

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 8-9, 2004

Reference No.: 2.1b.(9)
Information Item

From: CINDY MCKIM
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Transportation Programming

Ref: **STIP AMENDMENT 04S-016**

The Butte County Association of Governments (BCAG), Metropolitan Transportation Commission (MTC), San Joaquin Council of Governments (SJCOG), Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Department of Transportation (Department) are requesting that this proposed State Transportation Improvement Program (STIP) amendment be noticed at the December 2004 California Transportation Commission meeting and be considered for approval in January 2005. This notice is an informational item allowing the Commission to review the proposal, comment and/or ask questions prior to taking formal action in January 2005 or later.

BCAG, MTC, SJCOG, LACMTA, and the Department are requesting the Commission approve this amendment for Grant Anticipation Revenue Vehicle (GARVEE) funding to advance project delivery on the following six existing STIP projects: Route 149 Expressway (PPNO 0016W) in Butte County; Route 80 West Bound High Occupancy Vehicle (HOV) (PPNO 0261F) in Contra Costa County; Route 99 Kingsburg to Selma Six Lane Freeway (PPNO 1530) in Fresno County; Route 5 Carmenita Interchange (PPNO 2808A) in Los Angeles County; Route 205 Six Lane Freeway (PPNO 7965B) in San Joaquin County; and Route 101 HOV Lanes (PPNO 0789A) in Sonoma County. The current STIP projects will be reprogrammed as GARVEE debt service projects with this amendment. Commitment from BCAG, MTC, SJCOG and LACMTA for future Regional Improvement Program (RIP) county shares, and the Department for Interregional Improvement Program (IIP) shares, will be used to pay the debt service for the GARVEE bond. The bond proceeds will fund Right of Way (R/W) and Construction for these projects starting in FY 2004-05.

RECOMMENDATION:

The Department recommends that the amendment be discussed and scheduled for approval at a future Commission meeting.

BACKGROUND:

This request follows Chapter 862 of the Statutes of 1999 (SB 928), which authorizes the State Treasurer to issue GARVEE bonds, and authorizes the Commission to select projects for accelerated construction from bond proceeds.

GARVEE bonds are tax-exempt anticipation notes backed by annual Federal appropriations for Federal Aid Highway transportation projects. They were authorized in Federal law by Section 311 of the National Highway System Designation Act of 1995. GARVEE bond funding is available only for highway projects. Repayment for these projects will be made through annual set asides of the county and IIP share of future STIP funds. Bond repayments are typically made over several STIP programming cycles.

BCAG, MTC, SJCOG, LACMTA, and the Department are requesting the Commission approve this amendment for GARVEE funding to facilitate project delivery on six existing STIP projects. This amendment proposes to fund a total of \$306,350,000 for R/W and/or Construction (CON) phases of these six projects. A preliminary financial analysis has been prepared for each project that estimates the costs of financing and programming necessary to schedule the debt service payments in the current and future STIPs, and evaluates the benefits to be gained by delivering the projects in FY 2004-05 over the cost of financing.

Three assumptions were used in evaluating the GARVEE financing:

1. Bond issuance would occur in FY 2004-05 and be financed over a twelve-year term with the first debt service payment beginning in FY 2005-06 and ending in FY 2016-17.
2. Interest on the bonds was calculated at a steady rate of 4.25 percent, with costs of issuance calculated at approximately 1.5 percent of the principal amount.
3. Benefits to be gained by advancing the project are based on a three-year delay before other funding sources might become available.

The total cost of financing, including principal (\$306,350,000), costs of issuance and insurance (\$4,651,000), and interest costs (\$92,441,000) is estimated at \$403,442,000.

The debt service is proposed to start in FY 2005-06 and end in FY 2016-17 (12 years) and is estimated to be approximately \$33,620,000 per year. The actual repayment figures will be available upon the sale of the bonds. The GARVEE financing details along with RIP/IIP funding splits are summarized in Attachment 1 (Summary of Funding Sources and Federal Matching Expenditures). The RIP and IIP debt service payment split for these projects is based on the funds that are programmed for the components that are being financed using GARVEE Bond funds.

