



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 19, 2011**

**SUBJECT: 2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
FUNDING FOR LOS ANGELES COUNTY PROJECTS**

**ACTION: APPROVE 2012 LOS ANGELES COUNTY STATE TRANSPORTATION  
IMPROVEMENT PROGRAM**

**RECOMMENDATION**

- A. Approve the programming of up to \$250,089,000 of the Los Angeles County Share of the 2012 State Transportation Improvement Program (TIP) as shown in Attachment A and as follows:
  - 1. Tier 1: Up to \$147,689,000, if the California Transportation Commission (CTC) programs the entire Los Angeles County Share target;
  - 2. Tier 2: Up to \$102,400,000, if the CTC advances additional State TIP funds to Los Angeles County; and
- B. Re-program up to \$34,370,000 in prior State TIP funds from the Interstate 405/Arbor Vitae Interchange Improvement project to the Crenshaw/LAX Transit Corridor project as shown in Attachment B.

**ISSUE**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) must propose a minimum of \$147.7 million in State TIP funds to meet the CTC's December 15, 2011 deadline for the 2012 State TIP process. This figure does not include the need to also re-program up to \$34.4 million in prior State TIP funds freed up from the I-405/Arbor Vitae Interchange project. Taken together, these figures add up to \$182.1 million in available funds, not including a potential advance of funds from the CTC. Approving these recommendations is consistent with Long Range Transportation Plan priorities and policies that the Board of Directors has established previously.

The Board of Directors program TEA funds separately through the Call for Projects process; therefore, of the \$174.0 million total target, the \$147.7 million non-TEA portion is the basic Tier 1 request in Action A of our recommendation. Finally, according to the 2012 State TIP Fund Estimate, the Los Angeles County target of \$174.0 million is available for programming from fiscal year (FY, 2013 through FY 2017. Of that amount, \$53.7 million is available for programming from FY 2013 through FY 2016.

### **Requesting an Advance from the California Transportation Commission**

An additional advance amount of up to \$347.5 million also may be requested. This possible advance represents an opportunity to accelerate Los Angeles County projects, but only if other Southern California counties fail to propose eligible transportation improvement projects for their share of the 2012 State TIP. Any advance that we ultimately receive from the CTC in the 2012 State TIP process would be subtracted from future Los Angeles County Shares in subsequent programming cycles.

Due to the unlikely nature of receiving any advance, our recommendation is to propose a more modest advance that is scalable. We will ask the CTC to advance up to \$102.4 million in funds and inform them that the advance can be further reduced to whatever amount the CTC could provide. While this marginally may improve the likelihood of our success, we still do not believe that any other counties in Southern California will voluntarily defer access to any of their County Shares, making even our scalable advance request unlikely.

### **Reprogramming I-405/Arbor Vitae Funds to Crenshaw/LAX Transit Corridor**

Caltrans recently informed the LACMTA that they intend to remove the I-405/Arbor Vitae Interchange project from the State TIP because the no-build alternative was recommended at the conclusion of the environmental process (see the letter from Caltrans in Attachment C). Of the \$34.4 million in funds released by the no-build decision, \$31.3 million definitely reverts back to LACMTA for a re-programming recommendation. As of this writing, we have been unable to confirm that the difference between \$34.4 million and \$31.3 million also reverts back to LACMTA for re-programming. The \$3.1 million difference is lump-sum Right-of-Way funds from a prior year that may not revert back to LACMTA for disposition due to the State Budget process that Caltrans uses for Right-of-Way needs on the State Highway System. Staff is pursuing affirmative answers from Caltrans and the CTC regarding the availability of the \$3.1 million for re-programming.

