interchange in Fairfield Major Investment Study/Corridor Study. | X | X | | |
| 4 | SOL | 25.2 | I-80/I-680/Rte 12 IC in Fairfield; 12 interchange complex in 7 stages (Stage 1). North Connector | X | | | |
| 4 | SOL | 25.3 | I-80/I-680/Rte 12 IC in Fairfield; 12 interchange complex in 7 stages (Stage 1). | X | | | |
| 4 | ALA/CC | 27.3 | Vasco Road Safety & Transit Enhancement Project-Parking Structure for VC Project. | X | X | | |
| 4 | ALA/CC | 29 | AC Transit; buy two fuel cell buses and fueling facility for demonstration project. | X | | | X |
| 1 | HUM | 32.1 | North Coast Railroad; repair and upgrade track. Subparagraph (a)(2) defray administrative costs. | X | X | | |
| 1 | HUM | 32.2 | North Coast Railroad; repair and upgrade track. Sub-paragraph (b) completion of rail line from Lombard to Willits. | X | X | | |
| 1 | HUM | 32.6 | North Coast Railroad; repair and upgrade track. Sub-paragraph (f) debt reduction. | X | X | | |
| 1 | HUM | 32.8 | North Coast Railroad; repair and upgrade track. Sub-paragraph (h) fund repayment of federal loan obligations (Q-fund). | X | X | | |
| 7 | LA | 34 | Blue Line to Los Angeles; new rail line Pasadena to Los Angeles. | X | X | | |
| 7 | LA | 35.1 | Pacific Surfliner; triple track intercity rail line add run-through-tracks thru LA Union Station | X | | | |
| 7 | LA | 35.2 | Pac Surf, triple track & Union Station (Triple Track BNSF line) | X | | | |
| 7 | LA | 35.3 | Pacific Surfliner; fifth lead track at Los Angeles Union Station. | X | | | X |
| 7 | LA | 37.1 | LA Mid-City Transit Imp; Build Bus Rapid Transit system or Light Rail Transit | X | | | |
| 7 | LA | 38.1 | Los Angeles - San Fernando Valley Transit Extension. | X | X | | |
| 7 | LA | 41.1 | Rte 5; add HOV lanes on Golden St Fwy thru San Fernando Valley, Rte 170 to Rte 14 (SEG 2 Rte 118 to Rte 170). | X | | | X |
| 7 | LA | 44 | Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass. | X | | | X |
| 7 | LA | 45 | Route 710; complete Gateway Corridor Study, Los Angeles/Long Beach ports to Route 5. | X | | X | |
| 7 | LA/VEN | 48 | Route 101; corridor analysis and PSR to improve corridor from Route 170 to Route 23 in Thousand Oaks. | X | X | | |
| 7 | LA | 49.1 | Hollywood Intermodal Transportation Center; intermodal facility at Highland & Hawthorne Ave in City of LA.-- ATCS | X | | | |
| 7 | LA | 54.1 | Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines. | X | | | X |
| 7 | SBD | 56 | Metrolink; track and signal improvements on Metrolink; San Bernardino line. | X | X | | |
| | SBD | 60.1 | Route 15; southbound truck climbing lane. | X | | | X |
| 8 | RIV | 62.1 | Route 91; add HOV lanes through downtown Riverside. | X | | | X |
| | RIV | 64.1* | Route 91; Green River Interchange | X | | | |
| 12 | ORG | 70.1 | Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County - Construction of soundwalls. | X | X | | |
| 12 | ORG | 70.2 | Route 22; add HOV lanes on Garden Grove Freeway. Construction of the HOV widening and auxiliary lanes. | X | | | X |
| 12 | ORG | 73 | Alameda Corridor East; (Orangethorpe Corridor) build grade seps on BNSF line. | X | | | |
| 11 | SD | 74.4 | Pacific Surfliner; double track intercity rail line within San Diego County - Track & signal improvements at Fallbrook) | X | X | | |
| 11 | SD | 74.5 | Pacific Surfliner; double track intercity rail line within San Diego County - Encinitas Passing Track | X | X | | |
| 11 | SD | 74.8 | Pacific Surfliner; O'Neil to Flores double track | X | | | |
| 11 | SD | 75.1 | San Diego Transit Buses - Acquire CNG buses, purchase three fueling facilities, and expand one fueling facility. | X | X | | |
| 11 | SD | 76 | Coaster Commuter Rail; acquire one new train set to expand commuter rail. | X | | | X |
| 11 | SD | 76.1 | Coaster Commuter Rail; acquire one new train set to expand commuter rail. | X | | | |
| 11 | SD | 78 | East Village access; improve access to light rail from new in-town East Village development. | X | | | X |
| 11 | SD | 79 | North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido. | X | | | X |
| 11 | SD | 81 | San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service. | | X | | |
| 11 | SD | 82.1 | Route 5/805; reconstruct and widen freeway interchange - Reconstruction of the I-5/805 Interchange. | X | | | X |
| 11 | SD | 86 | Route 905; Build new six-lane freeway on Otay Mesa, Route 805 to Mexico Port of Entry. | X | | | X |
| 11 | SD | 87.1 | Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove. | X | X | | |

* Project 64.1 being completed with other funds. TCRF reallocated to another project. Project #119.1 was completed with other funds and TCRF funds were reallocated to Project #118, SECAT.

