



SAN FERNANDO VALLEY COUNCIL OF GOVERNMENTS
A Joint Powers Authority

TRANSPORTATION COMMITTEE
MEETING AGENDA

Thursday, March 18, 2021 — 1:30 p.m.

**DUE TO THE CLOSURE OF MUNICIPAL BUILDINGS,
MEMBERS OF THE PUBLIC MAY CALL IN TO LISTEN TO THE MEETING**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83772042963?pwd=NnNuYVFtUlovSk55WjFUZUZ0R01mZz09>

or call

1-669-900-6833 and enter webinar ID: 837 7204 2963#

****The meeting will open at 1:15pm to allow testing of the system.****

For those wishing to speak on an agenda item, please email john@sfvkog.org no later than 11:00 a.m. on the day of the scheduled meeting with the item number you wish to speak on and the phone number you will use when calling or the name you will use when logging into the meeting. You should then call or log into the meeting at least 10 minutes prior to its start time. Staff will unmute you and announce you when it is your time to speak. You will have two (2) minutes to speak, unless that time is adjusted by the Chair. If you do not have access to a computer please call 818-570-3408 to request public comment.

As an alternative to speaking during the meeting, you can email your comments to the COG executive director at john@sfvkog.org no later than 11am on January March 18, 2021 to ensure that staff has time to organize the emails prior to the

beginning of the meeting. Comments will then be provided to the members when the item is presented. Please include the Agenda Item in your correspondence.

You may also submit public comment by mail to:

SFVCOG
10945 Burbank Blvd
North Hollywood, CA 91601

Written public comment or requests to speak must be received no later than 11:00 a.m. on the day of the scheduled meeting. Please include the Agenda Item in your correspondence.

All correspondence received shall become part of the official record.

COMMITTEE MEMBERS

Chair: Councilmember Bob Blumenfield, 3rd District, City of Los Angeles
Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Councilmember Jess Talamantes, City of Burbank
Councilmember Paul Krekorian, 2nd District, City of Los Angeles
Councilmember Marsha McLean, City of Santa Clarita

STAFF

SFVCOG Fiscal Agent: Rachelle Anema, County of Los Angeles
SFVCOG Secretary: Los Angeles County Commission's Office
SFVCOG Executive Director: John Bwarie
Counsel: Shan Thever, Deputy County Counsel, County of Los Angeles

OPEN SESSION

- 1. CALL TO ORDER** — Bob Blumenfield, Chair
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this

Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

- 4. CONSIDERATION OF SEPTEMBER 17, 2020 TRANSPORTATION COMMITTEE MINUTES**
Recommended Action: *Approve Special Transportation Committee Meeting minutes*

- 5. CONSIDERATION OF REQUEST FOR FUNDING RESTORATION TO THE SFV SUBREGION FROM 2012 TRANSFER**
Recommended Action: *Recommend to the SFVCOG Board of Directors to pursue a \$106.1 million restoration of funds to Metro's SFV Subregion that was transferred in 2012*

- 6. CONSIDERATION OF SCAG'S POSITION ON \$127 MILLION FOR LA COUNTY FOR TRANSIT FROM CARES ACT ALLOCATION**
Recommended Action: *Discussion and possible action*

- 7. METRO UPDATE ON MEASURE M PROJECTS**
Recommended Action: *Receive and File*

- 8. FUTURE MEETINGS: AGENDA ITEMS**
Recommended Action: *Discuss potential agenda dates and items.*

- 9. ANNOUNCEMENTS**

- 10. PUBLIC COMMENTS**

- 11. ADJOURNMENT**

Notices:

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SAN FERNANDO VALLEY
A Joint Powers Authority

COUNCIL OF GOVERNMENTS

**TRANSPORTATION COMMITTEE
MEETING MINUTES**

Thursday, September 17, 2020 — 1:30 p.m.

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North Hollywood, CA 91601**

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Supervisor Kathryn Barger, 5th Supervisorial District, County of Los Angeles
Councilmember Jess Talamantes, City of Burbank
Councilmember Paul Krekorian, 2nd District, City of Los Angeles
Councilmember Marsha McLean, City of Santa Clarita

STAFF

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SFVCOG Executive Director: John Bwarie
Counsel: Shan Thever, Deputy County Counsel, County of Los Angeles

OPEN SESSION

1. **CALL TO ORDER** — Bob Blumenfield, Chair

The meeting was called to order by John Popoch, alternate to Chair Councilmember Bob Blumenfield, at 1:33 p.m.

