

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

PROGRAM AMENDMENTS
STIP Amendment 00S-040
Action Item
CTC Meeting: June 6-7, 2001

Prepared By:
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Agenda Item: 2.1a.(19)

PROPOSED

Original Signed By
W. J. EVANS
Chief Financial Officer
June 1, 2001

STIP AMENDMENT 00S-040 ACTION

ACTION UPDATE FROM NOTICE

This item was presented by the Los Angeles County Metropolitan Transportation Authority (LACMTA) for Notice at the May 2001 Commission meeting; the Commission requested the Action Item be placed on the consent calendar.

SUMMARY

This amendment delays a total of \$24,618,000 in Regional Improvement Program (RIP) funds programmed for construction on five local road projects in Los Angeles County, one at City of Santa Clarita Interstate-5 (I-5)/State Route-126 (SR-126) Interchange from FY 2001-02 to FY 2002-03, one at City of Los Angeles Automated Traffic Signal and Control (ATSAC) –North Hollywood from FY 2001-02 to FY 2003-04, one is the City of Torrance Del Amo Extension/Grade Separation Project from FY 2001-02 to FY 2003-04, and two City of Downey projects at Lakewood and Firestone Boulevards from FY 2001-02 to FY 2002-03. There is no change in the total funding for the five projects.

RECOMMENDATION

The Los Angeles County Metropolitan Transportation Authority is 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:

Revises

Project Information								
County	CT District:	PPNO	EA	Element	Cons Year	PM Back	PM Ahead	Route/Corridor
LA	07	2364		Local Assistance	2001-02 2002-03			
Project Title:		Reconstruct Rt I-5/SR-126 Interchange						
Sponsor:		City of Santa Clarita						
Implementing Agency:		City of Santa Clarita						
RTPA/CTC:		Los Angeles County Metropolitan Transportation Authority (LACMTA)						
Location:		I-5 at the SR-126 (S) Interchange, from The Old Road to Tourney Road						
Description:		Reconstruct RT I-5/SR-126 Interchange and widen Magic Mountain Parkway at freeway to 8 lanes						

STIP Programming - RIP (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W						
CON			10,435	10,435		10,435
TOTAL			10,435	10,435		10,435

Non-STIP Programming - Newhall Land (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W		14,100				14,100
CON						
TOTAL		14,100				14,100

Non-STIP Programming - Valencia B & T Fees (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E	412	1,614				2,026
R/W		693				693
CON				2,542		2,542
TOTAL	412	2,307		2,542		5,261

Programming - Total (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E	412	1,614				2,026
R/W		14,793				14,793
CON			10,435	12,977		12,977
TOTAL	412	16,407	10,435	12,977		29,796

Revises:

Project Information								
County	CT District:	PPNO	EA	Element	Cons Year	PM Back	PM Ahead	Route/Corridor
LA	07	2859		Local Assistance	2001-02 2003-04			
Project Title:		North Hollywood ATSAC Project						
Sponsor:		City of Los Angeles, Department of Transportation						
Implementing Agency:		City of Los Angeles, Department of Transportation						
RTPA/CTC:		Los Angeles County Metropolitan Transportation Authority (LACMTA)						
Location:		San Fernando Valley area of City of Los Angeles						
Description:		The project will provide Automated Traffic Surveillance and Control						

STIP Programming - RIP (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E			3	648	36	36
R/W						
CON			33	7,468	8,116	8,116
TOTAL			36	8,116	8,152	8,152

Non-STIP Programming - Local Prop C (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED			60	401	9	9
PS&E						
R/W						
CON			690	1,161	2,029	2,029
TOTAL			750	1,262	2,038	2,038

Programming - Total (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED					9	9
PS&E			63	749	36	36
R/W						
CON			723	8,629	10,145	10,145
TOTAL			786	9,378	10,190	10,190

Revises:

Project Information								
County	CT District:	PPNO	EA	Element	Cons Year	PM Back	PM Ahead	Route/Corridor
LA	07	2371		Local Assistance	2001-02 2003-04			
Project Title:		Del Amo Boulevard Extension/Grade Separation						
Sponsor:		City of Torrance						
Implementing Agency:		City of Torrance						
RTPA/CTC:		Los Angeles County Metropolitan Transportation Authority (LACMTA)						
Location:		Del Amo Boulevard between Madrona Avenue and Crenshaw Avenue						
Description:		Construction of grade separation over railroad tracks and widening of existing roadway						

