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PLANNING & PROGRAMMING COMMITTEE
June 21, 2001

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

**ACTION: ADOPT RESOLUTION CERTIFYING THAT LOS ANGELES
COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
IS FINANCIALLY CONSTRAINED**

RECOMMENDATION

Adopt a resolution certifying that the Los Angeles County Transportation Improvement Program (TIP) submitted for inclusion in the Southern California Association of Governments' (SCAG) FY 2001 - FY 2006 Regional TIP is financially constrained.

ISSUE

SCAG requires that the MTA adopt a resolution, as shown in Attachment A, wherein the MTA certifies to SCAG that the Los Angeles County TIP is financially constrained and that the MTA affirms its continuing commitment to the projects in the TIP.

POLICY IMPLICATIONS

The Los Angeles County TIP is a policy requirement imposed by state and federal law. Under federal law, SCAG is responsible for adopting a Regional TIP as part of the statewide strategy to implement the federal Clean Air Act. Under state law, the MTA is responsible for the Los Angeles County TIP. SCAG passes through certain federal requirements associated with the TIP to the MTA, as follows:

- **Financial Constraint:** The MTA must certify that the Los Angeles County TIP is financially constrained to the funding that may be reasonably expected to be available to carry out the program.
- **Project Commitments:** The MTA must affirm that its highest priority for funding is the projects in the Los Angeles County TIP. This affirmation is specifically targeted to enforceable Transportation Control Measures (TCMs).

TCMs are strategies employed to reduce emissions from on-road mobile sources. Enforceable TCMs are simply the projects that are listed in first two years of the TIP.

Metropolitan
Transportation
Authority

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OPTIONS

Though not recommended, the MTA Board of Directors could refuse to adopt the resolution, thereby forcing SCAG to submit the Regional TIP without the necessary assurances that the Los Angeles County TIP is financially constrained. Consequently, this would cause the California Department of Transportation (Caltrans) and the U.S. Department of Transportation (DOT) not to approve the Regional TIP for inclusion in the State and Federal TIPs. Failure to include the Regional TIP in the State and Federal TIPs eventually would delay federal funding for South Coast Air Basin and Mojave Desert Air Basin projects.

FINANCIAL / BUDGET IMPACT

Adopting this resolution has no immediate financial/budget impact on the MTA. Refusing to adopt the resolution eventually would impact transportation budgets throughout the region, including the MTA's budget, because federal and state funding would be delayed or lost for lack of an approved Regional TIP.

DISCUSSION

The federal Transportation Equity Act for the 21st Century (TEA 21) requires that a Regional TIP be adopted and included in federally approved statewide documents before receiving federal funds for transportation projects. The TIP must be updated at least every two years, or within six months after SCAG adopts a new RTP. Every three years, SCAG revises the Regional Transportation Plan (RTP). The last updated plan was adopted by SCAG in April 1998; the RTP 2001 Update was adopted on April 12, 2001.

The current Regional TIP will expire on October 11, 2001, and the DOT has to accept a new Regional TIP no later than October 12, 2001 to allow programmed projects to be funded and implemented.

The MTA Board already has adopted portions of the Los Angeles County TIP as follows:

- Regional Transit Alternatives Analysis - November 1998
- 1999 TIP Call for Projects - July 1999
- 2000 Abbreviated Call for Projects - July 2000
- FY 2001/02 MTA Budget - May 2001
- FY 2001/02 Transit Fund Allocations - May 2001

In addition to incorporating the above MTA actions into the Los Angeles County TIP, staff programs other transportation projects funded with non-MTA funds (including state and local highway and transit components) for inclusion in the Los Angeles County TIP.

In cooperation with Caltrans and local transportation agencies, staff has reviewed every project that Caltrans and local agencies have submitted for inclusion in the Los Angeles County TIP to ensure that each project has a clearly identified funding source. Projects that have been completed were identified and removed from the document, while other projects were added or modified. All such programming was done with the concurrence of each project sponsor. The end result is that the Los Angeles County TIP is consistent with the financial constraint requirements of TEA 21.

To implement the administrative and MTA actions described above, staff has submitted portions of the Los Angeles County TIP to SCAG as the MTA Board has adopted them. The attached resolution, which certifies that Los Angeles County's portion of the Regional TIP is financially constrained, will be the final document needed to complete the submittal process. SCAG subsequently will pursue the necessary state and federal approvals for the Regional TIP. These approvals are expected by October 2001.

ATTACHMENTS

A. - Resolution

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Office of the Chief Executive Officer

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**RESOLUTION CERTIFYING THAT LOS ANGELES COUNTY HAS RESOURCES TO
FUND PROJECTS IN FY 2000/01-2005/06 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMING 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 Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as amended by the Transportation Equity Act for the 21st Century (TEA-21; H.R. 2516) (1997) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the 1991 ISTEA and TEA-21 also require 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 (MTA) 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, the MTA is responsible for the developing the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the MTA must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the MTA has adopted the FY 2000/01 - 2005/06 Los Angeles TIP for fiscal year, 2000/01 , 2001/02 and 2002/03 for funding purposes and has adopted the TIP for fiscal years 2003/04 through 2005/06 for programming purposes and to allow environmental work on approved projects to proceed.

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 2000/01-2005/06 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FY 2000/2001 - 2005/06 Los Angeles County TIP Financial Plan identifies the resources which may be reasonably expected to be made available to carry out the program, and that the Board of Directors certifies to the following:

1. The projects in the FY 2000/01 - 2005/06 Los Angeles County TIP remain the highest priority for funding by the MTA;
2. All projects in the State Highways component of the FY 2000/01 - 2005/06 Los Angeles County TIP have been included in the County's proposed program of projects for inclusion in the State Transportation Improvement Program (STIP), as requested by state laws and amended by SB 45;
3. All projects in the State Highways component of the FY 2000/01 - 2005/06 Los Angeles County TIP have complete funding identified in the STIP;
4. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects in the FY 2000/01 - 2005/06 Los Angeles County TIP; and
5. Local matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan.

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 June 28, 2001.

MICHELE JACKSON
MTA Board Secretary

DATED:

(SEAL)

[X:MARY\FinancialConstraintTIPAmendment]