Councilmember Marsha McLean left the meeting at 2:00 p.m.

2. **ROLL CALL**

QUORUM ESTABLISHED (5 Members):

**John Popoch for Councilmember Bob Blumenfield,
Jarrod DeGonia for Supervisor Kathryn Barger,
Councilmember Jess Talamantes,
Sahag Yedalian for Councilmember Paul Krekorian,
Councilmember Marsha McLean**

3. **PLEDGE OF ALLEGIANCE**

The Pledge was led by Councilmember Marsha McLean.

REGULAR CALENDAR

At the discretion of the SFVCOG Committee Chair, all items appearing on this Agenda, whether or not expressly listed for action, may be deliberated and may be subject to action by the SFVCOG Transportation Committee.

4. CONSIDERATION OF JULY 7, 2020 SPECIAL TRANSPORTATION COMMITTEE MINUTES

Recommended Action: *Approve Special Transportation Committee Meeting minutes*

On motion of Councilmember Jess Telamantes, seconded by Jarrod DeGonia, duly carried by the following vote, the San Fernando Valley Council of Governments (SFVCOG) Transportation Committee approved the July 7, 2020 Special Transportation Committee Meeting Minutes.

Ayes: John Popoch for Councilmember Bob Blumenfield, Jarrod DeGonia for Supervisor Kathryn Barger, Councilmember Jess Talamantes, Councilmember Marsha McLean

5. CONSIDERATION OF 2021 TRANSPORTATION PRIORITY LIST

Recommended Action: *Discussion and possible recommendation to the board*

Executive Director John Bwarie provided an overview of the 2021 Transportation Priority List and reported the following:

- **Main improvements included technical updates, minor additions were made; and**
- **Noted that item number six is a new addition to the priority list.**

Councilmember Marsha McLean made a spelling revision. After brief discussion, Jarrod DeGonia raised concerns with the addition of item number six.

On motion of Councilmember Marsha McLean, seconded by Councilmember Jess Telamantes, duly carried by the following vote, the San Fernando Valley Council of Governments (SFVCOG) Transportation Committee approved the 2021 Transportation Priority List to go to the Board.

Ayes: John Popoch for Councilmember Bob Blumenfield, Councilmember Jess Talamantes, Councilmember Marsha McLean

6. ANTELOPE VALLEY LINE CAPITAL & SERVICE IMPROVEMENTS PROGRAM

Recommended Action: *Discussion and possible recommendation to the board*

Brian Balderama provided a PowerPoint presentation and reported the following:

- **The Antelope Valley Capacity and Service Improvement Program updates included the completion of the feasibility study; now in the environmental clearance phase;**
- **Fully funded for four separate capital improvement projects which will double the amount of trains and increase overall ridership; and**
- **Have internally assigned a project manager. Next steps include a stakeholder meeting taking place on September 23, 2020, with additional scoping meetings scheduled in October.**

John Popoch asked that updates be provided in regard to the stakeholder engagement process.

On motion of John Popoch, and by Common Consent, there being no objection, this item was received and filed.

7. NEXTGEN BUS PLAN

Recommended Action: *Discussion and possible recommendation to the board*

Israel Marin, Metro, provided a PowerPoint presentation and reported the following:

- **Overviewed the NextGen Bus Plan and stated the main goal is to reconnect riders to their destination of choice;**
- **As part of Transit First, want to re-invest in corridors and focus on speeding up service and frequency. Studies found that there is extensive travel mid-day;**
- **Completed public hearings and stakeholder engagement process last month. Received extensive feedback;**
- **East Glendale and Porter Ranch are two areas that have been chosen for a micro transit pilot program. This would entail Metro-operated vehicles that would transport approximately seven to ten individuals. This pilot will be coming onboard in mid-2021;**
- **Completed service counsel meetings where members voted on finalizing the draft Plan, approved with minor modifications.**

Next steps are to take the draft Plan to the full Metro Board for approval.

After discussion, the Transportation Committee agreed to draft a letter of support of the NextGen Bus Plan to be submitted for approval of the full San Fernando Valley Council of Governments. Upon which, the approved letter of support will be sent to the Metro Board.

On motion of John Popoch, and by Common Consent, there being no objection, this item was received and filed.

