

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM AMENDMENTS
STIP Amendment 00S-057
Notice Item
CTC Meeting: October 3-4, 2001

Prepared By:
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PROPOSED

Agenda Item: 2.1b.(5)

Original Signed By

MARK LEJA
Acting Chief Financial Officer
October 1, 2001

STIP AMENDMENT 00S-057 NOTICE

SUMMARY

This amendment programs \$14,000,000 in Regional Improvement Program (RIP) funds from Los Angeles County's Unprogrammed Share Balance and \$35,430,000, as an Advance of Interregional Improvement Program (IIP) funds, to two existing programmed projects to construct a Grade Separation on the Pacific Coast Highway (State Route 1) in Los Angeles County. These funds are for cost increases attributed to the expansion of the scope to construct an extended grade separation at Alameda Corridor Transportation Authority (ACTA)'s main tracks, Alameda Street and San Pedro branch spur track just west of Alameda Street. The combined total cost of the two projects is \$116,162,000. In addition, this amendment adjusts funding between the two existing projects and transfers the responsible agency for the design and construction of the overall project from the City of Los Angeles to ACTA, with the Department retaining responsibility for the Right of Way activities.

RECOMMENDATION

The Department, Alameda Corridor Transportation Authority (ACTA), the City of Los Angeles and the Los Angeles Metropolitan Transportation Authority (LACMTA) are requesting this amendment.

RESOLUTION

Resolved, that the California Transportation Commission (CTC) revise the 2000 State Transportation Improvement Program (STIP) at the end of the 30-day notice period as follows:

Modifies:

Project Information								
County:	CT District:	PPNO:	EA:	Element:	Const Year:	PM Back	PM Ahead	Route/Corridor
Los Angeles	07	0012J	145501	CTCO	2001-02 2002-03	8.8	9.5	1
Project Title:	Pacific Coast Highway Grade Separation							
Sponsor:	Caltrans							
Implementing Agency:	Caltrans							
RTPA/CTC:	Los Angeles County Metropolitan Transportation Authority (LACMTA)							
Location:	Los Angeles							
Description:	Right of way for Grade Separation project between Dominguez Channel and Alameda Street Coil Avenue							

STIP Programming - IIP (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E							
R/W SUP		\$2,160					\$2,160
CON SUP							
R/W		\$15,000					\$15,000
CON		\$19,027					\$19,027
TOTAL		\$15,000					\$15,000
		\$21,187					\$21,187

Federal Demonstration Funds (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E							
R/W SUP							
CON SUP							
R/W	\$8,521						\$8,521
CON							
TOTAL	\$8,521						\$8,521

STIP Programming - Total (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E							
R/W SUP		\$2,160					\$2,160
CON SUP							
R/W	\$8,521	\$15,000					\$23,521
CON		\$19,027					\$27,548
TOTAL	\$8,521	\$15,000					\$23,521
		\$21,187					\$29,708

And Modifies:

Project Information								
County:	CT District:	PPNO:	EA:	Element:	Const Year:	PM Back	PM Ahead	Route/Corridor
Los Angeles	07	2826	466284	LA	2001-02 2002-03	8.8	9.5	1
Project Title:	Pacific Coast Highway Grade Separation							
Sponsor:	City of Los Angeles Alameda Corridor Transportation Authority (ACTA)							
Implementing Agency:	City of Los Angeles Alameda Corridor Transportation Authority (ACTA)							
RTPA/CTC:	Los Angeles County Transportation Authority							
Location:	Los Angeles							
Description:	Design and construction for Grade Separation project between Dominguez Channel and Alameda Street Coil Avenue							

STIP Programming - IIP (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E		\$860	\$19,069				\$860 \$19,929
R/W			\$4,710	\$10,174			\$4,710
CON							\$14,884
TOTAL		\$860	\$4,710 \$23,779	\$10,174			\$5,570 \$34,813

STIP Programming - RIP (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E							
R/W							
CON				\$14,000			\$14,000
TOTAL				\$14,000			\$14,000

Other State Funds - Prop 116 (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E	\$900						\$900
R/W							
CON				\$17,100			\$17,100
TOTAL	\$900			\$17,100			\$18,000

Federal Demonstration Funds (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E	\$2,979						\$2,979
R/W							
CON							
TOTAL	\$2,979						\$2,979

Federal Surface Transportation and Uniform Relocation Assistance Act (STURA) Funds (Dollars in Thousands)							
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E	\$862						\$862
R/W							
CON							
TOTAL	\$862						\$862

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Local – Railroad Funds							(Dollars in Thousands)
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E	\$210						\$210
R/W SUP							
CON SUP							
R/W							
CON				\$1,590			\$1,590
TOTAL	\$210			\$1,590			\$1,800

