



April 23, 2001

A
Metropolitan
Transportation
Authority

TO: BOARD OF DIRECTORS
FROM: JAMES L. de la LOZA *James de la Loza (JLL)*
COUNTYWIDE PLANNING AND DEVELOPMENT
SUBJECT: ARBOR VITAE STREET/I-405 INTERCHANGE

One Gateway Plaza
Los Angeles, CA
90012-2952

ISSUE

At its April 12, 2001 meeting, the Southern California Association of Governments' (SCAG) Regional Council removed the Arbor Vitae Street/I-405 Interchange (South Half) project from the Regional Transportation Plan (RTP). The Regional Council took this action in response to concerns expressed by individuals that this fully funded project solely supports the proposed Los Angeles World Airport (LAWA) expansion. The Arbor Vitae Street/I-405 Interchange is an MTA Long Range Transportation Plan (LRTP) baseline project, previously approved by the MTA Board, SCAG and the California Transportation Commission and included in the adopted State Transportation Improvement Program (STIP) since 1980.

BACKGROUND

The Arbor Vitae Street/I-405 Interchange is needed to reduce long existing congestion on the I-405 Freeway, at adjacent interchanges and on nearby clogged intersections. The City of Los Angeles currently projects this interchange will serve 37,000 vehicles per day. This needed capacity enhancement will reduce traffic delays at the adjacent Manchester/La Cienega and Century/La Cienega intersections, now operating at LOS E and LOS F, respectively.

Local discussion and preliminary planning for an Arbor Vitae Street/I-405 Interchange began in the 1970's in response to growing traffic congestion at adjacent freeway interchanges and arterials. The project's first funding commitment occurred in 1980 with the programming of \$9 million in STIP funds. In 1990, the project was reprogrammed in the STIP as a half (south) interchange and funded at \$15.4 million.

In assessing the need for a new interchange at Arbor Vitae Street, Caltrans' 1991 Project Study Report suggested that the adjacent Century, Manchester, and La Tijera Boulevard/I-405 Interchanges were already heavily congested and operating at levels exceeding their functional capacities. The Arbor Vitae Street Interchange was expected to balance traffic, reduce congestion throughout the corridor and provide improved access to Inglewood's Hollywood Race Track and the Forum. Throughout

ARBOR VITAE STREET/I-405 INTERCHANGE

FUNDING HISTORY

- 1980 first programmed in STIP as a full interchange.
- 1988 cost estimate revised and escalated.
- 1990 project and STIP revised to build half interchange for FY 1993-94 delivery.
- 1991 PSR completed with \$23 million cost estimate for half interchange.
- 1992 and 1994 STIPs revised to reflect escalated costs.
- 1996 STIP CTC reduced funding to encourage local participation/contribution.
- 1997 MTA allocated Proposition C 25% funds with the City of Los Angeles contributing \$1.966 million in local match. Project cost estimate revised to \$32 million.
- 1999 Caltrans notifies MTA and local agencies that costs have increased to \$55 million due to updated environmental requirements, right-of-way issues and utility relocation.
- 1999 Caltrans conducts Value Analysis to evaluate alternatives and costs. Cost is revised to \$53.435 million, resulting in a funding shortfall of \$15.788 million.
- 2000 MTA and Caltrans each program \$7.894 million in RIP and ITIP, respectively, to fully fund the project's \$53.435 million cost.