8. METRO UPDATE ON MEASURE M PROJECTS

Recommended Action: *Receive and File*

Karen Swift, Senior Manager, Metro, presented a PowerPoint presentation and reported the following:

- The feasibility study of the Sepulveda Transit Corridor is complete. Have since worked on three different procurement processes. Last month, awarded a contract for an environmental consultant;**
- At the final stage of the environmental process of the East San Fernando Valley Light Rail. Provided an overview of overlapping equity focused communities;**
- Working with the Los Angeles Unified School District on an Open House Platform, done in both English and Spanish, and will be shared with schools along the corridor. This is in addition to flyers, door-to-door visits and a video to inform the public about the Light Rail during the public review period in October; and**
- Provided a list of dates of upcoming presentations.**

Tito Corona, Metro, reported the following:

- Launched the first electric bus on the G-line (Orange line) in late July, with four buses now in circulation. These buses will be increased throughout the year. Improvements and additions are also being made to the rail line gates;**
- A survey in both English and Spanish has been dispersed to assess community feedback as well as tutorial videos. Receiving input through September 25, 2020;**
- Stakeholder meetings are underway for the North Hollywood and Pasadena Project and the draft environmental report will be**

issued in late October where it will be taken up with the Board. The Project is still on schedule for opening in 2024; and

- Metro is hosting Community Conversations, a stakeholder engagement venture meant to connect community members with their own communities. This has been done in Little Tokyo and South Los Angeles; the valley is upcoming on Wednesday, September 30, 2020 at noon, registration is encouraged.

In response to questions posed, Ms. Swift informed that funding for these projects is finite. Noted that safety gates increased safety across the Orange line Corridor and increased overall speed.

On motion of John Popoch, and by Common Consent, there being no objection, this item was received and filed.

9. FUTURE MEETINGS: AGENDA ITEMS

Recommended Action: *Discuss potential agenda dates and items.*

Executive Director John Bwarie introduced this item.

After discussion, it was decided to bring an in-depth presentation of the East San Fernando Valley Light Rail to the full Board.

10. ANNOUNCEMENTS

No announcements were made.

11. PUBLIC COMMENTS

Member of the public Jonathan Weiss addressed the San Fernando Valley Council of Governments (SFVCOG).

12. ADJOURNMENT

The meeting was adjourned at 3: 18 p.m.

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San Fernando Valley Council of Governments

DATE: March 15, 2021

TO: SFVCOG Board of Directors

FROM: John Bwarie, Executive Director

RE: Request for Funding Restoration to the SFV Subregion from 2012 Transfer

RECOMMENDATION

Recommend to the SFVCOG Board of Directors to pursue a \$71 million restoration of funds to Metro's SFV Subregion that was transferred in 2012

BACKGROUND

In 2012, the Metro Board sought to close a funding gap in the I-5 South project and approved the transferred \$71 million from the I-5 North to partially accomplish this. At the time, Metro staff indicated that this transfer "does not trigger the need for reprogramming" because it is the same corridor (I-5).

This transfer has recently been highlighted with the need for funds to fill a similarly sized gap in the I-5 North Project that is being filled with alternative funds, loans, and other creative solutions. With the issue surfacing again, the SFVCOG has the ability to request that Metro return funds in the amount transferred away, should the Board determine they wish to pursue such an action.

CURRENT POSITIONS

No position exists on this specific action.

Attachments: a. Original Motion from 2012 (item 73 that was adopted), and b. Follow-up Action Staff Report from April 2013

July 19, 2012
Executive Management Committee
Item #73

MOTION
Chairman Antonovich

Reprogramming of Proposition 1B Project Savings

California State Proposition 1B, approved by the voters in 2006, provided billions of dollars for transportation projects statewide. Los Angeles County united to fight hard for its fair share of these funds; within the County, our subregions supported Proposition 1B and Los Angeles County's fair share with the understanding that these subregions would also receive a fair share of equity allocated to the County.

As a result of the economic downturn experienced since the passage of Proposition 1B, MTA is receiving construction bids for Proposition 1B-funded projects lower than both cost estimates and the Proposition 1B funding allocation, creating project cost savings that total \$280 million for the Corridor Mobility Improvement Account funded projects and potentially another \$120 million or more for the Trade Corridor Improvement Fund funded Alameda Corridor-East San Gabriel Trench project.

