

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 13-14, 2006

Reference No.: 4.9
Information Item

From: CINDY McKIM
Chief Financial Officer

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Transportation Programming

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

BACKGROUND:

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 2006 Bi-annual Progress Report.

SUMMARY:

TCRP projects are designated in legislation to receive a total of \$4.909 billion from the State's General Fund and Proposition 42 funds. As of November 9, 2006, a total \$2.594 billion has been allocated for TCRP projects with \$2.315 billion remaining to be allocated; expenditures total \$1.698 billion.

The Governor's FY 2006-07 Budget included \$1.289 billion being made available for TCRP projects. This amount includes the transfer of Proposition 42 funding for \$678 million, \$321 million for the early partial repayment of previous suspensions of Proposition 42 transfers, and Tribal gaming bond funds of \$290 million. The Tribal gaming bonds were originally included in the FY 2005-06 Budget but were not received and therefore were "rolled-over" into the FY 2006-07 Budget. Due to legal challenges, the timing and amount of the revenues from Tribal gaming bonds remains uncertain.

As a result, \$999 million in revenue is made available through the FY 2006-07 Budget. Combined with \$5.5 million in project savings, a total of \$1.004 billion in funding is available for allocations for TCRP projects.

To date, the Commission has allocated \$525 million against the \$1.004 billion million in revenues for FY 2006-07. Another \$22 million is reserved for reimbursement of TCRP projects with an approved AB 1335 Letter of No Prejudice (LONP) scheduled for completion in FY 2006-07. Thus, approximately \$457 million currently remains available for Commission allocations.

PRIOR AND CURRENT YEAR REVENUES:

TCRP projects are designated in legislation to receive a total of \$4.909 billion from the State's General Fund and Proposition 42 funds. The FY 2006-07 State Budget included \$1.289 billion in new funding. The funding included \$678 million from Proposition 42, \$321 million from the early partial repayment of previous suspensions of Proposition 42, and \$290 million from potential Tribal gaming bond funds. However, due to legal challenges associated with the Tribal gaming bonds, the timing and amount of receipt of these revenues is uncertain.

Initial Project Allocations against FY 2006-07 Revenues:

The California Department of Transportation (Department) recommended that the Commission take a more aggressive stance and resume allocations against the amount proposed in the FY 2006-07 Budget. At the March 2006 meeting, the Commission resumed allocations for TCRP projects against these FY 2006-07 funds.

Based on the projected allocation needs, as presented in the April 2006 Progress Report, allocation requests are being processed on a "first-come-first-served" basis up to the allocation capacity of \$1.004 billion, with the only stipulation made by the Commission that allocations for Phase 4 activities meet the criteria of being under contract within six months of allocation.

As of the November 2006 meeting, the Commission has allocated \$525 million for TCRP Projects:

- Allocations of new funding for TCRP projects - **\$521 million.**
 - Allocations for Phase 4 funding for TCRP projects that can have a FY 2006-07 construction or procurement contract executed within six months of the allocation - **\$381 million.**
 - Allocations for TCRP projects for non-construction phases in FY 2006-07 - **\$140 million.**
- Reimbursement for TCRP projects that have a completed LONP - **\$4 million.**

After excluding \$22 million reserved to reimburse approved LONPs scheduled for completion in FY 2006-07, **\$457 million** currently remains available for allocations in FY 2006-07.

FUTURE REVENUES AND LEGISLATION:

The outlook for future revenues for the TCRP remains unsettled. Legal challenges keep the timing and amount of revenues to be realized from Tribal gaming funds uncertain, and repayments of loans made from the Traffic Congestion Relief Fund (TCRF) to the General Fund, as directed under Proposition 1A, could be over the course of the next nine fiscal years.

Tribal Gaming Bonds:

Previous loans made from the TCRF to the General Fund in FY 2001-02 and FY 2002-03, leaves an existing balance of \$1.049 billion to be repaid by the General Fund (utilizing the revenues provided from the Tribal gaming bond funds). The FY 2006-07 Budget included tribal gaming bonds that were to enable the General Fund to repay \$827 million plus interest to the TCRF.

