

Memorandum

To: Chairman and Commissioners

Date: August 17-18, 2005

From: Diane C. Eidam

**File No:
Book Item 2.1e.(1)
Action**

Ref: PROPOSITION 116 PROJECT APPROVALS/AMENDMENTS – REPLACE PA-94-25, PA-96-16, PA-99-19, and PA-99-21 DEPARTMENT OF TRANSPORTATION – ALAMEDA CORRIDOR PROJECTS

ISSUE:

According to Resolution G-90-23, the Clean Air and Transportation Improvement Act Rail Program Guidelines, passed by the Commission on December 7, 1990, the Commission will award grants as specified in CATIA and ensure that the CATIA is implemented over a term of the Act from 1990 to 2010. In order to fully implement the program, Commission staff intends to program funds available from projects that were canceled or withdrawn and savings from completed projects. Staff is in the process of determining the future uses for the available funding.

Commission staff has identified projects from PUC Section 99624[a], the Department of Transportation's Alameda Corridor Projects on behalf of the County of Los Angeles that are complete with savings. In order to make the funds available for other projects, the Commission must first adjust the funding for each completed project to be consistent with the total amount expended and de-program the savings.

RECOMMENDATION:

Approve the attached resolution to adjust funding to the Department of Transportation's (PUC Section 99624[a]) Proposition 116 Rail Program projects and de-program the savings for future uses.

BACKGROUND:

The Department of Transportation on behalf of Los Angeles County has completed the Alameda Corridor Projects with savings. The attached resolution includes the date of project approval, the applicant and project title, the approved funding, the total project cost, and the savings from the project.

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval Amendment
Department of Transportation on Behalf of the County of Los Angeles
Proposition 116 Application for the
Alameda Corridor Grade Separation Projects

Resolution PA-05-

Replacing PA-94-25, PA-96-16, PA-99-19, and PA-99-21

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, the financial plans include a back-up funding plan, should the project exceed the cost approved by the Commission the increased cost shall be covered by funds other than Proposition 116; and
- 1.7 WHEREAS, the Commission has established a Hazardous Waste Identification and Clean-up Policy (#G-91-2) that requires the local agency to have performed full due diligence in identifying the hazardous waste in the right-of-way and easements and properties as well as clean-up, and that the state has been indemnified from clean-up liability of damages, both present and future; and
- 1.8 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.9 WHEREAS, Proposition 116 (PUC Section 99624[a]) authorizes \$80,000,000 to be allocated to the California Department of Transportation (Department) for grade separations along the Alameda-San Pedro Branch Line connecting the Los Angeles and Long Beach Harbors with downtown Los Angeles and paralleling Alameda Street, to alleviate vehicle traffic

congestion, conserve energy, reduce air pollution in the area, and facilitate the efficient and expeditious shipment of freight to and from the Los Angeles and Long Beach Harbors; and

1.10 WHEREAS, the Commission's policy and application guidelines (\$G-90-23, Policy 33) require that in the event that a rail right-of-way project does not result in rail service by the year 2000 and the property is no longer needed, the Commission shall require that a liquidation plan be prepared by the grant recipient by January 31, 2000 for approval by the Commission to dispose of the property; and

1.11 WHEREAS, in December 1994 the Commission approved an application from the Department in PA-94-25; June 1996, PA-96-16 (amending PA-94-25); August and September 1999, PA-99-19 and PA-99-21, (amending PA-96-16) for \$80,000,000 in Proposition 116 funds to be used with other state, local, and railroad funds, for a total project cost of \$125.1 million for right-of-way acquisition, preliminary engineering and construction for four grade separations along Alameda Street in Los Angeles County. The grade separation projects include:

- Pacific Coast Highway - \$18,000,000 Proposition 116 Rail Bond funds – A 2,900 foot viaduct spanning the Southern Pacific rail line and Alameda Street;
- Sepulveda Boulevard - \$16,000,000 Proposition 116 Rail Bond funds – A 1,200 foot viaduct spanning the Southern Pacific rail line and Alameda Street;
- Del Amo Boulevard - \$34,100,000 Proposition 116 Rail Bond funds – A 2,300 foot viaduct spanning the Southern Pacific rail line and Alameda Street;
- Alameda Street near Laurel Park Road - \$11,900,000 Proposition 116 Rail Bond funds – A north-south grade separation that involves an extension of Santa Fe avenue under the existing Southern Pacific rail line connecting Santa Fe Avenue with Alameda Street near Laurel Park Road; and

1.12 WHEREAS, the Department of Transportation has completed three of the four Alameda Corridor Grade Separation Projects and has a total cost savings of \$4,944,275 from the following projects:

- Sepulveda Boulevard – cost savings of \$2,104,098. Final total Proposition 116 Rail Bond funds on Sepulveda is \$13,895,902;
- Del Amo Boulevard – cost savings of \$1,521,298. Final total Proposition 116 Rail Bond funds on Del Amo is \$32,578,702;
- Alameda Street – cost savings of \$1,546,288. Final total Proposition 116 Rail Bond funds on Alameda Street is \$10,353,712; and

2.1 BE IT THEREFORE RESOLVED, that the Commission hereby approves the Proposition 116 amended application from the Department of Transportation and the Commission hereby adjusts the approved funding for the Alameda Corridor Projects to \$75,055,725, and deprograms a total savings of \$4,944,275 for future uses to be determined; and

2.2 BE IT FURTHER RESOLVED, that Resolutions PA-94-25, PA-96-16, PA-99-19, and PA-99-21 are hereby replaced.