



**MTA BOARD OF DIRECTORS
MARCH 25, 2004**

**SUBJECT: NON-GARVEE BOND SCENARIO FOR THE 2004 LOS ANGELES
COUNTY TRANSPORTATION IMPROVEMENT PROGRAM**

**ACTION: ADOPT A NON-GARVEE BOND SCENARIO FOR THE 2004 LOS
ANGELES COUNTY TRANSPORTATION IMPROVEMENT PROGRAM**

RECOMMENDATION

1. Adopt an alternative to the 2004 Los Angeles County Transportation Improvement Program (TIP) that does not rely on Grant Anticipation Revenue Vehicle (GARVEE) bonds (Attachment A).
2. Receive and file programming changes due to GARVEE bond debt service interest rate recalculations (Attachment B).
3. Receive and file technical amendments to the 2004 Los Angeles County TIP requested by Caltrans (Attachment C).

ISSUE

On March 1, 2004, the CTC clarified the 2004 STIP guidelines with respect to the Los Angeles County GARVEE bond proposals. The clarification required that the MTA provide an alternative to the 2004 Los Angeles County TIP that does not rely on GARVEE bonds. Additionally, the CTC and Caltrans District 7 have requested changes to the programming method used for GARVEE bond debt service and other technical changes to the 2004 Los Angeles County TIP for Caltrans projects.

POLICY IMPLICATIONS

There are two GARVEE bond-related policy issues that should be brought to the MTA Board's attention. First, the requirement for a non-GARVEE bond alternative to the 2004 LA County TIP sets a new precedent for the State's STIP process. Second, the 2004 STIP Guidelines policy for counting GARVEE bond debt service against County Shares impacts only Los Angeles County. These two policy issues are discussed in detail below.

Non-GARVEE Bond Alternative Requirement

On March 1, 2004, the CTC requested that the MTA submit an alternative 2004 LA County TIP that does not rely on GARVEE bonds. According to laws enacted as part of SB 45, the CTC must say up or down on the 2004 Los Angeles County TIP as follows:

“The Commission shall incorporate projects that are included in the regional improvement program and are to be funded with regional transportation improvement funds, unless the commission finds that the regional transportation improvement program is not consistent with the guidelines adopted by the commission or is not a cost-effective expenditure of state funds, in which case the commission may reject the regional transportation improvement program in its entirety. The finding shall be based on an objective analysis, including, but not limited to, travel forecast, cost, and air quality. The commission shall hold a public hearing in the affected county or region prior to rejecting the program, or not later than 60 days after rejecting the program. When a regional transportation improvement program is rejected, the regional entity may submit a new regional transportation improvement program for inclusion in the state transportation improvement program. The commission shall not reject a regional transportation improvement program unless, not later than 60 days after the date it received the program, it provided notice to the affected agency that specified the factual basis for its proposed action. Section 14529 (h).”

The CTC request for a non-GARVEE bond alternative to the 2004 LA County TIP proposal is setting a new policy precedent because the state law above does not require alternative scenarios and, furthermore, the CTC's adopted 2004 STIP Guidelines do not include the requirement. Other state laws prohibit changing the STIP Guidelines after the beginning of the STIP process, so there may be a policy issue to be raised regarding the non-GARVEE alternative. As discussed below in the options section of this report, the MTA could therefore elect not to submit the alternative scenario and instead pursue the policy issue with the CTC Executive Director and Commissioners.

GARVEE Bond Debt Counts Against LA County Share

Also on March 1, 2004, the CTC staff informed the MTA that it interpreted the 2004 STIP Guidelines (excerpt below) to require Los Angeles County, and only Los Angeles County, to count prior GARVEE debt service according to the following guidance:

“A currently programmed STIP project for cash (e.g., AB 3090 cash reimbursement or GARVEE debt service), including current cash commitments through FY 2009-09, is included in the base of existing commitments for the 2004 STIP fund estimate. These commitments will be carried forward to the 2004 STIP automatically and need not be included in the RTIP and ITIP proposals and will not be further deducted from county or interregional shares. If, after the fund estimate, a new project is proposed for cash, it will be counted against program capacity in a way that takes into account that the STIP fund estimate was calculated to reflect the capacity to add projects drawing cash over a period of years. To reflect an equivalent draw on cash, a

cash project will be counted 30% toward capacity for the fiscal year of the programmed cash commitment, 50% toward the prior year, and 20% toward the second year prior. For example, for a new AB 3090 cash reimbursement of \$100 programmed for allocation in 2008-09, \$20 would be counted toward the programming target for 2006-07, \$50 toward the target for 2007-08, and \$30 toward 2008-09.”