Of this amount, \$290 million would be allocated for TCRP projects, with the remaining \$537 million to repay loans to TCRF from the State Highway Account (SHA) and the Public Transportation Account (PTA). In addition, the General Fund is to repay the remaining loan balance of \$222 million to TCRF after FY 2009-10. Of this amount, \$192 million is to be allocated for TCRP projects, with \$30 million remaining to repay the PTA loan to TCRF made in FY 2001-02 and FY 2002-03. However, due to legal challenges, these revenues have yet to be realized.

In the FY 2006-07 Budget, the annual revenues generated from the Tribal Gaming Compacts (approximately \$100 million) were appropriated to repay outstanding TCRF debt. These revenues would have been the basis for repaying Tribal gaming bonds. If these appropriations continue to be made in future Budget cycles, it can be used for repaying outstanding TCRF debt owed to other fund sources. Once the SHA is repaid, the annual revenues, assuming the bonds are still not sold, will be used to repay TCRF, then the PTA.

Proposition 1A:

Proposition 42 contained provisions that allowed the Governor, with concurrence from the Legislature, to suspend the transfer of the revenues derived from sales taxes on motor vehicle fuel from the General Fund to the Transportation Investment Fund (TIF).

Proposition 1A (Prop 1A), passed in November 2006, restricts the suspension of Proposition 42 to no more than twice in any period of ten consecutive fiscal years, prohibits a suspension in any fiscal year in which a required repayment from a prior suspension has not yet been fully completed, and further requires that any outstanding repayments of a prior suspension be repaid within three years of the suspension.

Prop 1A also requires payments to be made from the General Fund to the TIF relative to the portion of revenues that were not transferred due to any suspension of transfer of funds occurring on or before July 1, 2007 (does not include Tribal gaming funds). Any amount of revenues that are not transferred from the General Fund to the TIF as of July 1, 2007, shall be transferred from the General Fund to the TIF no later than June 30, 2016. The amount of the transfer payments to be made in each fiscal year shall not be less than one-tenth of the total amount remaining to be transferred.

Thus with the passage of Prop 1A, the outstanding balance of \$740 million could possibly be repaid over nine years at approximately \$83 million per year through FY 2016-17.

OCTOBER 2006 TCRP PROGRESS REPORT:

The Department has reviewed and analyzed project information as supplied by the applicant agencies via the October 2006 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 a 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. A multi-year detailed listing of allocation needs is included in Attachment #1. The following summarizes the TCRP allocation needs for the remainder of FY 2006-07:

- Reimburse remaining approved LONPs for projects scheduled for completion in FY 2006-07 - **\$22 million.**
- Projects ready to go to construction in the remainder of FY 2006-07 - **\$197 million.**
- Pre-construction phases ready in the remainder FY 2006-07 - **\$570 million.**

The following table illustrates these needs, and future estimated needs, against the available revenue for FY 2006-07 and beyond.

TABLE

| (\$ x 1 million) | FY 2006-07 | FY 2007-08 | FY 2008-09 | FY 2009-10 | Beyond |
|---|----------------|----------------|----------------|----------------|--------------|
| Revenue: | | | | | |
| Proposition 42 | \$678 | \$602 | \$0 | \$0 | \$0 |
| TDIF | \$321 | \$83 | \$83 | \$83 | \$491 |
| Tribal Gaming | \$290 | \$0 | \$0 | \$0 | \$192 |
| Total Revenue | \$1,289 | \$685 | \$83 | \$83 | \$683 |
| Allocations: | | | | | |
| Allocations Made in FY 2006-07 | \$525 | \$0 | \$0 | \$0 | \$0 |
| LONP Reimbursement | \$22 | \$181 | \$170 | \$26 | \$167 |
| Future Construction Allocations | \$197 | \$399 | \$74 | \$125 | \$37 |
| Future Pre-Construction Allocations | \$570 | \$233 | \$11 | \$53 | \$32 |
| Total Projected Allocation Need | \$1,314 | \$813 | \$255 | \$204 | \$236 |
| Remaining Annual Allocation Capacity | (\$25) | (\$153) | (\$325) | (\$446) | \$0 |
| Reserve for Tribal Gaming Uncertainty* | (\$315) | (\$443) | (\$615) | (\$736) | \$0 |

* Represents impact on remaining allocation capacity should revenue of \$290 million from the Tribal gaming bonds not become available until fiscal years beyond FY 2009-10.

