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35

**PLANNING AND PROGRAMMING COMMITTEE MEETING
NOVEMBER 16, 2005**

**SUBJECT: 2006 LOS ANGELES COUNTY TRANSPORTATION
IMPROVEMENT PROGRAM**

**ACTION: ADOPT THE 2006 LOS ANGELES COUNTY TRANSPORTATION
IMPROVEMENT PROGRAM AND APPROVE RELATED ACTIONS**

RECOMMENDATION

A. Authorize the Chief Executive Officer to program \$618 million in state and federal funds as follows:

1. \$608 million for highway and transit capital improvements and support (see Attachment A); and
2. \$10 million in back-up funding to leverage up to \$19 million of unused federal appropriations for Countywide Congressional earmarks from the 1998 Transportation Equity Act of the 21st Century (TEA-21), as shown in Attachment B, provided that such funds are made available towards amounts encumbered for projects listed in Attachment B for only the next two years (FY 2006 and FY 2007);

B. Reauthorize a \$68.7 million advance of the 17% Metro contribution to the Alameda Corridor East (ACE) Phase II project for use on ACE Phase I project activities, using the same funding and similar terms as the original advance;

C. Authorize the Chief Executive Officer or his designee to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized; and,

D. Adopt the resolution in Attachment C certifying to the Southern California Association of Governments (SCAG) that the Los Angeles County Transportation Improvement Program (TIP) is constrained to financial resources that can reasonably be expected to be available.

ISSUES

State and federal funding of \$618 million must be programmed promptly to meet state and federal deadlines and avoid project delays. Specifically, the Board of Directors must act by December 15, 2005 to enable us to submit the 2006 Los Angeles County TIP to the Southern California Association of Governments (SCAG) and to the California Transportation Commission (CTC) by their respective deadlines. Another \$205 million in federal funding,

which we anticipate to be available in FY 2009 or later, can be programmed once we take advantage of the additional time that we have to better assess the regional program or project needs that can be best addressed with the funding.

POLICY IMPLICATIONS

Approving our recommendation would help to implement important aspects of Metro's statutory transportation planning and programming responsibilities for Los Angeles County. The recommendation would implement priorities that the Board of Directors established for transportation funds that are now available for programming. The 2006 Los Angeles County TIP builds on prior actions of the Board from the 2001 Long Range Transportation Plan (LRTP) and the 2003 Short Range Transportation Plan (SRTP) for Los Angeles County by incorporating additional funds that Congress and the California Transportation Commission have recently made available.

The Board approved a set of Los Angeles County State Highway System improvement projects and other transportation improvement projects and programs in the 2001 LRTP. In late 2002, it became apparent that \$1.4 billion in project-specific commitments from the State of California's Traffic Congestion Relief Program (TCRP) would not materialize due to State Budget deficits. In response, the Board adopted working priorities at its April 24, 2003 meeting (Revised Report #42) to guide staff in directing resources to ready-to-go transportation capital improvements.

On August 28, 2003, the Board adopted the SRTP, which identified transportation planning priorities within the then-reduced resources available for a six-year period through FY 2009. This action addressed the State Budget impact on Los Angeles County transportation funding, which resulted in an amended 2004 Los Angeles County TIP and enabled high priority transit and highway projects to move forward.

OPTIONS

The Board of Directors could elect to defer the recommended programming of \$618 million in federal and state transportation funds to a later time. We do not recommend deferring this action because the \$618 million needs to be programmed now as part of the 2006 Los Angeles County TIP for three principal reasons:

- 1) Ready-to-go projects will be delayed if the funds are not programmed;
- 2) The CTC's deadline for the 2006 State TIP is January 30, 2006; and
- 3) Federal funds programming requirements dictate that those funds available through FY 2008 must be programmed now to ensure timely drawdown of the funds.

If financing plans that involve the \$618 million in recommended programming are not approved, Los Angeles County ready-to-go projects will be delayed to FY 2011 and beyond. If the Board chooses to defer programming of the 2006 State TIP Los Angeles County share, CTC guidelines permit other counties and regions statewide to program the Los Angeles County portion now. Los Angeles County then would have to wait until a future State TIP cycle to be repaid. In addition, most of these projects are Transportation Control Measure

(TCM) projects that are closely tied to federal air quality conformity regulations. Failure to implement these TCM projects in a timely manner could result in a delay in the receipt of federal funds. Delaying these ready-to-go projects may also expose Metro and Los Angeles County to construction cost increases that would further reduce our capital programming capacity.