The first issuance of GARVEE bonds occurred in February 2004 based upon actions taken by the CTC in December 2003. Riverside County, Santa Clara County, San Diego County, and Los Angeles County were all recipients of the first issuance of GARVEE bonds. According to the CTC's 2004 STIP Guidelines above, Riverside, Santa Clara and San Diego Counties are not required to count their GARVEE debt service against their county shares because they received initial approval for their STIP amendments for GARVEE funding prior to the December 2003 meeting. Los Angeles County, on the other hand, received its approval immediately following the adoption of the 2004 STIP Fund Estimate at the CTC's December 2003 meeting. Since Los Angeles County's approval occurred after the 2004 STIP Fund Estimate (albeit at the same meeting as the fund estimate), its debt service *will* count against our County Shares in the 2004 STIP. Even though Riverside, Santa Clara and San Diego counties amended and restated their allocation amounts for CTC approval at the same December 2003 meeting, along with Los Angeles County, the previous approvals allowed them not to count their debt service, including any December 2003 changes in their debt service, against their County Share. The MTA's policy and strategic options are discussed below.

OPTIONS

The MTA has two options:

1. Submit the 2004 LA County TIP as is, without a “no GARVEE bond” scenario and request that the CTC make a determination, up or down, on the entire proposal.
2. Present the CTC with an additional “no GARVEE bond” scenario that would:
 - Delay the construction of the Route 14 Carpool Lanes from Pearblossom to Avenue P-8 by four years;
 - Delay the I-5 Carmenita Interchange right-of-way and construction phases by at least one year; and,
 - Delete the I-5/Route 14 Direct Connector project from the 2004 STIP.

We are not recommending the first alternative because it is too confrontational -- the CTC does have the ultimate decision making power over the GARVEE bond lever and asking them to "take it or leave it" in conjunction with the rest of our program could backfire on Los Angeles County. Should the MTA Board select the first alternative and omit the non-GARVEE bond alternative, the CTC must accept the entire MTA proposal or give notice that they intend to reject it and hold a hearing in Los Angeles County to discuss and resolve the issue.

The second alternative, submitting the non-GARVEE bond alternative, will be more

cooperative and will serve to underscore the wisdom of using the GARVEE bond option in Los Angeles County. The potential downside of the recommended second approach is that the CTC may select the non-GARVEE bond alternative and thereby defer two and delete one of the three projects discussed above.

FINANCIAL IMPACT

Attachment A shows the impact of the CTC-requested “no GARVEE bond” scenario that completely drops the \$74.2 million, I-5/Route 14 Direct Connector project from the 2004 STIP and defers the \$36.6 million, Route 14 Carpool Lane from Pearblossom to Ave. P-8 project four years and the \$166.0 million I-5 Carmenita Interchange right-of-way and construction one year. These deferrals will result in substantial construction cost escalation.

Attachment B documents the changes in GARVEE debt service calculations for the five 2004 Los Angeles County TIP projects that were approved by the MTA Board on February 26, 2004. The increase in the GARVEE debt service was in response to the changing interpretations of the CTC STIP Guidelines and were offset entirely by a lower interest rate than anticipated for the calculations used in the February 26, 2004 Board Action, as well as a determination by Caltrans to utilize prior programming of \$33.9 million for the Carmenita Interchange right-of-way purchase.

Attachment C shows technical amendments to the 2004 STIP that were requested by Caltrans to align funds with project schedules, coordinate with the State’s Interregional TIP, and re-balance year-by-year program to meet annual targets set by the CTC.