As the table shows, there is insufficient funding to meet the projected allocation needs for TCRP projects for the remainder of FY 2006-07 (utilizing the modified accrual basis as illustrated above). Allocation capacity could also be affected in future years if Proposition 42 is suspended in FY 2007-08 or the loan repayment schedule is changed.

Based on the factors above, the Department recommends that the Commission continue to approve allocations only up to the amount of secured revenue on an annual basis or consider allocating on a cash flow basis.

Cash Flow Method:

In the initial years of implementing the TCRP, the Department employed a cash flow model to estimate the multi-year expenditures for reimbursing both existing and new allocations for TCRP projects. The cash flow method presumes that additional appropriations will be made in future fiscal years to cover the reimbursement for allocations approved now and in the future.

With the suspension of Proposition 42 in FY 2003-04 and FY 2004-05, and the receipt of revenues being uncertain, the Department recommended that the Commission allocate funds as they became available on a modified accrual basis, allocating only up to the amount of revenues appropriated rather than the cash flow methodology.

The 2007-08 fiscal year is the last year that TCRP will receive funding from Proposition 42 revenues. If Proposition 42 is fully funded in FY 2007-08, and the Tribal gaming revenues can reasonably be estimated (whether based on the sale of bonds, or directly from the annual Compact revenue stream), the Department could recommend that the Commission resume making allocations on a cash flow basis.

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.

To date, the Commission has approved LONPs for 25 TCRP projects and has allocated approximately \$120 million to reimburse completed TCRP projects or completed phases of work that have an approved LONP. A total of \$567 million remains to be reimbursed for ongoing TCRP projects with approved LONPs.

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.

Lapsing TCRP Funds:

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

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 for 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 totaling \$72 million for 24 TCRP projects that have provided satisfactory justification and evidence that extending the allocated TCRP funds was warranted.

OVERALL STATUS OF TCRP PROJECTS:

The TCRP was approved with 141 projects designated in legislation (SB 1662) to be implemented. Given the complexity of scope, some of these projects were administratively divided into “sub-projects” in order to more effectively deal with implementation, bringing the total number of transportation projects in the TCRP to 200.

Delivery Status:

The TCRP continues to be successful in delivering completed projects or completed segments that are usable by the traveling public. To date, of the 200 TCRP projects:

- **43** are completed.
- **38** are currently under construction.
- **10** have delivered a completed segment.
- **11** have completely expended allocated TCRP funds, and the project is ongoing utilizing other funding.

Attachment #3 provides a detailed listing of the projects cited above (and does not include the remaining 98 TCRP projects that are in pre-construction).

The Future of TCRP:

TCRP projects are included in a number of ongoing efforts that may affect transportation funding priorities. The Governor’s Strategic Growth Plan, including the Goods Movement Action Plan and other infrastructure bond measures, may lead to the full funding of TCRP projects, thus enabling the benefits of the TCRP to be fully realized.