Local – Port of Los Angeles							(Dollars in Thousands)
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E							
R/W							
CON				\$5,000			\$5,000
TOTAL				\$5,000			\$5,000

Local – Port of Long Beach							(Dollars in Thousands)
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E							
R/W							
CON				\$5,000			\$5,000
TOTAL				\$5,000			\$5,000

Local - ACTA							(Dollars in Thousands)
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E			\$2,413				\$2,413
R/W							
CON				\$1,587			\$1,587
TOTAL			\$2,413	\$1,587			\$4,000

STIP Programming - Total							(Dollars in Thousands)
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E	\$4,951	\$860	\$0				\$5,811
			\$21,482				\$27,293
R/W							
CON			\$4,710	\$18,690			\$23,400
				\$54,451			\$59,161
TOTAL	\$4,951	\$860	\$4,710	\$18,690			\$29,211
			\$26,192	\$54,451			\$86,454

Combined Project – Total Funding for Information							(Dollars in Thousands)
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004		Total
PA&ED							
PS&E	\$4,951	\$860	\$21,482				\$27,293
R/W SUP		\$2,160					\$2,160
CON SUP							
R/W	\$8,521	\$19,027					\$27,548
CON			\$4,710	\$54,451			\$59,161
TOTAL	\$13,472	\$22,047	\$26,192	\$54,451			\$116,162

BACKGROUND

This amendment programs \$14,000,000 in Regional Improvement Program (RIP) funds from Los Angeles County's Unprogrammed Share Balance and \$35,430,000, as an Advance of Interregional Improvement Program (IIP) funds, to two existing programmed projects to construct a Grade Separation on the Pacific Coast Highway (State Route 1) in Los Angeles County. These funds are for cost increases attributed to the expansion of the scope to construct an extended grade separation at Alameda Corridor Transportation Authority (ACTA)'s main tracks, Alameda Street and San Pedro branch spur track just west of Alameda Street. The combined total cost of the two projects is \$116,162,000. In addition, this amendment adjusts funding between the two existing projects and transfers the responsible agency for the design and construction of the overall project from the City of Los Angeles to ACTA, with the Department retaining responsibility for the right of way activities.

The proposed changes will accelerate delivery of the grade separation and prevent future disruptions of both rail and highway traffic. The anticipated benefits to international goods movement as well as regional and interregional highway traffic is highlighted by an historic agreement to distribute the \$42 million cost to expand the scope equally to three sources. The ACTA, Port of Los Angeles and Port of Long Beach will contribute one third (\$14 million) of the expanded project cost in conjunction with new commitments of \$14 million each from the Los Angeles RIP and the State controlled IIP. The IIP is also documenting a previous commitment to fund a \$21.4 million cost increase to the original scope.

Currently PCH crosses the ACTA mainline tracks, Alameda Street, and a rail crossing of Union Pacific's (old Southern Pacific's) San Pedro Branch spur tracks. The existing programmed projects, with City of Los Angeles as the lead agency for design & construction and the Department responsible for the right of way, proposed a simple grade separation with PCH going over the Alameda Corridor freight rail lines only. That project would have separated PCH traffic and the major rail traffic going into and out of the combined Ports of Los Angeles and Long Beach.

The spur tracks currently serve the back area of the Port of Los Angeles. Use of the spur to move goods to and from the Port of Los Angeles is expanding and would soon require extending the currently programmed grade separation involving its partial removal and reconstruction. The proposed amendment modifies the scope to construct an extended triple grade separation to separate PCH and the ACTA mainline tracks, Alameda Street, and San Pedro Branch spur tracks and revises the programming to show the design & construction being handled by ACTA as one project and the right of way by the Department as the other. The revised scope will eliminate the recurring inconvenience to the motoring public and nearby businesses by combining the construction of grade separations at these locations into one project. Constructing the triple grade separation at this time provides a substantial cost savings by eliminating the need for removing and reconstructing a portion of the grade separation proposed in the original programming. In addition, the revised scope will reduce the right of way mitigation costs by minimizing the impacts to the oil refinery operations in the project area.

The original grade separation project was programmed for a total cost of \$52,732,000 (\$23,521,000 under PPNO 0012J and \$29,211,000 under PPNO 2826). The revised project's total cost of \$116,162,000 (\$29,708,000 under PPNO 0012J and \$86,454,000 under PPNO 2826), includes \$42,000,000 for the new scope and \$21,430,000 as an increased cost of the old project.

As ACTA plans to construct the grade separation in FY 2002-03, it will seek a time extension next spring for the \$4,710,000 in IIP funding currently programmed in FY 2001-02.

ATTACHMENT