The Board also could choose not to program the recommended \$10 million back-up federal formula funding for the TEA-21 earmarked projects. Such an option would not make full use of available federal Highway Account monies and would leave Los Angeles County project sponsors with funding shortfalls. We are not recommending this option because we believe that there is minimal risk that the total amount of federal Obligation Authority for all of the earmarked projects would be requested ultimately. Our recommendation would allow ready-to-go projects to proceed without federal funding delays.

Deferred Programming

The Board of Directors could elect to program the additional \$205 million in federal funds that are anticipated in FY 2009 or later. However, the Board does not need to act on these funds now, so we recommend that additional time be taken to better assess the regional program or project needs that can be best addressed with the funding. Consistent with the Board action of September 23, 2004, the Board could re-establish funds for a Call for Projects process to be conducted at the conclusion of the update to the Long Range Transportation Plan process currently underway. The September 2004 Board action said "...work to secure funding for a possible 2007 Call for Projects for FY 2010 and FY 2011." In addition to the Call for Projects, there are other needs for these funds, such as the Priority 1 Soundwalls, the Countywide Bus Restructuring Study, the State Highway System project claims account, Regional Transit Corridor Studies, etc.

Reauthorization of ACE Phase II Project Advance

The Board of Directors could choose not to reauthorize a \$68.7 million advance of the 17% Metro contribution to the ACE Phase II project for use on ACE Phase I project activities. However, we recommend that the Board reauthorize the advance under similar terms and the same funds as the original advance, so that ACE Phase I projects may be delivered faster. The ACE Construction Authority has requested that Metro allow them to still use the advance, although the need was superseded by the CTC having allocated TCRP funds that were thought at one time would not be available.

SCAG Regional TIP Resolution

There are no options to the recommended action of adopting the resolution shown in Attachment C. The SCAG-required resolution (Attachment C) from the Board of Directors would affirm its continuing commitment to the projects in the FY 2006-FY 2011 Los Angeles County TIP by certifying that the Los Angeles County TIP Financial Plan identifies resources that are reasonably expected to be available to carry out the program. This requirement stems from federal laws intended to introduce certainty into air quality strategies that the Clean Air Act requires.

FINANCIAL IMPACT

Approving the \$618 million in recommended programming will help to move projects forward and avoid construction cost increases. Also, a potential delay in receipt of federal funds can be averted if we can keep the aforementioned TCM projects in Los Angeles County on schedule with the recommended programming.

BACKGROUND

State and federal law require the U.S. Department of Transportation (USDOT), CTC, SCAG, and Metro to periodically conduct a multi-modal transportation planning and programming process that leads to the adoption of a Federal TIP (by USDOT), a State TIP (by the CTC), a Regional TIP (by SCAG), and a Los Angeles County TIP (by Metro). From this process, a total of \$823 million is estimated to be available for Los Angeles County. However, programming decisions can be deferred on \$205 million until we can better assess the regional program or project needs that can be best addressed with the funding, which would leave \$618 million that must be promptly programmed. The estimated \$823 million includes funds from the following sources:

- \$396 million in funds from the federal Safe, Accountable, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its future reauthorization, which includes \$205 million in deferred programming from FY 2009 or later;
- \$323 million in funds from the Los Angeles County Share of the 2006 State TIP fund estimate; and,
- \$104 million in funds from the Traffic Congestion Relief Program Letters of No Prejudice repayments.

The recommendation provided in this report programs the \$618 million of the estimated \$823 million through the 2006 Los Angeles County TIP process from FY 2006 through FY 2011.

2006 State TIP Fund Estimate

This year, the CTC delayed the adoption of the 2006 State TIP Fund Estimate until September 2005 due to the uncertainty surrounding the new Toll Bridge Seismic Retrofit Program financing plan under Assembly Bill (AB) 144 and the then-pending Federal transportation legislation. Also, due to the State's continuing financial challenges and unprecedented project cost increases, the State has prioritized all State Highway Account (SHA) funds for local assistance and Caltrans operating and maintenance costs. Therefore, the CTC adopted a fund estimate that assumes more than two-thirds of 2006 State TIP funds will come from the Public Transportation Account (PTA). PTA funding comes from the Proposition 42 gasoline sales tax, state inter-fund loan repayments, tribal gaming bond revenues and other sources such as the "spillover" – that portion of the sales tax on gas arising from growth over inflation.