The California Transportation Commission (CTC) will reprogram these project cost savings to the State Highway Operation and Protection Program (SHOPP); however, CTC policy does not require these funds to be reprogrammed to projects from the original county of allocation. Consequently, Los Angeles County potentially could lose over \$400 million in project cost savings, which would reduce the County's equity share of Proposition 1B funds.

Furthermore, the reallocation of project cost savings will severely impact the equity gained by County subregions, particularly the San Gabriel Valley, which could lose over \$259 million in Proposition 1B funds (\$139 million for the I-10 HOV lanes; \$120 million or more for the San Gabriel Trench). Burbank and its subregion could lose \$76 million in cost savings from the Interstate 5 project. The City of Los Angeles could lose \$65 million in cost savings from its Interstate 405 project as well.

As a first priority, Proposition 1B cost savings from Los Angeles County projects must stay within the County, and the MTA Board must advocate for such a policy to be adopted by or guide the CTC decisions on reallocating this funds.

Should the County be successful in keeping these funds—in whole or in part—allocated within the County, it is also vital that the MTA Board find ways to maintain equity for the San Gabriel Valley, Arroyo/Verdugo and Los Angeles City subregions that could lose \$259 million, \$76 million, and \$65 million—respectively.

I THEREFORE MOVE that the MTA Board:

1. Adopts a legislative position to support the maintenance of equity for Los Angeles County by reprogramming Proposition 1B project cost savings realized from Los Angeles County projects back into County projects;
2. Directs the CEO to communicate this position to the California Transportation Commission, along with an official request for the Commission to revise its allocation policy accordingly;
3. Adopts a policy requiring the CEO to present to the Board for consideration as a first priority proposals to maintain equity for subregions that lose Proposition 1B project cost savings to another subregion within Los Angeles County prior to any reallocation of Proposition 1B funds.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

APRIL 9, 2013

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by [signature]*
CHIEF EXECUTIVE OFFICER

FROM: [signature] DOUGLAS R. FAILING, P.E.
EXECUTIVE DIRECTOR, HIGHWAY PROGRAM

[signature] MARTHA WELBORNE, FAIA
EXECUTIVE DIRECTOR, COUNTYWIDE PLANNING

SUBJECT: INTERSTATE 5 CORRIDOR PROJECT FUNDING PLAN CHANGES

ISSUE

At the November 8, 2012, Board Staff Briefing on the I-5 Corridor Funding Plan staff was requested to conduct an analysis of maintaining subregional equity. The objective was to keep Proposition 1B project cost savings within each subregion in Los Angeles County. Staff has completed the analysis and is reporting the findings herein.

BACKGROUND OR DISCUSSION

At the December 13, 2012 regularly scheduled Board meeting, the Board approved the Interstate 5 Corridor Project Funding Plan Changes to minimize a potential loss of \$178 million of state funds for state highways improvements in Los Angeles County. The \$178 million was comprised of \$107 million in Corridor Mobility Improvement Account (CMIA) bid savings and \$71 million in bid savings from other funds on I-5 North. The \$107 million in CMIA savings included \$72 million from the I-5 South Corridor and \$35.1 million from the I-5 North. The \$35.1 million in CMIA savings from the I-5 North consisted of \$26.1 million pursuant to AB3X20, and \$9 million from the original CMIA amount for the project. The project savings reprogrammed to the I-405 project under AB3X20 had originally been programmed to the I-405 project.

Alternatives explored included retaining the CMIA funds within the I-5 corridor, or leaving the \$26.1 million on the table instead of transferring it to the I-405 project. Neither alternative was determined feasible due to limitations imposed by the State guidelines or potential impacts to other Metro funded projects. The plan approved by Metro board in November 2012 was based on the final agreement with Caltrans and California Transportation Commission (CTC) which retained \$168 million out of the \$178 million of State funds within Los Angeles County. The plan is summarized as follows:

1. Replace \$69 million in CMIA for the I-5 South with a commitment of SHOPP funds;
2. Replace the remaining \$3 million in CMIA for the I-5 South with rescinded federal earmark funding;
3. Redirect \$26.1 million (AB3X20) in I-5 North CMIA funds to Interstate 405; and
4. Jointly redirect \$71 million in I-5 North savings from the State Transportation Improvement Program, Proposition 1B State and Local Partnership Program, and Proposition C 25% to I-5 South project needs.