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 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | Beyond | R/W | CON | PA&E | PS&E |
| 4 | ALA | 1.1 | BART to San Jose; Fremont to Warm Springs Extension | Mass Transit | \$ 65,115 | | \$ 46,318 | | | | | | \$ 46,318 | | |
| 4 | SCL | 1.2 | Bart to San Jose | Mass Transit | \$ 45,000 | \$ 398,567 | | | | | | \$ 246,327 | \$ 7,240 | | \$ 145,000 |
| 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 | \$ 1,400 | | \$ 58,600 | | | | | \$ 100 | \$ 57,100 | | \$ 1,400 |
| 4 | SCL | 7.2 | CalTrain to Gilroy | Mass Transit | \$ - | \$ 27,730 | | | | | | | \$ 27,730 | | |
| 4 | ALA | 11 | SF Bay Southern Xing; feasibility & financial studies | Mass Transit | \$ 3,119 | | \$ 1,881 | | | | | | \$ 1,881 | | |
| 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 | | \$ 700 | | | | | \$ 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 |
| 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 | \$ 7,200 | \$ 13,800 | | | | | | | \$ 13,800 | | |
| 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 | 28 | BART Richmond Station Additional Parking | Mass Transit | \$ 680 | | \$ 4,320 | | | | | | \$ 4,320 | | |
| 4 | MRN | 30 | Implementation of commuter rail passenger service | Mass Transit | \$ 9,200 | \$ 27,800 | | | | | | | | | \$ 27,800 |
| 4 | ALA | 31 | Route 580 eastbound HOV Lane Project | Capital Outlay | \$ 7,000 | | \$ 18,000 | | | | | | \$ 18,000 | | |
| 1 | HUM | 32.4 | NCRA; upgrade rail line to class II or III standards. | Mass Transit | \$ 2,226 | \$ 2,774 | | | | | | | \$ 2,774 | | |
| 1 | HUM | 32.5 | NCRA; environmental remediation projects. | Mass Transit | \$ 1,435 | \$ 2,365 | | \$ 300 | | | | | \$ 2,365 | | \$ 300 |
| 1 | HUM | 32.7 | NCRA; local match funds | Mass Transit | \$ - | | \$ 1,800 | | | | | | \$ 1,800 | | |
| 1 | HUM | 32.9 | NCRA; long term stabilization. | Mass Transit | \$ 6,826 | \$ 1,036 | \$ 23,138 | | | | | | \$ 23,138 | | \$ 1,036 |
| 7 | LA | 38.2 | North-South Bus Transit Project | Mass Transit | \$ 2,000 | \$ 18,000 | \$ 10,000 | | \$ 70,000 | | | \$ 12,000 | \$ 58,000 | \$ 18,000 | \$ 10,000 |
| 7 | LA | 39 | Route 405; add northbound HOV over Sepulveda Pass | Capital Outlay | \$ 15,000 | | \$ 30,000 | | \$ 45,000 | | | \$ 30,000 | \$ 15,000 | | \$ 30,000 |
| 7 | LA | 40 | Route 10; add HOV lanes | Capital Outlay | \$ 28,149 | | \$ 61,851 | | | | | | \$ 61,851 | | |
| 7 | LA | 41.2 | HOV Lanes on Rte 5 from Rte 170 to Rte 118 | Capital Outlay | \$ 34,142 | \$ 6,109 | | | | | | | \$ 6,109 | | |
| 7 | LA | 42.1 | I 5 Widening - Orange County Line to Route 605 | Capital Outlay | \$ 6,000 | | \$ 119,000 | | | | | \$ 119,000 | | | |
| 7 | LA | 43 | Route 5; improve Carmentia Road Interchange | Capital Outlay | \$ 290 | \$ 70,710 | | | | | | \$ 70,710 | | | |
| 7 | VEN | 47 | Route 101; California Street off-ramp in Ventura County. | Capital Outlay | \$ 726 | \$ 1,000 | \$ 13,274 | | | | | \$ 3,000 | \$ 10,274 | | \$ 1,000 |
| 7 | LA | 49.2 | Hollywood Intermodal Transportation Center; Facility | Mass Transit | \$ - | | \$ 5,150 | \$ 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 | | | | | | \$ 25,595 | \$ 17,000 | \$ 1,200 | | \$ 7,395 |
| 7 | LA | 51 | Route 101/405; add auxiliary lane and widen ramp | Capital Outlay | \$ 8,200 | | | | | | \$ 11,010 | | \$ 11,010 | | |
| 7 | LA | 52 | Rte 405; add HOV & auxiliary lanes | Capital Outlay | \$ - | | | | | | \$ 15,352 | | \$ 15,352 | | |
| 7 | LA | 54.3 | Alameda Corridor East; Pico Rivera | Local Assistance | \$ 16,200 | \$ 3,500 | | | | | | | \$ 3,500 | | |
| 8 | SBD | 55.1 | Alameda Corridor East; Colton - Ramona | Local Assistance | \$ 8,988 | \$ 3,048 | | | | | | | \$ 3,048 | | |
| 8 | SBD | 55.2 | Alameda Corridor East; Ontario | Local Assistance | \$ 5,000 | \$ 100 | | \$ 43,454 | | | | \$ 100 | \$ 43,454 | | |
| 8 | SBD | 55.3 | Alameda Corridor East; SANBAG | Local Assistance | \$ 8,610 | \$ 25,800 | | | | | | | \$ 25,800 | | |
| 8 | SBD | 59 | Route 10; Live Oak Canyon Interchange | Capital Outlay | \$ 3,448 | \$ 7,552 | | | | | | | \$ 7,552 | | |
| 8 | RIV | 61 | Route 10; reconstruct Apache Trail Interchange | Capital Outlay | \$ 1,222 | | \$ 28,778 | | | | | \$ 1,800 | \$ 24,300 | \$ 678 | \$ 2,000 |
| 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 | 74.3 | Pacific Surfliner; Maintenance Yard | Rail | \$ - | \$ 3,010 | | | | | | | \$ 3,010 | | |
| 11 | SD | 74.7 | Encinitas Grade-Separated Pedestrian Crossing(s) | Rail | \$ - | | \$ 2,752 | | | | | | \$ 2,752 | | |
| 11 | SD | 74.9 | Santa Margarita River Bridge and Double Track | Rail | \$ - | \$ 23,007 | | | | | | | \$ 23,007 | | |
| 11 | SD | 77 | Route 94; add capacity | Capital Outlay | \$ 4,000 | | \$ 6,000 | | | \$ 10,000 | | \$ 4,000 | | \$ 6,000 | \$ 6,000 |
| 11 | SD | 80 | Mid-Coast Balboa LRT Extension | Mass Transit | \$ 1,300 | | \$ 8,700 | | | | | | | | \$ 8,700 |
| 11 | SD | 82.2 | Rtes 5/805; reconstr. & widen Fwy IC | Capital Outlay | \$ - | \$ 6,000 | | | | | | | \$ 6,000 | | |
| 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 | \$ 830 | | \$ 2,170 | \$ 2,000 | | | | \$ 1,400 | | \$ 770 | \$ 2,000 |
| 6 | FRE | 91 | Route 180 - Clovis Ave to Temperance Ave | Capital Outlay | \$ 12,561 | \$ 7,439 | | | | | | | \$ 7,439 | | |