BACKGROUND

At the February 26, 2004 meeting, the MTA Board approved a \$1.79 billion amendment to schedule project funding and add projects to the 2004 County TIP. This action was required to properly implement the Short Range Transportation Plan for Los Angeles County and to enable the MTA to submit the 2004 State TIP to SCAG and the CTC by April 12, 2004, as scheduled.

Federal and State laws require that a programming process take place to implement the Regional Transportation Plan and the 2004 State TIP. In addition, prudent fund management practices dictate that such a program is adopted to establish that the funds are available to meet planned commitments.

The first issuance of GARVEE bonds were sold in February 2004 for Los Angeles County, Riverside County, San Diego County and Santa Clara County, after receiving a AAA- rating and a remarkable 3.03% interest rate. The three Los Angeles County projects for GARVEE bond financing are:

- ❑ Route 5 Carpool Lane from Route 118 to Route 14 (construction)
- ❑ Route 405 Carpool Lane from Route 10 to Waterford (right-of-way and construction)
- ❑ Route 405/101 Connector Gap Closure (right-of-way and construction)

The new GARVEE bond financing proposal approved by the MTA Board in February, includes two Los Angeles County projects, which are now estimated at a 3.5% interest rate:

- ❑ I-5 Carmenita Road Interchange (right-of-way and construction)
- ❑ Route 14 Carpool Lane from Pearblossom to Avenue P-8 (construction)

On March 1, 2004, the CTC requested that the MTA submit an alternative Los Angeles County TIP that does not rely on GARVEE bonds. This plan (Attachment A) shows a significant delay in project schedules as indicated below:

- ❑ Drops the \$74.2 million, I-5/Route 14 Direct Connector project from the 2004 STIP;
- ❑ Defers the \$36.6 million, Route 14 Carpool Lane from Pearblossom to Ave. P-8 project four years;
- ❑ Defers the \$166.0 million I-5 Carmenita right-of-way purchase and construction one year.

NEXT STEPS

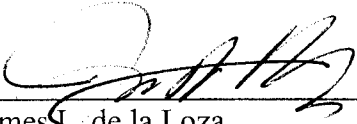
If approved by the MTA Board, staff will implement the following schedule:

March 2004	Submit Draft MTA LA County 2004 STIP to CTC Staff
April 12, 2004	Submit 2004 STIP to CTC for approval
April 2004	Submit GARVEE bond request for I-5 Carmenita (right of way and construction) and Route 14 Carpool Lane (construction) to Caltrans Headquarters
June 2004	CTC South County Hearing on 2004 STIP
August 2004	CTC Adopts 2004 STIP
August 2004	SCAG Adopts Regional TIP, including LA County TIP
September 2004	Caltrans approves SCAG RTIP (Delegated to Caltrans by Governor)
September 2004	CTC Approves GARVEE bond for Route 14 Pearblossom and I-5 Carmenita
October 2004	US Department of Transportation Approval of SCAG RTIP
October 2004	State of California Sells GARVEE Bonds

ATTACHMENT(S)

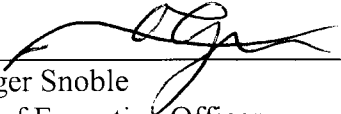
- A. "Non GARVEE Bond" scenario
- B. Programming Changes Due to Interest Rate Recalculations
- C. Technical amendments to 2004 STIP

Prepared by: David Yale, Director of Regional Programming
Programming & Policy Analysis