Based on staff's analysis, the local Measure R funds for the I-5 North remain on the project and available to the subregion at the completion of the project. There is no further action necessary to rebalance subregional equity. Since the sources of funds involved in Steps 1-3 above are CMIA, federal earmark funding, and SHOPP, bid savings or overruns are not within Metro's purview for reprogramming. The funding in Step 4 above was directed within the same I-5 project corridor. This also does not trigger the need for reprogramming.

NEXT STEPS

Close out this issue.

Attachment: Item 25 adopted at December 13, 2012 Regular Board Meeting

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2
metro.net**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2012****SUBJECT: INTERSTATE 5 CORRIDOR PROJECT FUNDING PLAN CHANGES****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

Authorize the programming of \$178 million in new State Highway Operation and Protection Program (SHOPP) funding and bid savings on the I-5 North at Empire Project, as shown in Attachment A, to address requests by the California Transportation Commission and Caltrans related to the I-5 South and I-405 Sepulveda Pass Projects, according to the following:

- A. This project is being managed by Caltrans. The project is two-thirds state-funded and one-third Metro-funded; and
- B. The recommended action will not delay or reduce any Los Angeles County project.

ISSUE

On October 24, 2012, the California Transportation Commission (CTC) approved a \$72 million reduction of their Proposition 1B Corridor Mobility Improvement Account (CMIA) funding commitment to the Interstate 5 South project. A similar December 5, 2012 CTC action is pending to reduce CMIA funding by \$35 million on the I-5 North project. Additionally, CTC and LACMTA joint action is required to redirect an additional \$71 million in savings on the I-5 North project. The State has agreed to replace this funding with a like amount of SHOPP funds on these and other projects. This replacement funding will keep all CMIA projects funded but require the transfer of local funds by Metro.

Metro staff and members of the Board of Directors strongly urged the CTC to work with staff to prevent the loss of up to \$178 million in funding crucial to the completion of the I-5 South corridor project. In response, the CTC and Caltrans have committed to:

- Replace \$69 million in CMIA reductions to I-5 South with a combination of SHOPP commitments directly to I-5 South (\$35 million), indirectly through a funding exchange with the Interstate 10 Puente to Citrus project (\$34 million);
- Replace the remaining \$3 million in CMIA reductions to I-5 South with rescinded federal earmark funding;
- Redirect \$26 million in I-5 North CMIA funds to Interstate 405; and
- Jointly redirect \$71 million in I-5 North savings to I-5 South project needs.

In total, the CTC/Caltrans response to Metro efforts restores \$168 million of the \$178 million potential loss, leaving almost \$10 million without a mutually agreeable solution at this time.

DISCUSSION

The I-5 Corridor extends from the Kern County Line in the north to the Orange County Line in the south. The I-5 North and South projects aim to close gaps in the carpool network as well as provide additional lane capacity. In 2008, Metro entered into a funding agreement with Caltrans to help fund the I-5 South Project, which extends from I-605 to the Orange County Line. Metro share is approximately one third of the total project cost. By making Metro whole, except for the almost \$10 million loss, the CTC and Caltrans are maintaining their commitment to these projects. Going forward, Caltrans must manage project costs, excess land sales, and identify additional funding to maintain the State's two-thirds commitment to the project.

Without the redirection of \$26 million in I-5 North CMIA funds to the I-405 project, the loss experienced by Metro would have been almost \$36 million, instead of \$10 million. The only mutually agreeable approach to this \$36 million in CMIA funding was a transfer back to the I-405 of \$26 million of CMIA bond funds from the I-5 North to the I-405 Sepulveda Pass HOV lane project. The \$26 million figure is the amount of CMIA funding remaining in Los Angeles County that is subject to a state law enacted to implement the federal 2009 American Recovery Reinvestment Act (ARRA). Under this state law, CMIA funds freed-up from the I-405 project must remain in Los Angeles County. However, these CMIA funds expire on December 31, 2012, a hard deadline imposed by voters in Proposition 1B. The funds are needed on the I-405 project for lane standardization and access improvements that the design phase showed to be necessary. No other mutually agreeable use of these expiring funds could be found in the time available.

DETERMINATION OF SAFETY IMPACT

The reprogramming of funds will have no impact on the safety of Metro's patrons or employees. The lane standardization and access improvements on the I-405 project will improve the safety of that project.