Approval of these projects (PPNOs 0016W, 0261F, 1530, 2808A, 7965B, and 0789A) for GARVEE financing on R/W acquisition and/or construction starting in FY 2004-05, would help provide a vital link to the transportation infrastructure in Butte, Contra Costa, Fresno, Los Angeles, San Joaquin, and Sonoma counties.

In addition to requesting approval to use GARVEE bond funds, BCAG, MTC, SJCOG and LACMTA are requesting that RIP county shares pay the debt service for the GARVEE bonds starting in FY 2005-06, and the Department is requesting that IIP shares pay the debt service for the GARVEE bonds starting in FY 2005-06. The debt service for the remaining years outside the current 2004 STIP will be funded from a commitment of BCAG, MTC, SJCOG, and LACMTA's future county shares and from a commitment of the Department's future IIP shares.

An evaluation of the benefits to be gained over the costs of financing has been completed for all six projects. These projects demonstrate a positive benefit based on a three-year delay. See Attachment 1 (Summary of Funding Sources and Federal Matching Expenditures) for net benefit to be gained from the use of GARVEE funds for these projects.

For project specific background, see project details listed below:

Project #1 – Route 149 Expressway (PPNO 0016W) in Butte County

This project involves the construction of a four-lane expressway and two freeway-to-freeway interchanges at the existing Route 70/149 and Route 99/149 intersections.

This project is currently programmed with \$64,654,000 in STIP funds (\$57,554,000 in IIP, and \$7,100,000 in RIP) for CON in FY 2005-06. The construction costs have increased for this project to \$82,500,000; therefore, the proposal is to fund \$70,000,000 with GARVEE bonds and \$12,500,000 with State Cash in FY 2004-05. Since there is not sufficient non-federal funding on this project, the \$12,500,000 State Cash will be used to satisfy the federal matching requirements.

The debt service on this project will come from reprogramming the existing IIP and RIP funds, and the shortfall in existing programming to cover debt service will come from Butte County's and the Department's future shares. This proposal reprograms the \$64,654,000 for CON to \$12,500,000 (\$1,375,000 in RIP and \$11,125,000 in IIP) of State Cash in FY 2004-05 for CON and programs \$7,675,000 (\$844,000 in RIP and \$6,831,000 in IIP) for CON annually as debt service from FY 2005-06 to FY 2016-17.

Delivery Risks and Issues: The Army Corps of Engineers 404 permit is being modified to allow environmental mitigation during construction instead of the current requirement that it be completed prior to construction. It is expected that the modified permit will be issued mid-December 2004. Should the permit modification not be approved, concurrent mitigation will not be possible, thereby substantially delaying the construction start date. In addition, the BCAG Federal Transportation Improvement Program (FTIP) requires updating and approval by the Federal Highway Administration (FHWA) to reflect the change to fund the project with GARVEE bond proceeds and the increased project cost prior to federal obligation. The FTIP approval may take up to three months following Commission approval of this amendment. Federal regulation prevents project advertisement prior to federal FTIP approval; project award will take an additional four to six months following the FHWA approval.

Project #2 – Route 80 West Bound HOV (PPNO 0261F) in Contra Costa County

This project involves the construction of one HOV lane in the westbound direction in the median on Interstate 80 (I-80), from Route 4 to the Carquinez Bridge. The project will close a current gap in the existing HOV system. When completed, the project will provide for a continuous HOV lane on I-80 in the westbound direction from the Carquinez Bridge to the San Francisco Oakland Bay Bridge, reduce travel delay and enhance intermodal transportation along the I-80 corridor in the Bay Area.

This project is currently programmed with \$23,800,000 in STIP funds (\$17,800,000 in IIP; \$5,000,000 in RIP for Contra Costa and \$1,000,000 in RIP for Solano) for CON in FY 2005-06. The construction costs have decreased for this project to \$19,935,000; therefore, the proposal is to fund \$16,649,000 with GARVEE bonds and \$3,286,000 with State Cash in FY 2004-05. Since there is not sufficient non-federal funding on this project, the \$3,286,000 State Cash will be used to satisfy the federal matching requirements.