James L. de la Loza

Executive Officer, Countywide Planning and Development



Roger Snoble

Chief Executive Officer

2004 Los Angeles County Transportation Improvement Program

Comparison of GARVEE Bond and Non-GARVEE Bond Alternatives

(\$000)	Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year				
						FY 05	FY 06	FY 07	FY 08	FY 09
MTA Board Action of February 26, 2004 ⁽¹⁾										
	Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	46,220	5,136	10,271	10,271	10,271	10,271
	Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	20,314	1,835	2,902	5,804	5,804	5,804
	Caltrans	14	391A	GARVEE Debt Service (HOV Pearblossom- Av P-8)	16,515	-	3,670	3,670	3,670	3,670
	Caltrans	5	3236	Soundwall, HOV lanes, Rt 118-Rt 14 (02S-11)	6,809	-	-	6,809	-	-
	LA County	loc	2873	Gateway cities intersection improvements (02S-66)	5,116	-	-	-	5,116	-
	Caltrans	5	168M	I-5/Rt 14 HOV Direct Connector (N to/from S)	74,166	-	-	-	-	74,166
				Total - February 2004 Board Report	169,140	6,971	16,843	26,554	24,861	93,911
MTA Staff Recommendation for March 2004 MTA Board Action										
	Caltrans	5	2808A	Rt 5 Carmenita Interch, Ora Co-Rt 605 - ROW	64,000	-	-	64,000	-	-
	Caltrans	5	2808A	Rt 5 Carmenita Interch, Ora Co-Rt 605 - Construction	54,804	-	-	-	-	54,804
	Caltrans	14	391A	Rt 14 HOV Lanes Pearblossom- Av P-8	30,725	-	-	-	-	30,725
	Caltrans	5	3236	Soundwall, HOV lanes, Rt 118-Rt 14 (02S-11)	6,809	-	-	-	6,809	-
	LA County	loc	2873	Gateway cities intersection improv.(02S-66) (AB 3090) ⁽²⁾	5,116	-	-	-	-	5,116
	Caltrans	5	168M	I-5/Rt 14 HOV Direct Connector (N to/from S)	-	-	-	-	-	-
				Total - MTA Staff Recommendation	161,454	0	0	64,000	6,809	90,645
Changes between February Action and March Recommendation										
	Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	17,780	(5,136)	(10,271)	53,729	(10,271)	(10,271)
	Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	34,490	-	(2,902)	(5,804)	(5,804)	49,000
	Caltrans	14	391A	GARVEE Debt Service (HOV Pearblossom- Av P-8)	14,210	(1,835)	(3,670)	(3,670)	(3,670)	27,055
	Caltrans	5	3236	Soundwall, HOV lanes, Rt 118-Rt 14 (02S-11)	-	-	-	(6,809)	6,809	-
	LA County	loc	2873	Gateway cities intersection improv.(02S-66) (AB 3090)	-	-	-	-	(5,116)	5,116
	Caltrans	5	168M	I-5/Rt 14 HOV Direct Connector (N to/from S)	(74,166)	-	-	-	-	(74,166)
				Total - Changes	(7,686)	(6,971)	(16,843)	37,446	(18,052)	(3,266)
1) Assumes technical corrections requested by CTC in Attachment B										
2) Delays to AB3090 designated projects are not significant because the MTA has already agreed to advance funds. The delay here represents a delayed repayment schedule for the MTA.										