There are two alternative views of the \$34.4 million in funds from the now cancelled I-405/Arbor Vitae project. The first is that the funds are released and are available for new projects. The second is that the funds are released, but only are available to compensate for a potential 2012 State TIP shortfall relative to the Long Range Transportation Plan and its existing queue of projects. The potential 2012 State TIP shortfall cannot be conclusively determined to exist at this juncture and may be

## **Requesting an Advance from the California Transportation Commission**

We considered recommending higher and lower amounts for the advance request of the CTC, over our maximum State TIP County Share. However, we are recommending only \$102.4 million in additional funding because it better reflects the maximum funding need for a planned Light Rail Vehicle procurement, and it is still scalable to the funds available. We believe a moderate and realistic request may improve marginally our chances of success before the CTC because the request may better resemble the small amount of funds likely to be available. If the CTC approves all or part of the advance request, other funds currently programmed for the Light Rail Vehicles could be made available to avoid delaying other Long Range Transportation Plan projects, such as those that are ready-to-go and at risk of delay due to lack of state bond funding.

### **NEXT STEPS**

With Board approval of our recommendation, we will proceed with following 2012 Los Angeles County STIP and 2013 Regional TIP steps as required:

Regions submit State TIP requests to CTC	December 15, 2011
CTC State TIP hearing held in Southern California	February 1, 2012
CTC publishes staff recommendations	March 8, 2012
CTC adopts State TIP	March 28, 2012
SCAG Approves Regional TIP Amendment	May 2012
Caltrans/US DOT Approves Federal TIP Amendment	June/July 2012

### **ATTACHMENTS**

- A. Los Angeles County Metropolitan Transportation Authority 2012 STIP Projects
- B. 2012 State TIP Amendment (Non-Transportation Enhancements)
- C. Letter from Caltrans to LACMTA, Subject: LA-405 Construct South Half Interchange at Arbor Vitae

Prepared by: Patricia Chen, Transportation Planning Manager, Regional Programming  
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David Yale, Deputy Executive Officer, Regional Programming

ATTACHMENT A

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 2012 STIP PROJECTS (NON-TRANSPORTATION ENHANCEMENT)

(\$000)

Agency	Rte	Project	Total	Project Totals by Fiscal Year				
				FY 13	FY 14	FY 15	FY 16	FY 17
Caltrans	10	I-10 HOV Lanes Citrus Avenue to SR 57	23,059	-	-	23,059	-	-
Caltrans	138	State Route 138 Widening (Last 7 segments)	82,200	-	-	-	43,048	39,152
METRO	rail	Light Rail Vehicles	27,000	-	-	-	27,000	-
METRO		Planning, Programming, and Monitoring	15,430	-	3,098	3,098	3,098	6,136
		<b>Tier I Total</b>	<b>147,689</b>	<b>0</b>	<b>3,098</b>	<b>26,157</b>	<b>73,146</b>	<b>45,288</b>
METRO	rail	Light Rail Vehicles	102,400	-	-	-	-	102,400
		<b>Tier II Total</b>	<b>102,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102,400</b>
<b>TOTAL PROGRAMMING TARGET</b>			<b>250,089</b>	<b>0</b>	<b>3,098</b>	<b>26,157</b>	<b>73,146</b>	<b>147,688</b>

\* Individual FY total amounts are estimated and are subject to revisions without changing overall programming totals as approved.

## DEPARTMENT OF TRANSPORTATION

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## ATTACHMENT C



Use your power.  
Be energy efficient.

8/31/2011

Mr. Douglas R. Failing  
Executive Director  
Highway Program  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Failing:

Sub: LA - 405 Construct South Half Interchange at Arbor Vitae

A no-build alternative was recommended for the above project as a result of the approved Project Report and Environmental Document (PA&ED) dated June 30, 2010. The current project funding includes approximately \$7.3 million in IIP and \$34.4 million in RIP funds. Caltrans intends to remove the project from the upcoming 2012 STIP cycle. This will result in a return of \$34.4 million in un-programmed RIP balance to LACMTA and \$7.3 million of IIP funds to the State.

Please confirm this course of action or provide an alternative plan that the LACMTA would prefer. The District 2012 STIP revisions for IIP will be submitted to our headquarters programming by September 6, 2011.

Sincerely,

  
Michael Miles  
District Director

Cc: David Yale

*"Caltrans improves mobility across California"*