



THE PORT
OF LOS ANGELES
Executive Director's
Report to the

Board of Harbor Commissioners

DATE: MARCH 15, 2023

FROM: ENGINEERING

SUBJECT: RESOLUTION NO. _____ - APPROVAL OF UNITED STATES DEPARTMENT OF TRANSPORTATION FY20 PORT INFRASTRUCTURE DEVELOPMENT PROGRAM FUNDING AGREEMENT BETWEEN THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND UNITED STATES DEPARTMENT OF TRANSPORTATION MARITIME ADMINISTRATION FOR THE STATE ROUTE 47 (SR-47)/VINCENT THOMAS BRIDGE AND FRONT STREET/HARBOR BOULEVARD INTERCHANGE RECONFIGURATION PROJECT

SUMMARY:

Staff requests the Board of Harbor Commissioners (Board) approve the Funding Agreement (FA) (Transmittal 1) with the United States Department of Transportation Maritime Administration (MARAD) for \$9,880,000 of Port Infrastructure Development Program (PIDP) funds for the State Route 47 (SR-47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project (Project).

If the FA is approved, staff will transmit the executed FA to MARAD for final approval. The \$9,880,000 PIDP grant represents approximately 14% of \$70,163,000 in grants anticipated to be received in order to complete the Project. Of the \$110,000,000 in estimated total Project costs, staff expects the Harbor Department to be financially responsible for \$39,837,000 in costs, net of the anticipated grant receipts.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners (Board):

1. Find that the Director of Environmental Management has determined that the proposed action is administratively exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II, Section 2(f), of the Los Angeles City CEQA Guidelines;
2. Approve the State Route 47/Vincent Thomas Bridge & Front St./Harbor Blvd. Interchange Reconfiguration (Project) Funding Agreement with the United States Department of Transportation Maritime Administration in substantial form as Transmittal 1;
3. Authorize the Executive Director to execute and the Board Secretary to attest to said agreement, for and on behalf of the Board;

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4. Authorize the Executive Director to execute any future Funding Agreement Amendments to account for revised project schedules, and/or reduced project costs, for and on behalf of the Board; and

5. Adopt Resolution No. _____.

DISCUSSION:

Background and Context

The City of Los Angeles Harbor Department (Harbor Department) is committed to improving transportation safety and operation in and around the Port of Los Angeles complex. Currently, westbound SR-47 traffic and southbound Interstate 110 (I-110) traffic destined for the West Basin and San Pedro Waterfront areas exit at Harbor Boulevard. Significant non-standard weaving conditions exist as traffic travels through the Harbor Boulevard off-ramp. Non-standard merging also exists on the eastbound SR-47 on-ramp from Harbor Boulevard as traffic approaches the Vincent Thomas Bridge. Vehicles routinely back up onto both off-ramps during peak periods as a result of the two freeways (I-110 & SR-47) terminating at the same point. With the projected future growth and the development of the Waterfront, the Harbor Department anticipates that traffic congestion will increase and greatly reduce the operational efficiency of the interchange.

To mitigate this operational deficiency, the Harbor Department proposes to relocate the existing westbound SR-47 off-ramp north of the Vincent Thomas Bridge at Front Street and Knoll Drive. Relocating the off-ramp to the north will separate traffic traveling from both freeways into two different exits (Harbor Boulevard/Swinford Street and Front Street/Knoll Drive), allowing for efficient movement of vehicles through the interchange that are destined for the cruise terminal, Waterfront Development, and other recreational facilities.

The Project will reduce delays, potential for crashes/non-recurrent congestion, and emissions.

The Project is located within the boundaries of Knoll Drive to the north, Swinford Street to the south, Front Street to the east, and the I-110/SR-47 freeway interchange to the west as shown in the site map (Transmittal 2).

The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the United States Department of Transportation Maritime Administration (MARAD) intended to improve port facilities. On May 15, 2020, MARAD awarded

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\$9,880,000 of PIDP funds to the Project. To receive the PIDP funds, the Harbor Department must enter into an FA with MARAD.

Once approved by the Board, the Harbor Department will transmit the FA to MARAD for final approval. The FA is needed to secure the grant funding and is required before the Harbor Department can advertise the Project for construction. The FA sets forth the project scope, schedule, cost, and funding plan. If there are future changes in the project's schedule and/or cost, the FA will need to be amended. Thus, the Executive Director also seeks approval from the Board to execute subsequent amended agreements in the future to account for changes in schedule and project costs. The table below summarizes the project cost (including pre-construction costs) and funding sources for the project.

Total Cost	USDOT MARAD PIDP	TCEP USDOT NHFP	TCEP State SB1	Measure R (Metro)	Measure R (SBCCOG)	Port Matching Funds
\$110,000,000	\$9,880,000	\$6,954,239	\$6,428,761	\$46,440,000	\$460,000	\$39,837,000

The total project cost for this Project is \$110,000,000 which includes \$7,200,000 for LADWP Power utility relocation work.

Following project approval by the Board of Harbor Commissioners, construction of this project is expected to commence in December 2023 and conclude in November 2026.

ENVIRONMENTAL ASSESSMENT:

The proposed action is approval of an FA with MARAD for PIDP funding for the Project. Because the Project will utilize federal funding, federal environmental review in accordance with the National Environmental Policy act (NEPA) was prepared and required by the federal lead agency, MARAD. Therefore, the Director of Environmental Management has determined that the proposed action is administratively exempt from the requirements of CEQA in accordance with Article II Section 2(f) of the Los Angeles City CEQA Guidelines.

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FINANCIAL IMPACT:

Approval of the proposed Funding Agreement with MARAD will enable the Harbor Department to receive \$9,880,000 in PIDP Grant Funding for the Project. If the Funding Agreement is approved, then \$9,880,000 in PIDP funds will be available to reimburse costs incurred by the Harbor Department to construct the Project.

Staff expects the Harbor Department to incur total Project Costs of \$110,000,000, of which \$70,163,000 will be reimbursed by grants such that the Harbor Department will ultimately incur \$39,837,000 in Project Costs, net of grant Receipts. The \$9,880,000 in PIDP grants represent approximately 14% of total grants expected to be received. Costs associated with the Project are anticipated to be incurred as follows:

	Harbor Department (before grants)	Grant Receipts	Harbor Department (after grants)
Prior Fiscal Years	\$8,708,613	\$0	\$8,708,613
FY 2022/2023	\$2,874,678	\$1,000,000	\$1,874,678
FY 2023/2024	\$18,780,045	\$3,290,000	\$15,490,045
FY 2024/2025	\$30,472,095	\$24,377,676	\$6,094,419
Future Fiscal Years	\$49,164,569	\$41,495,324	\$7,669,245
Total	\$110,000,000	\$70,163,000	\$39,837,000

As part of a separate item, staff will subsequently request Board approval of any construction contracts required to complete the Project. At that time, staff will provide funding details including the accounts and cost centers from which expenses will be incurred.

CITY ATTORNEY:

The Office of the City Attorney has reviewed and approved the agreement as to substantial form and legality.

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TRANSMITTALS:

1. Port Infrastructure Development Program Funding Agreement for the State Route 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project (MARAD FY 23 PIDP Grant No. 693JF72140002)
2. Site Map – State Route 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project

FIS Approval: MB
CA Approval: SO

Dina Aryan-Zahlan

DINA ARYAN-ZAHLAN, P.E.
Chief Harbor Engineer

Antonio V. Gioiello

ANTONIO V. GIOIELLO, P.E.
Deputy Executive Director

APPROVED:

Marla Bleavins For

EUGENE D. SEROKA
Executive Director

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