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 | | | | |
|---------------|--------|--------|---|------------------|----------------------|-------------------------------|-------------------|------------------|-------------------|------------------|-----------------------------|-------------------|-------------------|------------------|-------------------|
| | | | | | | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | Beyond | R/W | CON | PA&ED | PS&E |
| 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 | | | | \$ 4,475 | |
| 6 | FRE | 95 | Route 41; auxiliary lane and improve ramps | Capital Outlay | \$ 1,930 | \$ 8,070 | | | | | | | \$ 8,070 | | |
| 6 | FRE | 97.1 | Operational Improvements on Shaw Ave | Local Assistance | \$ 1,305 | | \$ 295 | | | | | | \$ 295 | | |
| 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 | \$ 650 | \$ 2,300 | \$ 7,050 | | | | | \$ 2,300 | \$ 7,050 | | |
| 10 | SJ | 99.2 | Capacity Improvements | Rail | \$ - | | | \$ 12,000 | | | | | \$ 12,000 | | |
| 5 | SB | 102.3 | Route 101 access; Advanced Traffic Corridor System | Local Assistance | \$ 110 | \$ 922 | | | | | | | \$ 922 | | |
| 6 | KER | 103 | Route 99; improve interchange | Capital Outlay | \$ 1,900 | \$ 6,100 | | | | | | | \$ 6,100 | | |
| 10 | MER | 104 | Route 99; 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 | \$ 590 | \$ 22,410 | | | | | | \$ 4,936 | \$ 17,474 | | |
| 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 | \$ 453 | | | | | | \$ 1,547 | | | | \$ 1,547 |
| 6 | KIN | 111 | Route 198 Expressway, Rte 43 to Rte 99 | Capital Outlay | \$ 853 | | | \$ 13,147 | | | | | \$ 13,147 | | |
| 6 | KER | 113 | Route 46 expressway | Capital Outlay | \$ 5,220 | | \$ 24,780 | | | | | | \$ 24,780 | | |
| 6 | KER | 114 | Route 65; passing lanes & intersection improvement | Capital Outlay | \$ 376 | \$ 4 | | | \$ 2,121 | | \$ 9,499 | \$ 827 | \$ 9,499 | \$ 4 | \$ 1,294 |
| 3 | SAC | 115 | South Sacramento Light Rail Project-Phase 2 Ext | Mass Transit | \$ 7,000 | | \$ 63,000 | | | | | | \$ 63,000 | | |
| 3 | SAC | 116 | Route 80 Light Rail Corridor | Mass Transit | \$ 3,970 | \$ 21,030 | | | | | | | \$ 21,030 | | |
| 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 | \$ 422 | \$ 2,578 | | | | | | | \$ 2,578 | | |
| 8 | SBD | 129 | Route 62; utility undergrounding | Capital Outlay | \$ 390 | \$ 115 | \$ 2,695 | | | | | \$ 115 | \$ 2,695 | | |
| 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 |
| 4 | NAP | 157 | Jamieson Canyon | Capital Outlay | \$ 4,100 | | \$ 2,900 | | | | | | | | \$ 2,900 |
| 7 | LA | 158.2 | Intersection of Olympic Blvd/Mateo Street/Porter Street | Local Assistance | \$680 | \$ 595 | | | | | | | \$ 595 | | |
| TOTALS | | | | | \$ 371,076 | \$ 766,322 | \$ 632,264 | \$ 84,344 | \$ 177,890 | \$ 14,475 | \$ 63,003 | \$ 597,264 | \$ 831,326 | \$ 35,463 | \$ 274,245 |