The debt service on this project will come from reprogramming the existing IIP and RIP funds, and the shortfall in existing programming to cover debt service will come from Contra Costa County's future shares and the Department's future shares. This proposal reprograms the \$23,800,000 for CON to \$3,286,000 (\$723,000 in RIP and \$2,563,000 in IIP) of State Cash in FY 2004-05 for CON and programs \$1,827,000 (\$401,000 in RIP and \$1,426,000 in IIP) for CON annually as debt service from FY 2005-06 to FY 2016-17. This amendment also returns \$1,000,000 of RIP CON and \$500,000 of RIP CON Support shares to Solano County. The scope of work associated with these RIP funds will not be implemented.

Delivery Risks and Issues: This project was on the Highway/Rail and Transit Pending Allocation list in FY 2003-04. Since no allocations were made for this project last year and it was reprogrammed into FY 2005-06 of the adopted 2004 STIP, the project Design (PS&E) package was returned back to the district. In the interim, design specifications and standards have changed. The district will need to update the project PS&E to reflect the revised standards; they are expected to be ready to list by February 2005. In addition, the MTC FTIP requires updating and approval by FHWA to reflect the change to fund the project with GARVEE bond proceeds prior to federal obligation. The FTIP approval may take up to one month following Commission approval of this amendment. Federal regulation prevents project advertisement prior to federal FTIP approval; project award will take an additional four to six months following the FHWA approval.

Project #3– Route 99 Kingsburg to Selma Six Lane Freeway (PPNO 1530) in Fresno County

This project proposes to widen the four-lane freeway to a six-lane freeway in and near the cities of Kingsburg and Selma in Fresno County on Route 99 from the Route 99/201 Separation to north of Floral Avenue Overcrossing. This project will continue the extension of the six-lane freeway south of Fresno to just north of the Tulare County Line and will relieve congestion and facilitate interregional travel and goods movement on Route 99.

This project is currently programmed with \$57,620,000 in STIP and other funds (\$39,000,000 in IIP, \$16,120,000 in Traffic Congestion Relief (TCR) and \$2,500,000 in Retrofit Soundwall Program funds) for CON in FY 2005-06. The revised cost estimate for CON is \$48,500,000; therefore, the proposal is to fund \$29,880,000 with GARVEE bonds.

The debt service on this project will come from reprogramming the existing IIP funds and from the Department's future shares. This proposal reprograms \$39,000,000 for CON and programs \$3,286,000 in IIP for CON annually as debt service from FY 2005-06 to FY 2016-17.

Delivery Risks and Issues: This project was on the Highway/Rail and Transit Pending Allocation list in FY 2003-04. Since no allocations were made for this project last year and it was reprogrammed into FY 2005-06 of the adopted 2004 STIP, the project PS&E package was returned back to the district. In the interim, design specifications and standards have changed, the district will need to update the project PS&E to reflect the revised standards; they are expected to be ready to list by January 2005. In addition, the Council of Fresno County Governments FTIP requires updating and approval by FHWA to align the adopted 2004 STIP with their FTIP and to reflect the change to fund the project with GARVEE bond proceeds. The FTIP approval may take up to three months following Commission approval of this amendment. Federal regulation prevents project advertisement prior to federal FTIP approval; project award will take an additional four to six months following the FHWA approval.

Project #4– Route 5 Carmenita Interchange (PPNO 2808A) in Los Angeles County

The existing Carmenita overcrossing structure consists of one lane in each direction, which is inadequate to accommodate near future traffic demands. Existing hook ramps are short and lack adequate storage capacity. An at-grade railroad crossing causes southbound off ramp traffic to back up onto the freeway during peak hours. This project proposes the removal of the existing steel structure and the construction of a new eight-lane concrete structure with HOV ramps as well as improvements to existing frontage roads.

There is a concurrent STIP amendment under Reference Item 2.1b.(7) that proposes to modify the funding on Carmenita Interchange project (PPNO 2808A).

There is a concurrent TCR program amendment under Reference Item 2.1c.(3) that proposes to shift \$290,000 from PS&E to R/W and \$37,250,000 from CON to R/W. Upon approval of the TCR amendment, this project will have a total of \$71,000,000 for R/W in TCRP funds available.