As PTA funds in the State TIP are limited to transit capital uses only, the CTC staff has indicated that the availability and timing of funds will be conditioned upon the ability of a region or county to propose PTA-eligible projects. The 2006 State TIP Fund Estimate for Los Angeles County includes approximately \$334 million, of which \$19 million is Transportation Enhancement (TE) funds. The Board of Directors previously programmed \$11 million of the \$19 million TE total to the Exposition Light Rail Transit project in April 2005 and to other projects in the 2001 Call for Projects, leaving a net amount \$323 million now available for programming in Los Angeles County.

These 2006 State TIP funds come at a high risk as they are subject to annual appropriations from the State Budget. Recent diversions of PTA funds are to be repaid from the proceeds of the tribal gaming bonds authorized under AB 687. Once our recommended programming is authorized, we will strategically assign federal, state and local funds to maximize the use of available state funds, particularly available PTA funds, and to keep projects underway and ready-to-go projects fully funded according to Board-established priorities.

Congressional Earmarks from 1998 Transportation Equity Act of the 21st Century

When Congress authorized \$306 million in federal TEA-21 funding earmarks in 1998 for the projects listed in Attachment B, they did not immediately appropriate funds for the projects. Over the following six-year period, Congress ultimately appropriated only \$287 million or 93.8% of the authorized amount. The remaining 6.2% or \$19 million in authorized funding cannot be accessed because Congress did not appropriate the authorized amount and Caltrans will not provide back-up funding.

Los Angeles County recipients of the TEA-21 earmarks have approached Caltrans and Metro to request that they be permitted to use their full Congressional authorization, as opposed to their lower Congressionally appropriated amounts. Although federal law permits Caltrans to allow use of the full authorization, Caltrans has refused to do so because the TEA-21 earmark projects that are delivered last could be denied funding. Caltrans does not have a back-up funding source with which to provide such funding.

Therefore, we are recommending that Metro leverage up to \$19 million of these untapped federal funds for TEA-21 earmarked projects Countywide by agreeing to back up the last TEA-21 earmarked projects to be delivered with \$10 million of other federal formula funds available to Los Angeles County, if necessary. As the back-up funds are the funds of last resort, they will not be needed for several years and perhaps not at all. To limit Metro's exposure to actually distributing back-up funding, we also are recommending that the Board of Directors authorize this program for a two-year period only. If the Board approves the back-up funding, the Chief Executive Officer will negotiate and execute an agreement with Caltrans to implement the program. This agreement then would allow project sponsors to request access to the full amount of the authorization.

NEXT STEPS

If the Board of Directors approves our recommendation, the 2006 Los Angeles County TIP will be implemented according to the following schedule:

December 2005	Submit Draft Metro Los Angeles County 2006 STIP to CTC staff
January 2006	Submit Final Los Angeles County 2006 STIP to CTC
March 2006	CTC South County Hearing on 2006 STIP
April 2006	CTC Adopts 2006 STIP
August 2006	SCAG Adopts Regional TIP, including LA County TIP
September 2006	Caltrans approves SCAG RTIP (Delegated to Caltrans by Governor)
October 2006	U.S. Department of Transportation Approval of SCAG RTIP

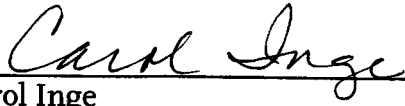
In implementing the 2006 Los Angeles County TIP, we will strategically assign federal, state and local funds to Board-approved projects. This flexibility will enable Metro to maximize the amount and timing of funding available for the Los Angeles County TIP.