STIP Programming - RIP (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W						
CON			4,308		4,308	4,308
TOTAL			4,308		4,308	4,308

Existing Non-STIP Programming - Prop C 25% (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	174					174
PS&E	210	455				665
R/W		3,133				3,133
CON			375	2,870	1,579	4,824
TOTAL	384	3,588	375	2,870	1,579	8,796

Proposed Non-STIP Programming - Prop C 25% (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	-		174			174
PS&E	-	-	210	455		665
R/W		-		3,133		3,133
CON					4,824	4,824
TOTAL	-	-	384	3,588	4,824	8,796

Existing Non-STIP Programming - Local Contribution (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	75					75
PS&E	90	195				285
R/W		1,343				1,343
CON			630	3,285		3,915
TOTAL	165	1,538	630	3,285		5,618

Proposed Non-STIP Programming - Local Contribution (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	-		75			75
PS&E	-	-	90	195		285
R/W	-	-		1,343		1,343
CON	-	-			3,915	3,915
TOTAL	-	-	165	1,538	3,915	5,618

Existing Programming - Total (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	249					249
PS&E	300	650				950
R/W		4,476				4,476
CON			5,313	6,155	1,579	13,047
TOTAL	549	5,126	5,313	6,155	1,579	18,722

Proposed Programming - Total (Dollars in Thousands)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED	-		249			249
PS&E	-	-	300	650		950
R/W	-	-		4,476		4,476
CON	-	-			13,047	13,047
TOTAL	-	-	549	5,126	13,047	18,722

Revises:

Project Information								
County	CT District:	PPNO	EA	Element	Cons Year	PM Back	PM Ahead	Route/Corridor
LA	07	2871		Local Assistance	2001-02 2002-03			
Project Title:		Firestone Boulevard Signal Interconnect						
Sponsor:		City of Downey						
Implementing Agency:		City of Downey						
RTPA/CTC:		Los Angeles County Metropolitan Transportation Authority (LACMTA)						
Location:		Firestone Boulevard between westerly and easterly Downey City Limit						
Description:		Firestone Boulevard interconnect fiber optic communication system						

STIP Programming - RIP (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E		135				135
R/W						
CON		205	688	688		893
TOTAL		340	688	688		1028

Non-STIP Programming - General Fund (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W						
CON		85	172	257		257
TOTAL		85	172	257		257

Proposed STIP Programming - Total (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E		135				135
R/W						
CON		205	860	945		1,150
TOTAL		340	860	945		1,285

Revises:

Project Information								
County	CT District:	PPNO	EA	Element	Cons Year	PM Back	PM Ahead	Route/Corridor
LA	07	2870		Local Assistance	2001-02 2002-03			
Project Title:		Lakewood Boulevard Signal Interconnect						
Sponsor:		City of Downey						
Implementing Agency:		City of Downey						
RTPA/CTC:		Los Angeles County Metropolitan Transportation Authority (LACMTA)						
Location:		Lakewood/Rosemead Boulevard between northerly and southerly Downey						
Description:		Lakewood Boulevard interconnect fiber optic communication system						

STIP Programming - RIP (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E		302				302
R/W						
CON		112	1,035	1035		1147
TOTAL		414	1,035	1035		1449

Non-STIP Programming - General Fund (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E						
R/W						
CON		76	287	363		363
TOTAL		76	287	363		363

Proposed STIP Programming - Total (Dollars in 000's)						
Component	PRIOR	2000/2001	2001/2002	2002/2003	2003/2004	Total
PA&ED						
PS&E		302				302
R/W						
CON		112	1,322	1,398		1,510
TOTAL		414	1,322	1,398		1,812

BACKGROUND

This amendment delays a total of \$24,618,000 in Regional Improvement Program (RIP) funds programmed for construction on five local road projects in Los Angeles County. It delays \$10,435,000 programmed for construction from FY 2001-02 to FY 2002-03 for a roadway improvement project on the City of Santa Clarita's I-5/126 Interchange; it delays \$36,000 from FY 2001-02 to FY 2003-04 and \$8,116,000 from FY 2002-03 to 2003-04 programmed for design and construction, besides shifting \$615,000 from design to construction component for a roadway construction project for the City of Los Angeles' ATSAAC-North Hollywood Project; it delays \$4,308,000 from FY 2001-02 to 2003-04 for the City of Torrance's Del Amo Boulevard Extension/Grade Separation Project; and it delays the City of Downey's Lakewood Boulevard Signal Interconnect and Firestone Boulevard Signal Interconnect Projects for \$1,035,000 and \$688,000, respectively, from FY 2001-02 to FY 2002-03.