2004 Los Angeles County Transportation Improvement Program

GARVEE Bond Interest Rate Recalculation Per CTC

Agency	Rte	PPNO	Project	Project Totals by Fiscal Year						
				Total	FY 05	FY 06	FY 07	FY 08	FY 09	
MTA Board Action of February 26, 2004										
Caltrans	5	162P	GARVEE Debt Service (Rt 5 HOV, Rt 118-Rt 14)(02S-105)	13,229	2,503	2,684	2,679	2,683	2,680	
Caltrans	405	2333	GARVEE Debt Service (Rt 405 aux In)(02S-105)	11,998	2,270	2,433	2,432	2,433	2,430	
Caltrans	405	2336	GARVEE Debt Service (Rt 405/101 gap)(02S-105)(RIP)	9,305	1,760	1,887	1,886	1,886	1,886	
Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	46,220	5,136	10,271	10,271	10,271	10,271	
Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	20,314		2,902	5,804	5,804	5,804	
Caltrans	14	391A	GARVEE Debt Service (HOV Pearblossom- Av P-8)	16,515	1,835	3,670	3,670	3,670	3,670	
			Total - February 2004 Board Report	117,581	13,504	23,847	26,742	26,747	26,741	
MTA Staff Recommendation for March 2004 MTA Board Action										
Caltrans	5	162P	GARVEE Debt Service (Rt 5 HOV, Rt 118-Rt 14)(02S-105)	15,939	5,367	2,643	2,643	2,643	2,643	
Caltrans	405	2333	GARVEE Debt Service (Rt 405 aux In)(02S-105)	14,456	4,868	2,397	2,397	2,397	2,397	
Caltrans	405	2336	GARVEE Debt Service (Rt 405/101 gap)(02S-105)(RIP)	11,211	3,775	1,859	1,859	1,859	1,859	
Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	32,747	7,063	6,421	6,421	6,421	6,421	
Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	17,047	-	1,650	4,399	5,499	5,499	
Caltrans	14	391A	GARVEE Debt Service (HOV Pearblossom- Av P-8)	19,471	5,563	3,477	3,477	3,477	3,477	
			Total - MTA Staff Recommendation	110,871	26,636	18,447	21,196	22,296	22,296	
Changes between February Action and March Recommendation										
Caltrans	5	162P	GARVEE Debt Service (Rt 5 HOV, Rt 118-Rt 14)(02S-105)	2,710	2,864	(41)	(36)	(40)	(37)	
Caltrans	405	2333	GARVEE Debt Service (Rt 405 aux In)(02S-105)	2,458	2,598	(36)	(35)	(36)	(33)	
Caltrans	405	2336	GARVEE Debt Service (Rt 405/101 gap)(02S-105)(RIP)	1,906	2,015	(28)	(27)	(27)	(27)	
Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	(13,473)	1,927	(3,850)	(3,850)	(3,850)	(3,850)	
Caltrans	5	2808A	GARVEE Debt (Rt 5 Carmenita Interch, Ora Co-Rt 605)	(3,267)	-	(1,252)	(1,405)	(305)	(305)	
Caltrans	14	391A	GARVEE Debt Service (HOV Pearblossom- Av P-8)	2,956	3,728	(193)	(193)	(193)	(193)	
			Total - Changes	(6,710)	13,132	(5,400)	(5,546)	(4,451)	(4,445)	

2004 Los Angeles County Transportation Improvement Program

Technical Changes Requested by Caltrans District 7

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year			
					FY 05	FY 06	FY 07	FY 08
MTA Board Action of February 26, 2004								
Caltrans	10	0306H	Rt. 10 HOV Lanes, Rt. 605 to Puente AB 3090 Replacement (02S-66)(SFV BRT)(02S-67) PPNO 3333	77,000	-	77,000	-	-
Caltrans	10	0306H	Rt. 10 HOV Lanes Rt. 605 to Puente Ave. AB 3090 Replacement (Rt 101 Center St)(02S-106,113) PPNO 3382	22,599	-	22,599	-	-
Caltrans	10	0306H	Rt. 10 Carpool. Rt. 605 to Puente	8,820	-	-	8,820	-
Caltrans	1	27J	Hughes Terrace-Fiji Way, widen (ext 6-02)	6,500	-	-	6,500	-
Caltrans	1	27P	Ballona Creek Bridge, widen (ext 6-02)	2,525	-	-	2,525	-
Caltrans	1	3339	Rt. 90 & Centinela, widen off/on ramps/intechg	2,280	-	-	2,280	-
Caltrans	1	3341	Rt. 1 Widen NB Lincoln, Sig La Tijera-Lum	3,190	-	-	3,190	-
Caltrans	5	2120	Western Av interch, Glendale (RIP)(incr)(ext 6-03)	2,867	-	-	2,867	-
Caltrans	5	151E	Empire Av access (RTIP)(02S-52)	1,557	-	1,557	-	-
Caltrans	5	151E	Empire Av access (RTIP)(02S-52)	13,510	-	-	13,510	-
Caltrans	5	158K	HOV lanes, Rt 170-Rt 118 (TCR #41)(02S-11)	118,919	-	118,919	-	-
Caltrans	90	2012A	Playa Vista access, Rt 90 (ext 6-02)	10,950	-	-	10,950	-
Caltrans	134	2223	Hollywood Way interch (RTIP)(02 STIP)(ext 6-03)	15,179	-	-	15,179	-
Caltrans	138	3325	Widen, 60th St E-Ave T-8 (RIP)(02S-93), grf	3,300	-	3,300	-	-
Caltrans	138	3326	Widen, 77th St E-89th St E (RIP)(02S-93), grf	6,500	-	6,500	-	-
Caltrans	138	3328	Widen 126th St E-Longview Rd (RIP)(02S-93), grf	3,368	-	668	2,700	-
Caltrans	138	3331	Widen, Avenue T to Route 18; (RTIP)(02S-93)	-	-	-	-	-
Caltrans	210	422Y	Mitigation #422 (02 STIP)	1,715	-	-	1,715	-
Caltrans	405	2336	Rt 405/101 gap closure (RIP)(02S-105)(TCR #51)	4,000	-	4,000	-	-
Caltrans	405	2333	Aux lane, Rt 10-Waterford (RIP)(02S-105)(TCR #52)	2,216	-	2,216	-	-
Caltrans	405	2788	NB HOV lane, Ventura Bl-Burbank Bl	5,302	-	-	5,302	-
Total - February 2004 Board Report				312,297	-	103,856	72,838	-