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
(\$ x \$1000)

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| District | County | TCRP # | Title | Type | LONP Fund Source | Approved LONP | Phase LONP Approved | Allocated Amount for LONP Liquidation | LONP Repayment by Fiscal Year | | | | | |
|---------------|----------|--------|--|------------------|--------------------------------------|---------------|---------------------|---------------------------------------|-------------------------------|------------|------------|------------|------------|------------|
| | | | | | | | | | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | |
| 4 | SCL/AL A | 1.2 | BART to San Jose; extend BART from Warm springs to Downtown San Jose | Mass Transit | | \$ 170,000 | Design | | | | \$ 170,000 | | | |
| 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 | | | | | | |
| 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 | | | | | | |
| 7 | LA | 51 | Rte 101/405; add aux lane & widen ramp thru fwy IC in Sherman Oaks | Capital Outlay | | \$ 1,790 | Constr | | | \$ 1,790 | | | | |
| 7 | LA | 52 | HOV & aux lanes, Waterford-Rt 10 | Capital Outlay | | \$ 9,648 | Constr | | | | \$ 9,648 | | | |
| 7 | LA | 53 | Automated Signal Corridors | Local Assistance | | \$ 500 | Constr | \$ 500 | | | | | | |
| 8 | SBD | 58 | Route 10; widen freeway to eight-lanes | Capital Outlay | Measure I | \$ 5,704 | Constr | | | \$ 5,704 | \$ - | \$ - | \$ - | |
| | SBD | 59 | Route 10; Live Oak Canyon Interchange | Capital Outlay | | \$ 250 | Design | \$ 250 | | | | | | |
| 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 | \$ 1,635 | 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 | \$ 1,248 | | | | | | |
| 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 | | | | | | |
| 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 | | | | | | |
| Totals | | | | | | | | | \$ 119,807 | \$ 21,782 | \$ 181,494 | \$ 170,000 | \$ 26,348 | \$ 166,914 |

Total LONPs approved to date: 25
LONPs Approved GRAND TOTAL \$ 566,538
LONPs Liquidated Grand Total: \$ 119,807