The construction of the I-5/126 Interchange Road roadway improvement project (PPNO 2364) is being delayed one year due to delays encountered by Caltrans in constructing the Phase I of the project. Phase I includes the demolition and reconstruction of two segments of the I-5 bridge over Magic Mountain Parkway, as well the I-5 bridge over the Santa Clara River immediately adjacent to the interchange. Construction of Phase I also experienced a delay due a major change in the Traffic Management Plan. Caltrans has decided to maintain six travel lanes, three-lanes in each direction, during the reconstruction of these two major bridge structures. As originally proposed, five-lanes would have been maintained with a moveable center median. To accommodate six-lanes through the construction area, several existing bridges must be temporarily widened. It is the additional engineering of these temporary bridge widenings that has caused the delay in the start of construction for the Phase I and subsequently the reconstruction of the interchange ramps that will follow.

The ATSAC-North Hollywood Project (PPNO 2859) is being delayed two years because the funding for this project was approved in the State Transportation Improvement Program (STIP) one year prior to the City's anticipated use of the funds. Based on the City's construction work program that includes numerous other state and Los Angeles County Metropolitan Transportation Authority (LACMTA) funded projects, environmental document preparation and project design for the project cannot begin until FY 2003-04. Project construction will follow immediately and be obligated (allocation request) in FY 2003-04 with reimbursement to occur during construction in FY 2004-05.

The Del Amo Extension/Grade Separation (PPNO 2371) is being delayed two years due to a controversial Environmental Impact Report/Environmental Assessment (EIR/EA) phase of the project that is requiring more time than originally estimated in the Letter of Agreement (LOA) executed with the LACMTA. The project location is on Exxon-Mobil refinery and Dow Chemical properties requiring an unusually extensive and time-consuming Phase II site assessment. Additionally, the project is proving more controversial to residents along existing portions of Del Amo Boulevard requiring more public outreach than anticipated or required by federal and state environmental laws (i.e., National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA)). In an effort to avoid lapsing funds, the City will be requesting that the LACMTA, through a separate request, amend the LOA to account for the 24-month delay caused by the expanded environments assessment. To do this, the City must also request that funds programmed in the STIP be deferred as well.

The City of Downey's Lakewood Boulevard Signal Interconnect (PPNO 2870) project is being delayed one year because the funding for this project was approved in the STIP in one year prior to the City's anticipated use of the funds. The STIP was not amended until December 2000 with the Request for Allocation not formally approved until June 2001. This schedule delays the formal authorization to proceed with the plans, specifications and estimates (PS&E) no sooner than September 2001, approximately a one-year delay in the project schedule. The City will immediately award contracts for project design and, once completed, immediately seek approval for construction. Based on the City's work program (that includes finalization of project design, authorization of encroachment permits and environmental document preparation), the construction funds of Lakewood Boulevard Signal Interconnect will be allocated in FY 2002-03 with construction and reimbursement to occur in FY 2003-04. The city currently has an allocation request in process for \$302,000 in (PA&ED) and an extension request in for \$112,000 for the construction funds programmed in FY 2001.

The Firestone Boulevard Signal Interconnect (PPNO 2871) project is being delayed one year because securing funding authorizations has taken longer than anticipated by the City of Downey when they submitted their application for funding to the Los Angeles County Metropolitan Transportation Authority (LACMTA) in March of 2000. The STIP was not amended until December 2000 with the Request for Allocation not formally approved until June 2001. This schedule delays the formal authorization to proceed with the PS&E no sooner than September 2001, approximately a one-year delay in the project schedule. The City will immediately award contracts for project design and, once completed, immediately seek approval for construction. Based on the City's work program (that includes finalization of project design, authorization of encroachment permits and environmental document preparation), the construction funds of Firestone Boulevard Signal Interconnect allocated in FY 2002-03 with construction and reimbursement to occur in FY 2003-04. The city currently has an allocation request in process for \$135,000 in (PA&ED) and an extension request in for \$205,000 for the construction funds programmed in FY 2001.