ATTACHMENT(S)

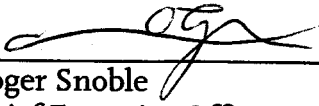
- A. 2006 Los Angeles County Transportation Improvement Program (TIP)
 - A-1. Description of Project Program Requests
- B. Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)
- C. Resolution Certifying that Los Angeles County has Resources for TIP

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2006 Los Angeles County Transportation Improvement Program

FY 2007 thru FY 2011
(\$' 000s)

Project Description	Estimated Total Project Costs 08/05	Project Costs Programmed to Date	Estimated Total Costs thru 2011	Additional Funds Required thru 2011					
				Total	FY 07	FY 08	FY 09	FY 10	FY 11
SR - 60 Carpool Lanes: I - 605 to Brea Canyon Road	116,700	74,000	116,700	42,700	-	-	-	-	-
I-5 Carpool Lanes: SR-170 to SR-118	310,270	154,310	310,270	-	-	35,980	77,730	42,250	-
I-10 Carpool Lanes: I-605 to Puente Ave	165,970	115,800	165,970	-	-	-	16,480	33,760	-
I-5 Carmenita Road Interchange Improvement	247,620	186,600	247,620	61,020	-	-	-	-	-
I-5 Carpool & Mixed Flow Lanes: I-605 to Orange County Line	1,167,850	610,000	667,700	-	-	-	-	-	57,700
I-5 / SR-14 Carpool Lanes Direct Connector	126,600	80,940	126,600	45,660	-	-	-	39,910	5,750
I-5 Carpool Lanes: SR-134 to SR-170 (a)	489,620	300,300	489,620	116,260	-	-	-	54,620	61,640
I-10 Soundwall from Puente Ave to Citrus Ave in West Covina	8,000	4,100	8,000	3,900	-	-	3,900	-	-
I-105 / Sepulveda Interchange	11,500	10,000	11,500	1,500	-	1,500	-	-	-
I-710 South EIS/EIR	5,000	-	5,000	5,000	1,000	2,000	2,000	-	-
Expo LRT to Santa Monica Project - Phase II	711,000	50,000 (a)	78,700	28,700	5,000	5,000	5,000	-	13,700
Crenshaw Corridor Environmental & Preliminary Engineering (a)	15,000	1,100	15,000	13,900	-	3,900	5,000	5,000	-
San Fernando Valley North-South Transit Corridor Phase I and Phase II (a)	20,000	20,000	20,000	-	-	-	-	-	-
Wilshire Bus-Only Curb Lane Extensions from Federal Avenue to Westwood Blvd	1,500	-	1,500	1,500	1,500	-	-	-	-
Wilshire Bus Rapid Transit Project (a)	97,293	-	5,100	5,100	-	-	-	-	5,100
Blue Line Safety Crossing at Compton Blvd., Alondra Blvd., and Myrrh Street in the City of Compton	700	-	700	700	700	-	-	-	-
Countywide Planning, Programming and Monitoring (a)	9,102	-	9,102	9,102	-	-	-	4,484	4,618
Countywide Rideshare Program	9,560	-	9,560	9,560	-	-	-	4,561	4,999
Sub - Total				608,482	111,920	12,400	51,880	202,765	229,517
Countywide Congressional TEA 21 Earmarks	10,000	-	10,000	10,000	-	-	-	-	10,000
Sub - Total				10,000	-	-	-	-	10,000
Grand Total				618,482	111,920	12,400	51,880	202,765	239,517

Fully funds I-5 carpool lane construction from State Route 170 to Burbank Boulevard. Partially funds construction from Burbank Boulevard to State Route 134. An estimated \$73 million in additional funding would be necessary to fully fund this last phase of construction.

This \$50 million for the Exposition Phase II project is assumed New Starts funding that will require a federal Full Funding Grant Agreement.

Includes funds from SAFETEA-LU earmark for Crenshaw Corridor Project.

Previously programmed funds of \$20 million will accomplish the environmental, engineering and partial implementation of Phases I and II of the San Fernando Valley North South Corridor project. At the conclusion of the environmental and engineering phase, Metro will pursue up to \$80 million in State Traffic Congestion Relief Program funding earmarked for this project to implement as much of the project as possible in this timeframe.

The estimated cost of the Wilshire Bus Rapid Transit project is shown in current dollars because an escalated figure was not available at the time this report was drafted. All other costs are in escalated, year of expenditure dollars.

Planning Programming Monitoring funds from the State of California must be reflected in the State TIP. Funds are to be used for existing staff and studies to be determined during Metro's annual budget processes.