2004 Los Angeles County Transportation Improvement Program

Technical Changes Requested by Caltrans District 7

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year			
					FY 06	FY 07	FY 08	
				FY 05	FY 06	FY 07	FY 08	FY 09
MTA Staff Recommendation for March 2004 MTA Board Action								
Caltrans	10	0306H	Rt. 10 HOV Lanes, Rt. 605 to Puente AB 3090 Replacement (02S-66)(SFV BRT)(02S-67) PPNO 3333	77,000	-	11,026	-	65,974
Caltrans	10	0306H	Rt. 10 HOV Lanes Rt. 605 to Puente Ave.AB 3090 Replacement (Rt 101 Center St)(02S-106,113) PPNO 3382	22,599	-	16,002	-	6,597
Caltrans	10	0306H	Rt. 10 Carpool. Rt. 605 to Puente	8,820	-	8,820	-	-
Caltrans	1	27J	Hughes Terrace-Fiji Way, widen (ext 6-02)	7,407	-	7,407	-	-
Caltrans	1	27P	Ballona Creek Bridge, widen (ext 6-02)	-	-	-	-	-
Caltrans	1	3339	Rt. 90 & Centinela, widen off/on ramps/Intechg	2,280	-	2,280	-	-
Caltrans	1	3341	Rt. 1 Widen NB Lincoln, Sig La Tijera-Lum	3,190	-	3,190	-	-
Caltrans	5	2120	Western Av interch, Glendale (RIP)(incr)(ext 6-03)	2,867	-	2,867	-	-
Caltrans	5	151E	Empire Av access (RTIP)(02S-52)	-	-	-	-	-
Caltrans	5	151E	Empire Av access (RTIP)(02S-52)	13,510	-	13,510	-	-
Caltrans	5	158K	HOV lanes, Rt 170-Rt 118 (TCR #41)(02S-11)	121,717	-	5,798	115,919	-
Caltrans	90	2012A	Playa Vista access, Rt 90 (ext 6-02)	10,950	-	10,950	-	-
Caltrans	134	2223	Hollywood Way interch (RTIP)(02 STIP)(ext 6-03)	15,179	-	15,179	-	-
Caltrans	138	3325	Widen, 60th St E-Ave T-8 (RIP)(02S-93), grf	3,300	-	-	3,300	-
Caltrans	138	3326	Widen, 77th St E-89th St E (RIP)(02S-93), grf	6,500	-	-	6,500	-
Caltrans	138	3328	Widen 126th St E-Longview Rd (RIP)(02S-93), grf	2,700	-	-	2,700	-
Caltrans	138	3331	Widen, Avenue T to Route 18; (RTIP)(02S-93)	540	-	-	-	540
Caltrans	210	422Y	Mitigation /#422 (02 STIP)	1,700	-	1,700	-	-
Caltrans	405	2336	Rt 405/101 gap closure (RIP)(02S-105)(TCR #51)	4,000	4,000	-	-	-
Caltrans	405	2333	Aux lane, Rt 10-Waterford (RIP)(02S-105)(TCR #52)	2,216	2,216	-	-	-
Caltrans	405	2788	NB HOV lane, Ventura BI-Burbank BI	5,302	-	5,302	-	-
Total - MTA Staff Recommendation				311,777	6,216	104,031	115,919	85,071
								540