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

| District | County | TCRP # | Title | Completed Projects | Projects Under Construction | Segment Completed | TCRF Fully Expended |
|----------|----------|--------|--|--------------------|-----------------------------|-------------------|---------------------|
| 4 | SCL | 3 | Route 101; widen freeway from four to eight lanes-Bernal Road to Burnett Avenue. | x | | | |
| 4 | SCL | 5 | Route 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road. | | x | | x |
| 4 | SCL | 6 | Route 262; major investment study, Route 680 to Route 880 near Warm Springs. | x | | | |
| 4 | SCL | 7.1 | CalTrain; expand service to Gilroy. | x | | | |
| 4 | SCL | 8 | Route 880; reconstruct Coleman Avenue Interchange near San Jose Airport. | | x | | x |
| 4 | ALA/SCL | 9.1 | Capitol Corridor; improve intercity rail line between Oakland and San Jose. Harder Road Overcrossing Project | x | | | |
| 4 | ALA | 9.2 | Capitol Corridor; Emeryville Station track and platform improvements | | | | 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 | | | |
| 4 | Bay Area | 11 | San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay | | | x | |
| 4 | Bay Area | 13 | CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations. | x | | | |
| 4 | CC | 16.1 | Route 4; widen freeway to eight lanes from Railroad through Loweridge 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 |
| 4 | SF | 21 | San Francisco Muni Ocean Avenue Light Rail. | x | | | |
| 4 | SOL | 24 | Vallejo Baylink Ferry; expand Baylink Vallejo-San Francisco service. | x | | | |
| 4 | SOL | 25.1 | I-80/I-680/Route 12 Interchange in Fairfield Major Investment Study/Corridor Study. | x | | | |
| 4 | ALA/CC | 27.3 | Vasco Road Safety & Transit Enhancement Project-Parking Structure for VC Project. | x | | | |
| 4 | ALA/CC | 29 | AC Transit; buy two fuel cell buses and fueling facility for demonstration project. | | x | | |
| 1 | HUM | 32.1 | North Coast Railroad; repair and upgrade track. Subparagraph (a)(2) defray administrative costs. | x | | | |
| 1 | HUM | 32.2 | North Coast Railroad; repair and upgrade track. Sub-paragraph (b) completion of rail line from Lombard to Willits. | x | | | |
| 1 | HUM | 32.6 | North Coast Railroad; repair and upgrade track. Sub-paragraph (f) debt reduction. | x | | | |
| 1 | HUM | 32.8 | North Coast Railroad; repair and upgrade track. Sub-paragraph (h) fund repayment of federal loan obligations (C-fund). | x | | | |
| 7 | LA | 33 | Bus Transit-Acquire low-emision buses for LA county MTA bus serv. | | x | | |
| 7 | LA | 34 | Blue Line to Los Angeles; new rail line Pasadena to Los Angeles. | 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 | | |
| 7 | LA | 36 | Los Angeles Eastside Transit Extension | | x | | |
| 7 | LA | 37.2 | Los Angeles Mid-City Transit Improvements | | x | | |
| 7 | LA | 38.1 | Los Angeles - San Fernando Valley Transit Extension. | 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 | | |
| 7 | LA | 44 | Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass. | | x | | |
| 7 | LA | 45 | Route 710; complete Gateway Corridor Study, Los Angeles/Long Beach ports to Route 5. | | | | x |
| 7 | LAVEN | 48 | Route 101; corridor analysis and PSR to improve corridor from Route 170 to Route 23 in Thousand Oaks. | x | | | |
| 7 | LA | 51 | NB Route 405/101 Connector Gap Closure | | x | | |
| 7 | LA | 52 | Rte 405; add HOV & auxiliary lanes | | x | | |
| 7 | LA | 53 | Automated Signal Corridors (ATSAC) | | x | | |
| 7 | LA | 54.1 | Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines. | | x | | |
| 8 | SBD | 56 | Metrolink; track and signal improvements on Metrolink; San Bernardino line. | x | | | |
| 8 | SBD | 58 | Route 10; widen freeway to eight-lanes, Route 30 to Ford Street in San Bernardino County. | | x | | |