Upon approval of the STIP amendment (Reference Item 2.1b.(7)) and TCR amendment (Reference Item 2.1c.(3)), this project will have a total of \$180,040,000 (\$80,744,000 in RIP, \$750,000 in IIP, \$71,000,000 in TCR, \$17,126,000 in Congestion Mitigation and Air Quality (CMAQ) and \$10,420,000 in Federal Demonstration) for R/W in FY 2003-04 and FY 2005-06. The proposal is to fund \$81,494,000 with GARVEE bonds.

The debt service on this project will come from reprogramming the existing IIP and RIP funds and from Los Angeles County's future shares. This proposal reprograms the \$81,494,000 for R/W and programs \$8,940,000 (\$89,000 in IIP and \$8,851,000 in RIP) for R/W annually as debt service from FY 2005-06 to FY 2016-17.

Delivery Risks and Issues: A formal FTIP amendment is needed for this project to update the cost in the federal programming document. With the current financial constraint issues with Southern California Association of Government, it is unclear how long it will take to obtain federal approval of a formal amendment. In addition, the Southern California Association of Governments FTIP requires updating and approval by FHWA to align the adopted 2004 STIP with their FTIP and to reflect the change to fund the project with GARVEE bond proceeds. The FTIP approval may take up to three months following Commission approval of this amendment. Federal regulation prevents project advertisement prior to federal FTIP approval; project award will take an additional four to six months following the FHWA approval.

Project #5– Route 205 Six Lane Freeway (PPNO 7965B) in San Joaquin County

This project proposes to widen the four-lane freeway to a six-lane freeway in and near the city of Tracy on Route 205 from 11th Street to Interstate 5 (I-5) in San Joaquin County. This project will continue the extension of the six-lane freeway from 11th Street to I-5 and will relieve congestion and facilitate interregional travel and goods movement.

This project is currently programmed with \$86,048,000 (\$36,080,000 in IIP, \$24,618,000 in RIP, \$25,000,000 in TCRP and \$350,000 in local funds) for CON in FY 2006-07. The construction costs have increased on this project to \$92,000,000; therefore, the proposal is to fund \$67,000,000 with GARVEE bonds.

The debt service on this project will come from reprogramming the existing IIP and RIP funds, and the shortfall in existing programming to cover debt service will come from San Joaquin County's and the Department's future shares. This proposal reprograms \$60,698,000 for CON and programs \$7,351,000 (\$4,411,000 in IIP and \$2,940,000 in RIP) for CON annually as debt service from FY 2005-06 to FY 2016-17.

Delivery Risks and Issues: The SJCOG FTIP requires updating and approval by FHWA to reflect the change to fund the project with GARVEE bond proceeds and the increased project cost prior to federal obligation. The FTIP approval may take up to three months following Commission approval of this amendment. Federal regulation prevents project advertisement prior to federal FTIP approval; project award will take an additional four to six months following the FHWA approval.

Project #6– Route 101 HOV Lanes (PPNO 0789A) in Sonoma County

The mainline HOV project proposes to widen Route 101 from four to six lanes for HOV in Santa Rosa from Route 12 to Steele Lane. In addition, the project will increase capacity of the College Avenue and Steele Lane interchanges on Route 12.

This project is currently programmed in the STIP for \$51,543,000 (\$12,000,000 in IIP; \$30,770,000 in RIP; \$4,548,000 in TCRP and \$4,225,000 in CMAQ) for CON. The construction costs have increased for this project to \$56,920,000; therefore, the proposal is to fund \$43,327,000 for CON with \$41,237,000 in GARVEE bonds and \$2,000,000 with State Cash in FY 2004-05. Since there is not sufficient non-federal funding on this project, the \$2,000,000 State Cash will be used to satisfy the federal matching requirements. In addition to requesting approval to use GARVEE bond funds, this amendment also proposes to amend the STIP by splitting PPNO 0789A into three projects as follows:

PPNO 0789A - The Route 101 HOV Lanes programmed with \$37,950,000 (\$12,000,000 in IIP and \$25,950,000 in RIP) in FY 2004-05 will be reprogrammed with \$2,000,000 (\$1,500,000 in RIP funds and \$500,000 in IIP) State Cash in FY 2004-05 for CON and \$4,540,000 (\$3,396,000 in RIP and \$1,144,000 in IIP) for CON annually as debt service from FY 2005-06 to FY 2016-17. The debt service is based on a total of \$41,327,000 of GARVEE proceeds funding CON. The increase from \$37,950,000 to \$41,327,000 is to accommodate the increase in CON cost estimate.