2004 Los Angeles County Transportation Improvement Program

Technical Changes Requested by Caltrans District 7

Agency		Rte	PPNO	Project	Total	Project Totals by Fiscal Year				
						FY 05	FY 06	FY 07	FY 08	FY 09
Changes between February Action and March Recommendation										
Caltrans	10	0306H		Rt. 10 HOV Lanes, Rt. 605 to Puente AB 3090 Replacement (02S-66)(SFV BRT)(02S-67) PPNO 3333	-	11,026	(77,000)	65,974	-	-
Caltrans	10	0306H		Rt. 10 HOV Lanes Rt. 605 to Puente Ave.AB 3090 Replacement (Rt 101 Center St)(02S-106,113) PPNO 3382	-	16,002	(22,599)	6,597	-	-
Caltrans	10	0306H		Rt. 10 Carpool. Rt. 605 to Puente	-	8,820	-	(8,820)	-	-
Caltrans	1	27J		Hughes Terrace-Fiji Way, widen (ext 6-02)	907	7,407	-	(6,500)	-	-
Caltrans	1	27P		Ballona Creek Bridge, widen (ext 6-02)	(2,525)	-	-	(2,525)	-	-
Caltrans	1	3339		Rt. 90 & Centinela, widen off/on ramps/intechg	-	2,280	-	(2,280)	-	-
Caltrans	1	3341		Rt. 1 Widen NB Lincoln, Sig La Tijera-Lum	-	3,190	-	(3,190)	-	-
Caltrans	5	2120		Western Av interch, Glendale (RIP)(incr)(ext 6-03)	-	2,867	-	(2,867)	-	-
Caltrans	5	151E		Empire Av access (RTIP)(02S-52)	(1,557)	-	(1,557)	-	-	-
Caltrans	5	151E		Empire Av access (RTIP)(02S-52)	-	13,510	-	(13,510)	-	-
Caltrans	5	158K		HOV lanes, Rt 170-Rt 118 (TCR #41)(02S-11)	2,798	(113,121)	115,919	-	-	-
Caltrans	90	2012A		Playa Vista access, Rt 90 (ext 6-02)	-	10,950	-	(10,950)	-	-
Caltrans	134	2223		Hollywood Way interch (RTIP)(02 STIP)(ext 6-03)	-	15,179	-	(15,179)	-	-
Caltrans	138	3325		Widen, 60th St E-Ave T-8 (RIP)(02S-93), grf	-	(3,300)	-	3,300	-	-
Caltrans	138	3326		Widen, 77th St E-89th St E (RIP)(02S-93), grf	-	(6,500)	-	6,500	-	-
Caltrans	138	3328		Widen 126th St E-Longview Rd (RIP)(02S-93), grf	(668)	(668)	(2,700)	2,700	-	-
Caltrans	138	3331		Widen, Avenue T to Route 18; (RTIP)(02S-93)	540	-	-	-	540	-
Caltrans	210	422Y		Mitigation #422 (02 STIP)	(15)	1,700	-	(1,715)	-	-
Caltrans	405	2336		Rt 405/101 gap closure (RIP)(02S-105)(TCR #51)	-	4,000	-	(4,000)	-	-
Caltrans	405	2333		Aux lane, Rt 10-Waterford (RIP)(02S-105)(TCR #52)	-	2,216	-	(2,216)	-	-
Caltrans	405	2788		NB HOV lane, Ventura Bl-Burbank Bl	-	5,302	-	(5,302)	-	-
Total - Changes					(520)	6,216	12,063	12,233	540	540