FINANCIAL IMPACT

Funding for the I-5 South Project is currently included in the \$23.5 million FY13 budget in Cost Center 0442 (Highway Capital), Account 54001 (Subsidies), Project 410001 (Widening, Orange County Line – Route 605 with Carmenita Interchange). Since the delivery of the projects will extend beyond FY13, the cost center manager and the Executive Director, Highway Program, will be responsible for project budgeting in future years.

Impact to Budget

The sources of funds for this project are CMAQ, CMIA, Grandfathered State Transportation Improvement Program, Interregional Transportation Improvement Program, Measure R 20% Highway Funds, Proposition C 25%, Regional Improvement Program, State and Local Partnership Program, and Traffic Congestion Relief Program. No other sources of funds were considered as these funds have been identified for this project.

ALTERNATIVES CONSIDERED

None of the alternatives considered enjoy three party support, CTC, Caltrans, and Metro. Metro staff originally sought to directly retain the CMIA funds on the I-5 corridor but failed to find a way to make that concept work given the State's highly structured transportation funding silo policies. Staff even considered leaving the \$26 million on the table instead of transferring it to the I-405 project, but determined doing so would force us to pick-up costs from another Metro funding source instead. In summary, Metro staff is not recommending any other alternative because doing so would unwind the complex three-party negotiations that led to the retention of \$168 million of the up to \$178 million of State funding originally put at risk by strict State transportation funding policies.

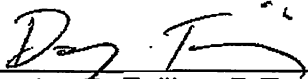
NEXT STEPS

With the approval of the recommendation, staff will work with Caltrans and the CTC to reprogram the available funds to the I-5 South and make other necessary funding exchanges, budget actions, and funding agreements to make the three-party arrangement work.

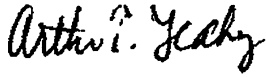
ATTACHMENT

A. Summary of Proposed CMIA Savings Exchange and other Programming Actions to Preserve Funding for Critical Highway Projects

Prepared by: Lucy Olmos, Transportation Planner (213) 922-7099
Frank Quon, Executive Officer (213) 922-4715
David Yale, Executive Officer (213) 922-2469



Douglas R. Failing, P.E.
Executive Director, Highway Program



Arthur T. Leahy
Chief Executive Officer

**Summary of Proposed CMIA Savings Exchange and Other Programming
Actions to Preserve Funding for Critical Highway Projects**
Figures in (\$000's)

Project Funding Source/Programming	Current Programming	Proposed Programming	Change	Key to Text
I-5 North Burbank/Empire Segment				
1 Interregional Improvement Program	\$ 14,042	\$ 13,270	\$ (772)	
2 Regional Improvement Program	\$ 157,193	\$ 120,850	\$ (36,343)	
3 State Proposition 1B SLPP	\$ 20,000	\$ 12,937	\$ (7,063)	
4 Proposition C 25%	\$ 169,058	\$ 142,353	\$ (26,705)	
5 Subtotal	\$ 360,293	\$ 289,410	\$ (70,883)	← "\$71 M"
6 CMIA	\$ 99,100	\$ 64,103	\$ (34,997)	← "\$35 M"
7 Total	\$ 459,393	\$ 353,513	\$ (105,880)	
I-10 Puente to Citrus				
8 CMAQ	\$ 139,000	\$ 104,800	\$ (34,200)	
9 Interregional Improvement Program	\$ 9,512	\$ 9,512	\$ -	
10 Regional Improvement Program	\$ 38,142	\$ 38,142	\$ -	
11 SHOPP	\$ -	\$ 34,200	\$ 34,200	
12 State Proposition 1B SLPP	\$ -	\$ -	\$ -	
13 Traffic Congestion Relief Program	\$ 157	\$ 157	\$ -	
14 Proposition C 25%	\$ -	\$ -	\$ -	
15 Total	\$ 186,811	\$ 186,811	\$ -	
I-5 South Segment 2				
16 CMAQ	\$ 77,439	\$ 111,639	\$ 34,200	
17 Federal Demonstration Funds	\$ -	\$ 3,297	\$ 3,297	← "\$3 M"
18 Interregional Improvement Program	\$ 17,443	\$ 17,443	\$ -	
19 Regional Improvement Program	\$ 106,136	\$ 142,479	\$ 36,343	
20 SHOPP	\$ -	\$ 28,000	\$ 28,000	
21 State Proposition 1B SLPP	\$ 36,156	\$ -	\$ (36,156)	
22 Traffic Congestion Relief Program	\$ 103,660	\$ 103,660	\$ -	
23 Proposition C 25%	\$ 5,799	\$ 60,887	\$ 55,088	
24 Total	\$ 346,633	\$ 467,405	\$ 120,772	
I-5 South Segments 3 and 4 (Partial Project Programming Information)				
25 CMIA	\$ 314,600	\$ 242,600	\$ (72,000)	← "\$72 M"
I-5 South Segment 5				
26 Interregional Improvement Program	\$ 11,326	\$ 11,326	\$ -	
27 Regional Improvement Program	\$ 51,278	\$ 51,278	\$ -	
28 SHOPP	\$ -	\$ 7,000	\$ 7,000	
29 State Proposition 1B SLPP	\$ 26,500	\$ 41,529	\$ 15,029	
30 Traffic Congestion Relief Program	\$ 955	\$ 955	\$ -	
31 Proposition C 25%	\$ 108,161	\$ 108,161	\$ -	
32 Total	\$ 198,220	\$ 220,249	\$ 22,029	