** Project 102.2 is deleted and replaced with 102.3.

**Traffic Congestion Relief Program
Fully Allocated and/or Completed Projects**

| District | County | TCRP # | Description | Fully Allocated | Completed Projects | TCRF Fully Expended | Projects Under Construction |
|---------------------------------|----------|---------|---|-----------------|--------------------|---------------------|-----------------------------|
| 11 | SD | 88.2 | Rte 5; realign fwy at Virginia Ave, approaching San Ysidro Port of Entry to Mexico | X | | | |
| 6 | FRE | 90 | Rte 99; widen fwy to 6 ln. Kingsburg to Selma | X | | | |
| 6 | FRE | 93 | Rte 180; complete envl studies to extend Rte 180 w. fr. Mendota to I-5 | X | | | |
| 6 | FRE | 97 | Opimps on Shaw Ave, Chestnut Ave, Willow Ave, & Barstow Ave near CSU, Fresno | X | X | | |
| 6 | FRE | 97.1 | Opimps on Shaw Ave, Chestnut Ave, Willow Ave, & Barstow Ave near CSU, Fresno | X | | | |
| 6 | SJ | 99.1 | San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. CALWA to BOWLES | X | | X | |
| 6 | SJ | 100 | San Joaquin Valley Emergency Clean Air Attainment Program; incentives for the reduction of emmissions. | X | | | X |
| 5 | SC | 101 | Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses. | X | X | | |
| 5 | SB | 102.1 | Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology – Outer State Street Signal System. | X | X | | |
| | SB | 102.2** | Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology – Outer State Street Signal System. | | X | | |
| 10 | SJ | 107 | Widen freeway to 6 lanes, Tracy to I-5 | X | | | |
| 3 | SAC | 117 | Folsom Light Rail; extend light rail tracks from 7th Street and K Street to the Amtrak Depot in Sacramento, and extend Folsom light rail. | X | | X | |
| 3 | SAC | 119.1* | Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District. | | X | | |
| 3 | SAC/YOL | 119.2 | Convert Sac Regional Transit bus fleet to low emission & provide Yolobus service by Yolo County Transportation District. | X | | | |
| 6 | KER | 121 | Metropolitan Bakersfield System Study; to reduce congestion in the City of Bakersfield. | X | X | | |
| 11 | SD | 123 | Oceanside Transit Center; parking structure | X | | | X |
| 4 | SCL | 127 | Route 85/Route 87; interchange completion; addition of two direct connectors. | X | X | | |
| 3 | SAC | 133 | Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road. | X | X | | |
| 3 | SAC | 134 | Route 50/Sunrise Boulevard; interchange modifications. | X | X | | |
| 6 | KINT/TUL | 138 | Cross Valley Rail; upgrade track from Visalia to Huron. | X | X | | |
| 4 | SF | 139.1 | Balboa Park BART Station; phase I expansion - BART Project Improvements. | X | | | X |
| 4 | SF | 139.2 | Balboa Park BART Station; phase I expansion - Historic Geneva Office Building. | X | | | X |
| 6 | TUL | 140 | City of Goshen; overpass for Route 99. | X | X | | |
| 4 | ALA | 141 | Union City; pedestrian bridge over Union Pacific rail lines. | X | | | |
| 7 | LA | 142 | West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard | X | X | | |
| 4 | SF/MRN | 144 | Seismic retrofit of the national landmark Golden Gate Bridge. | X | | X | |
| 7 | LA | 145 | Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard. | X | X | | |
| 11 | IMP | 148.2 | Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes. | X | X | | |
| 5 | SC | 149 | Purchase of low-emission buses for express service on Route 17. | X | X | | |
| 7 | LA | 151 | Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System. | X | X | | |
| 7 | LA | 152 | Pasadena Blue Line transit-oriented mixed-use development. | X | X | | |
| 7 | LA | 153 | Pasadena Blue Line utility relocation. | X | X | | |
| 7 | LA | 154 | Route 134/I-5 interchange study. (\$100,000). The lead applicant is the department. | X | X | | |
| 7 | LA | 158.1 | Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street. | X | X | | |
| 4 | SON | 159 | Steele Lane interchange, redesign and construction | X | | | |
| TOTAL NUMBER OF PROJECTS | | | | 88 | 45 | 9 | 20 |

* Project 64.1 being completed with other funds. TCRF reallocated to another project. Project #119.1 was completed with other funds and TCRF funds were reallocated to Project #118, SECAT.

** Project 102.2 is deleted and replaced with 102.3.