PPNO 0789D - Improvements on College Avenue and 6th Street for \$3,200,000 in RIP for CON in FY 2005-06.

PPNO 0789E - Follow up landscaping project on Route 101 for \$1,620,000 in RIP for CON in FY 2007-08.

For complete funding summary of these three projects, see Attachment 2.

Delivery Risks and Issues: The MTC FTIP requires updating and approval by FHWA to reflect the change to fund the project with GARVEE bond proceeds and the increased project cost prior to federal obligation. The FTIP approval may take up to one month following Commission approval of this amendment. Federal regulation prevents project advertisement prior to federal FTIP approval; project award will take an additional four to six months following the FHWA approval.

Attachments

STIP Amendment 04S-016

Reference No.: 2.1b.(9)
December 8-9, 2004
Attachment 1

**SUMMARY OF FUNDING SOURCES AND FEDERAL MATCHING EXPENDITURES
FOR PROJECTS PROPOSED FOR GARVEE FINANCING
FY 2004 - 2005
(Dollars in \$1,000's)**

Funding and Cost Summary

	PPNO	Project	Principal Amount of GARVEE	Est'd. Costs of Issuance	Interest Cost at 4.25% over 12-Year Term	Total Est'd. GARVEE Financing	CMAQ	Demo	Total Federal Funds	TCRP Funding	Local Funds + State Cash	Total Matching Funds	STIP Funding	Total Project Cost incl. Financing
1	0016W	Rte 149 - 4 Lane Expressway, Rte 70 to Rte 99	70,000	1,000	21,104	92,104	-	-	92,104	-	12,500	12,500	39,281	143,885
2	0261F	Rte 80 - WB HOV Lanes, Rte 4 to Carquinez Bridge	16,649	252	5,023	21,924	-	-	21,924	-	3,286	3,286	14,000	39,210
3	1530	Rte 99 - 6 Lane Freeway, Kingsburg to Selma	29,880	520	9,036	39,436	-	-	39,436	20,000	2,500	22,500	4,834	66,770
4	2808A	Rte 5 - Carmenita Interchange, Orange County Li	81,494	1,206	24,582	107,282	17,126	10,420	134,828	71,000	940	71,940	76,105	282,873
5	7965B	Rte 205 - 6 Lane Freeway, Rte 5 to 11th Street	67,000	1,000	20,212	88,212	-	-	88,212	25,000	350	25,350	10,908	124,470
6	0789A	Rte 101 - HOV Lanes, Rte 12 to Steele Lane	41,327	673	12,484	54,484	4,225	-	58,709	6,000	2,000	8,000	14,830	81,539
Total			\$ 306,350	\$ 4,651	\$ 92,441	\$ 403,442	\$ 21,351	\$ 10,420	\$ 435,213	\$ 122,000	\$ 21,576	\$ 143,576	\$ 159,958	\$ 738,747

Federal Matching Expenditure Detail

	PPNO	Project	Total Federal Funds	Total Matching Funds	Federal Matching Requirement	Surplus/ (Deficit) Matching Requirement
1	0016W	Rte 149 - 4 Lane Expressway, Rte 70 to Rte 99	92,104	12,500	11,933	567
2	0261F	Rte 80 - WB HOV Lanes, Rte 4 to Carquinez Bridge	21,924	3,286	2,840	446
3	1530	Rte 99 - 6 Lane Freeway, Kingsburg to Selma	39,436	22,500	5,109	17,391
4	2808A	Rte 5 - Carmenita Interchange, Orange County Li	134,828	71,940	17,468	54,472
5	7965B	Rte 205 - 6 Lane Freeway, Rte 5 to 11th Street	88,212	25,350	11,429	13,921
6	0789A	Rte 101 - HOV Lanes, Rte 12 to Steele Lane	58,709	8,000	7,606	394
Total			\$ 435,213			