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

| District | County | TCRP # | Title | Completed Projects | Projects Under Construction | Segment Completed | TCRF Fully Expended |
|----------|---------|--------|---|--------------------|-----------------------------|-------------------|---------------------|
| 8 | SBD | 59 | Route 10; Live Oak Canyon Interchange | | | x | |
| 8 | SBD | 60.1 | Route 15; southbound truck climbing lane. | | x | | x |
| 8 | RIV | 62.1 | Route 91; add HOV lanes through downtown Riverside. | | x | | |
| 12 | ORG | 70.1 | Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County – Construction | x | | | |
| 12 | ORA | 70.2 | Route 22; add HOV lanes on Garden Grove Freeway. Construction of the HOV widening and auxiliary lanes. | | x | | |
| 12 | ORA | 73 | Alameda Corridor East; (Orangethorpe Corridor) build grade seps on BNSF line. | | | x | x |
| 11 | SD | 74.4 | Pacific Surfliner; double track intercity rail line within San Diego County - Track & signal improvements at Fallbrook) | x | | | |
| 11 | SD | 74.5 | Pacific Surfliner; double track intercity rail line within San Diego County - Encinitas Passing Track | x | | | |
| 11 | SD | 75.1 | San Diego Transit Buses – Acquire CNG buses, purchase three fueling facilities, and expand one fueling facility. | x | | | |
| 11 | SD | 75.2 | San Diego Transit Buses; acquire 85 low-emission buses | | x | | |
| 11 | SD | 76 | 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 | | |
| 11 | SD | 79 | North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido. | | 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 | | |
| 11 | SD | 83.2 | Rte 15; add high-tech managed lane | | x | | |
| 11 | SD | 85 | Route 56; align freeway | | x | x | |
| 11 | SD | 86 | Route 905; Build new six-lane freeway on Otay Mesa, Route 805 to Mexico Port of Entry. | | x | | |
| 11 | SD | 87.1 | Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove. | x | | | |
| 6 | FRE | 90 | Rte 99; widen fwy to 6 ln, Kingsburg to Selma | | x | | |
| 6 | FRE | 95 | Route 41; auxiliary lane and improve ramps | | x | | |
| 6 | FRE | 97 | Op imps on Shaw Ave, Chestnut Ave, Willow Ave, & Barstow Ave near CSU, Fresno | x | | | |
| 6 | FRE | 97.1 | Op imps 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 | | | | 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 | | | |
| 5 | SB | 102.1 | Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology – Outer | 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 | | | | x |
| 3 | SAC | 118 | Sacramento Emergency Clean Air/Trans. Plan (SECAT) | | x | x | |
| 3 | SAC | 119.1 | Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County | x | | | |
| 6 | KER | 121 | Metropolitan Bakersfield System Study; to reduce congestion in the City of Bakersfield. | x | | | |
| 11 | SD | 123 | Oceanside Transit Center; parking structure | | x | | |
| 4 | SCL | 127 | Route 85/Route 87; interchange completion; addition of two direct connectors. | x | | | |
| 3 | SAC | 133 | Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road. | x | | | |
| 3 | SAC | 134 | Route 50/Sunrise Boulevard; interchange modifications. | x | | | |
| 6 | KIN/TUL | 138 | Cross Valley Rail; upgrade track from Visalia to Huron. | x | | | |
| 4 | SF | 139.1 | Balboa Park BART Station; phase I expansion - BART Project Improvements. | | x | | |
| 4 | SF | 139.2 | Balboa Park BART Station; phase I expansion - Historic Geneva Office Building. | | x | | |
| 6 | TUL | 140 | City of Goshen; overpass for Route 99. | x | | | |
| 7 | LA | 142 | West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard | x | | | |

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

| District | County | TCRP # | Title | Completed Projects | Projects Under Construction | Segment Completed | TCRF Fully Expended |
|---------------------------------|--------|--------|--|--------------------|-----------------------------|-------------------|---------------------|
| 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 | | | |
| 11 | IMP | 148.2 | Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes. | x | | | |
| 5 | SC | 149 | Purchase of low-emission buses for express service on Route 17. | x | | | |
| 7 | LA | 151 | Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System. | x | | | |
| 7 | LA | 152 | Pasadena Blue Line transit-oriented mixed-use development. | x | | | |
| 7 | LA | 153 | Pasadena Blue Line utility relocation. | x | | | |
| 7 | LA | 154 | Route 134/I-5 interchange study. (\$100,000). The lead applicant is the department. | x | | | |
| 7 | LA | 158.1 | Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street. | x | | | |
| 4 | SON | 159 | Steele Lane interchange, redesign and construction | | x | | |
| TOTAL NUMBER OF PROJECTS | | | | 43 | 38 | 10 | 11 |