**Summary of Proposed CMIA Savings Exchange and Other Programming
Actions to Preserve Funding for Critical Highway Projects**
Figures in (\$000's)

Project Funding Source/Programming	Current Programming	Proposed Programming	Change
I-405 Sepulveda Pass			
33 ARRA	\$ 189,900	\$ 189,900	\$ -
34 Federal Demonstration Funds	\$ 117,000	\$ 117,000	\$ -
35 RSTP	\$ 10,100	\$ 10,100	\$ -
36 CMIA	\$ 614,000	\$ 640,100	\$ 26,100
37 Traffic Congestion Relief Program	\$ 90,000	\$ 90,000	\$ -
38 Proposition C 25%	\$ 13,000	\$ 13,000	\$ -
39 Total	\$ 1,034,000	\$ 1,060,100	\$ 26,100

← "\$26 M"

Exposition Light Rail Transit Phase II⁽¹⁾⁽²⁾			
40 Regional Improvement Program	\$ 47,800	\$ 47,800	\$ -
41 State Proposition 1B PTMISEA	\$ 48,900	\$ 48,900	\$ -
42 State Proposition 1B SLPP	\$ -	\$ 28,383	\$ 28,383
43 Local Agency Contribution	\$ 45,400	\$ 45,400	
44 Measure R	\$ 813,700	\$ 813,700	\$ -
45 Proposition A	\$ 238,000	\$ 238,000	\$ -
46 Proposition C 25%	\$ 115,300	\$ 86,917	\$ (28,383)
47 Total	\$ 1,309,100	\$ 1,309,100	\$ -

Total Funding All Projects			
48 ARRA	\$ 189,900	\$ 189,900	\$ -
49 CMAQ	\$ 216,439	\$ 216,439	\$ -
50 Federal Demonstration Funds	\$ 117,000	\$ 120,297	\$ 3,297
51 Regional Surface Transp. Impvt. Prog.	\$ 10,100	\$ 10,100	\$ -
52 CMIA	\$ 1,027,700	\$ 946,803	\$ (80,897)
53 Interregional Improvement Program	\$ 52,323	\$ 51,551	\$ (772)
54 Regional Improvement Program	\$ 400,549	\$ 400,549	\$ -
55 SHOPP	\$ -	\$ 69,200	\$ 69,200
56 State Proposition 1B PTMISEA	\$ 48,900	\$ 48,900	\$ -
57 State Proposition 1B SLPP	\$ 82,656	\$ 82,849	\$ 193
58 Traffic Congestion Relief Program	\$ 194,772	\$ 194,772	\$ -
59 Measure R	\$ 813,700	\$ 813,700	\$ -
60 Local Agency Contribution	\$ 45,400	\$ 45,400	\$ -
61 Proposition A	\$ 238,000	\$ 238,000	\$ -
62 Proposition C 25%	\$ 411,318	\$ 411,318	\$ -
63 Total	\$ 3,848,757	\$ 3,839,778	\$ (8,979)

← "Almost \$10 M"

- 1) Funding exchange is to be in an up-to amount of \$28.383 million
- 2) Rail car funding not included here.