Annual Debt Service			
Annual Debt Service 2005-2006 thru 2016-2017	Proposed RIP Share of Debt Service Payment	Proposed IIP Share of Debt Service Payment	Proposed Percentage Split RIP/IIP
7,675	844	6,831	11% / 89%
1,827	401	1,426	21.93/78.07%
3,286	-	3,286	0% / 100%
8,940	8,851	89	99% / 1%
7,351	2,940	4,411	40% / 60%
4,540	3,396	1,144	74.8 / 25.2%
\$ 33,620	\$ 16,432	\$ 17,188	

Benefits

Net (Cost) / Benefit to be Gained from the Use of GARVEEs*
\$4,872
\$1,518
\$18,594
\$101,554
\$11,539
\$2,107

*The cost-benefit analyses prepared by the Department take into consideration the costs of financing in comparison to the costs of inflation resulting from a three-year delay, along with congestion reduction and safety benefits to be gained from advancing the project through the use of GARVEE financing.

STIP AMENDMENT 04S-016
 (Dollars in \$1,000's)

RESOLUTION:

Resolved, that the California Transportation Commission revise the 2004 State Transportation Improvement Program at the end of the 30-day notice period as follows:

Revises:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sonoma	4	0789A	245400	CO	2005-06	19.5	21.6	101					
Implementing Agency: (by component)		PA&ED				PS&E							
		R/W				CON							
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		Son 101 HOV Lanes -Rte 12 to Steele Lane											
Location		Santa Rosa - Route 12 to Steele Lane											
Description:		Widen from 4 to 6 lanes for high occupancy vehicle lanes											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	04/05	05/06	06/07	07/08	08/09	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP)													
Existing	45,600	8,130	2,000	35,470				3,030	30,770	1,600	4,700	800	4,700
Change	0	0	0	0				0	0	0	0	0	0
Proposed	45,600	8,130	2,000	35,470				3,030	30,770	1,600	4,700	800	4,700
Interregional Improvement Program (IIP)													
Existing	12,000			12,000					12,000				
Change	0			0					0				
Proposed	12,000			12,000					12,000				
Traffic Congestion Relief Program (TCRP)													
Existing	6,000		6,000						4,548				1,452
Change	0		0						0				0
Proposed	6,000		6,000						4,548				1,452
Congestion Mitigation and Air Quality (CMAQ)													
Existing	4,225		4,225						4,225				
Change	0		0						0				
Proposed	4,225		4,225						4,225				
Total													
Existing	67,825	8,130	12,225	47,470				3,030	51,543	1,600	4,700	800	6,152
Change	0	0	0	0				0	0	0	0	0	0
Proposed	67,825	8,130	12,225	47,470				3,030	51,543	1,600	4,700	800	6,152

STIP AMENDMENT 04S-016
 (Dollars in \$1,000's)

And Adds:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sonoma	4	0789D	--	LA	2005-06	--	--	--					
Implementing Agency: (by component)	PA&ED	Sonoma County				PS&E	Sonoma County						
	R/W	Sonoma County				CON	Sonoma County						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Improvements on College Avenue and 6th Street												
Location	College Avenue and 6th Street												
Description:	Improvements on College Avenue and 6th Street												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	04/05	05/06	06/07	07/08	08/09	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0			0					0				
Change	3,200			3,200					3,200				
Proposed	3,200			3,200					3,200				
Total													
Existing	0			0					0				
Change	3,200			3,200					3,200				
Proposed	3,200			3,200					3,200				

And Adds:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sonoma	4	0789E	--	CTCO	2007-08	--	--	--					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Route 101 Landscaping												
Location	Santa Rosa - Route 12 to Steele Lane												
Description:	Landscaping Project												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	04/05	05/06	06/07	07/08	08/09	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0					0			0				
Change	1,620					1,620			1,620				
Proposed	1,620					1,620			1,620				
Total													
Existing	0					0			0				
Change	1,620					1,620			1,620				
Proposed	1,620					1,620			1,620				