Interstate

SR = State Route

EIR/EIS = Environmental Impact Report/Environmental Impact Study

Description of Project Program Requests

SR - 60 Carpool Lanes: I - 605 to Brea Canyon Road	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right-of-way as presented in October 2005 Board Report on Status of State Highway system.
I-5 Carpool Lanes: SR-170 to SR-118	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right as presented in October 2005 Board Report on Status of State Highway system.
I-10 Carpool Lanes: I-605 to Puente Ave	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right as presented in October 2005 Board Report on Status of State Highway system
I-5 Carmenita Road Interchange Improvement	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right-of-way as presented in October 2005 Board Report on Status of State Highway system.
I-5 Carpool & Mixed Flow Lanes: I-605 to Orange County Line	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right-of-way as presented in October 2005 Board Report on Status of State Highway system.
I-5 / SR-14 Carpool Lanes Direct Connector	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right-of-way as presented in October 2005 Board Report on Status of State Highway system.
I-5 Carpool Lanes: SR-134 to SR-170	Highway project funded in previous Call for Projects. Cost increase due to escalation in construction materials, energy costs, right-of-way as presented in October 2005 Board Report on Status of State Highway system. Fully funds construction from SR 170 to Burbank Boulevard. Partially funds construction from Burbank Boulevard to SR 134.
I-10 Soundwall from Puente Ave to Citrus Ave in West Covina	Additional cost requested by Caltrans to build Pre-1989 soundwall project to the ultimate width of the planned future HOV lane. This will avoid Caltrans building the wall at the existing freeway width and requiring removal, replacement and reconstruction at different location when the future HOV lane is implemented.
I-105 / Sepulveda Interchange	Caltrans project funded in previous Call for Projects in Regional Surface Transportation Improvement category. Cost increase due to escalation in construction materials, energy costs, right-of-way. Metro paying proportionate share of cost increase only. Remaining funds coming from the City of Los Angeles and Caltrans.

I-710 South EIS/EIR	Metro contribution to EIS/EIR as described in 2003 Short Range Transportation Plan. Additional funds to come from five other funding partners.
Exposition Light Rail Transit to Santa Monica Project – Phase II	Funding in FYs 07, 08 & 09 to conduct the Environmental Clearance and Preliminary Engineering for the Phase II project. Funding in later year to start the design/construction phase. Project is in the Metro's constrained 2001 Long Range Transportation Plan.
Crenshaw Corridor Environmental & Preliminary Engineering	Funding in FYs 08, 09, & 10 to conduct the Environmental Clearance and Preliminary Engineering for the project. Project is in the Metro's constrained 2001 Long Range Transportation Plan.
Wilshire Bus-Only Curb Lane Extensions from Federal Avenue to Westwood Blvd	Funding for minor curb lane reconstruction, striping and signing for early implementation of Wilshire BRT elements. This element is an eastbound extension of current bus-only lane into the County of Los Angeles. Project is in Metro's constrained 2001 Long Range Transportation Plan.
Wilshire Bus Rapid Transit Project	Funding to begin final design and construction of full Wilshire BRT project including curb lane peak hour bus lane in segments as described in the 2002 EIR, curb lane reconstruction for 3.6 miles, stations, park and ride facilities, and mitigation measures on parallel arterials. Project is in the Metro's constrained 2001 Long Range Transportation Plan.
San Fernando Valley North-South Transit Corridor Phases I and II	Funding for environmental clearance, engineering and partial implementation of Phases I and II. This funding was identified in 2003 Short Range Transportation Plan. At the conclusion of the environmental and engineering phase, Metro will pursue up to \$80 million in State Traffic Congestion Relief Program funding to implement as much of the project (including portions of Phase III & IV) as possible in this timeframe. Project is in the Metro's constrained 2001 Long Range Transportation Plan.
Blue Line Safety Crossing at Compton Blvd., Alondra Blvd., and Myrrh Street in the City of Compton	Board approved Metro safety project along Metro Blue Line.
Countywide Planning, Programming and Monitoring	Planning Programming Monitoring funds from the State of California that must be reflected in the State TIP. Funds are to be used for Planning staff and studies to be determined during Metro's annual budget processes.
Countywide Rideshare Program	Funds to continue Metro's Countywide Rideshare Program. Program included in Metro's constrained 2001 Long Range Transportation Plan.
Countywide Congressional TEA-21 Earmarks	Funds potentially required to back up federal Congressional earmarks and leverage up to \$19 million of unobligated federal funds, as described in the Board Report.

Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)
(\$000)

Project Sponsor	TEA-21 Description	Authorized	NO Obligation Authority Provided (6.2%)	Obligation Authority Provided (93.8%)	Obligation Authority Obligated	Balance (OA Provided Unobligated)
LA City	CONSTRUCT SANTA MONICA TRANSIT PARKWAY	17,000	1,054	15,946	15,949	(3)
LA City	IMPROVE STREETS IN CANOGA PARK AND RESEDA AREAS, LOS ANGELES	1,000	62	938	593	345
LA City	UPGRADE ACCESS TO SYLMAR/SAN FERNANDO METROLINK STATION AND WESTFIELD VILLAGE, LOS ANGELES	375	23	352	219	133
LA City	CONSTRUCT BIKE PATH BETWEEN SEPULVEDA BASIN RECREATION AREA AND WARNER CENTER/CANOGA PARK, LOS ANGELES	1,873	116	1,757	0	1,757
LA City	IMPROVE ROADWAY TO PROVIDE ACCESS TO HANSEN DAM RECREATION AREA IN LOS ANGELES	750	47	704	704	0
	LA City Subtotal	20,998	1,302	19,696	17,465	2,231
LA County	CONSTRUCT PHASE 3 OF ALAMEDA STREET PROJECT, LOS ANGELES	2,500	155	2,345	0	2,345
LA County	CONSTRUCT I-5 RAIL GRADE CROSSINGS BETWEEN I-605 AND STATE ROUTE 91, LOS ANGELES AND ORANGE COUNTIES	15,090	936	14,154	1,100	13,054
LA County	CONSTRUCT LOS ANGELES GATEWAY CITIES NHS ACCESS	6,600	409	6,191	1,006	5,185
	LA County Subtotal	24,190	1,500	22,690	2,106	20,584
Metro	CONSTRUCT OCEAN BOULEVARD AND TERMINAL ISLAND FREEWAY INTERCHANGE IN LONG BEACH	15,000	930	14,070	1,360	12,710
Metro	UPGRADE SR 2 SOUTHERN FREEWAY TERMINUS AND TRANSPORTATION EFFICIENCY IMPROVEMENTS TO GLENDALE BOULEVARD IN LOS ANGELES	12,000	744	11,256	0	11,256
	Metro Subtotal	27,000	1,674	25,326	1,360	23,966

Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)
(\$000)

Project Sponsor	TEA-21 Description	Authorized	NO Obligation Authority Provided (6.2%)	Obligation Authority Provided (93.8%)	Obligation Authority Obligated	Balance (OA Provided Unobligated)
SGVCOG	CONSTRUCT ALAMEDA CORRIDOR EAST PROJECT	9,563	593	8,970	8,614	356
SGVCOG	CONSTRUCT ALAMEDA CORRIDOR EAST, SAN GABRIEL VALLEY	2,205	137	2,068	1,965	103
SGVCOG	CONSTRUCT HIGHWAY GRADE SEPARATION/OTHER IMPROVEMENTS FOR GATEWAY FOR AMERICA PROJECT IN SAN GABRIEL VALLEY	100,000	6,200	93,800	94,208	(408)
SGVCOG/LA County	UPGRADE AND SYNCHRONIZE TRAFFIC LIGHTS IN THE ALAMEDA CORRIDOR EAST IN LOS ANGELES	17,250	1,070	16,181	15,802	378
SGVCOG/LA County	CONSTRUCT NOGALES STREET/RAILROAD STREET GRADE SEPARATION IN LOS ANGELES COUNTY	6,500	403	6,097	6,264	(167)
SGVCOG Subtotal		135,518	8,402	127,115	126,853	262
Alameda Corridor Transportation Agency	CONSTRUCT GRADE SEPARATION PROJECT AT REDONDO JUNCTION, LOCATED IN THE NORTH END OF AN INTERMODAL CORRIDOR OF ECONOMIC SIGNIFICANCE, LOS ANGELES	6,650	412	6,238	6,239	0
Alhambra	RECONSTRUCT AND WIDEN MISSION ROAD, ALHAMBRA	2,438	151	2,287	198	2,089
Agoura Hills	IMPROVE STREETS AND CONSTRUCT BICYCLE PATHS, AGOURA HILLS	650	40	610	610	0
Calabasas	IMPROVE STREETS AND CONSTRUCT BICYCLE PATH, CALABASAS	750	47	704	250	454
California Science Center	CONSTRUCT THE SOUTH CENTRAL LOS ANGELES EXPOSITION PARK INTERMODAL URBAN ACCESS PROJECT IN LOS ANGELES	19,500	1,209	18,291	18,294	(3)
Caltrans	EXTEND I-10 HOV LANES, LOS ANGELES	2,205	137	2,068	0	2,068
Caltrans	WIDEN AND IMPROVE I-5/STATE ROUTE 126 INTERCHANGE IN VALENCIA	10,425	646	9,779	9,780	0
Carson	UPGRADE DEL ALMO BOULEVARD AT I-405	5,000	310	4,690	4,691	0

Los Angeles County High Priority Projects from the Transportation Equity Act of the 21st Century (TEA-21)

(\$000)

Project Sponsor	TEA-21 Description	Authorized	NO Obligation Authority Provided (6.2%)	Obligation Authority Provided (93.8%)	Obligation Authority Obligated	Balance (OA Provided Unobligated)
Compton	IMPLEMENT CITY OF COMPTON TRAFFIC SIGNAL SYSTEMS IMPROVEMENTS	3,750	233	3,518	520	2,998
El Segundo	IMPLEMENT ITS TECHNOLOGIES IN EMPLOYMENT CENTER AREA OF CITY OF EL SEGUNDO	2,663	165	2,497	0	2,497
Inglewood	CONSTRUCT ARBOR VITAE STREET IMPROVEMENTS, INGLEWOOD	2,625	163	2,462	176	2,286
Lancaster	IMPROVE THE AVENUE H OVERPASS IN LANCASTER	4,575	284	4,291	4,292	0
Malibu	IMPROVEMENTS ALONG PACIFIC COAST HIGHWAY, MALIBU	650	40	610	262	348
Palos Verdes Estates	RECONSTRUCT PALOS VERDES DRIVE, PALOS VERDES ESTATES	338	21	317	317	0
Pasadena	RECONSTRUCT LA LOMA BRIDGE IN PASADENA	2,250	140	2,111	864	1,246
Port of Los Angeles	CONSTRUCT IMPROVEMENTS TO HARRY BRIDGES BOULEVARD, LOS ANGELES	6,500	403	6,097	0	6,097
Santa Monica	CONSTRUCT PALISADES BLUFF STABILIZATION PROJECT, SANTA MONICA	6,000	372	5,628	0	5,628
Santa Monica Mountains	CREATE RECREATIONAL TRAILS IN SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA FUNDS TRANSFERRED TO FHWA CENTRAL LANDS HIGHWAY DIVISION	6,000	372	5,628	0	5,628
South Gate	RECONSTRUCT THE I-710/FIRESTONE BOULEVARD INTERCHANGE	12,000	744	11,256	0	11,256
Torrance	REHABILITATE ARTESIA BOULEVARD	3,000	186	2,814	2,815	0
Westlake Village	IMPROVE STREETS AND CONSTRUCT BICYCLE PATH, WESTLAKE VILLAGE	236	15	221	0	221
All Other Project Sponsors		98,204	6,089	92,115	49,309	42,813
TOTAL		305,910	18,966	286,943	197,093	89,857



**RESOLUTION CERTIFYING THAT LOS ANGELES COUNTY HAS RESOURCES TO
FUND PROJECTS IN FY 2006/07-2011/12 TRANSPORTATION
IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT
ALL PROJECTS IN THE PROGRAM**

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, Metro is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, Metro must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, Metro has adopted the FY 2006/07-2011/12 Los Angeles County TIP for fiscal years 2006/07 and 2007/08 available and committed, and reasonably committed for fiscal years 2008/09 through 2011/12.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FY 2006/07-2011/12 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FY 2006/07-2010/12 Los Angeles County TIP Financial Plan identifies the resources that are reasonably expected to be available to carry out the program and certifies that:

1. The projects in the FY 2006/07-2011/12 Los Angeles County TIP remain the highest priority for funding by MTA and other agencies;
2. The Regional Improvement Program projects in the FY 2006/07-2011/12 Los Angeles County TIP are in the proposed 2006 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission by the end of June 2006;
3. Los Angeles County has the funding capacity in its Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocations to fund all of the projects in the FY 2006/07-2011/12 Los Angeles County TIP;
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held December 15, 2005.

MICHELE JACKSON
Metro Board Secretary

DATED: December __, 2005

(SEAL)