



**THE PORT
OF LOS ANGELES**
Executive Director's
Report to the
Board of Harbor Commissioners

DATE: NOVEMBER 17, 2015

FROM: ENGINEERING

SUBJECT: RESOLUTION NO. _____ - CALTRANS COOPERATIVE AGREEMENT BETWEEN THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR STATE ROUTE 47/VINCENT THOMAS BRIDGE AND FRONT STREET/HARBOR BOULEVARD INTERCHANGE RECONFIGURATION PROJECT

SUMMARY:

The Engineering Division recommends the Board of Harbor Commissioners (Board) approve the Caltrans Cooperative Agreement (Agreement) with the State of California Department of Transportation (Caltrans) for the State Route 47 (SR 47)/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Reconfiguration Project (Project). This Agreement, if approved by the Board, defines the respective roles and responsibilities of each agency during the Project Initiation Document phase of the Project where Caltrans and the Harbor Department will develop the Caltrans Project Study Report Project Initiation Document (PID). The Agreement will terminate 180 days after the PID is signed by all parties and is for a lump-sum amount of \$150,000.

The total approved budget for this project is \$1,500,000, which consists of \$999,000 for a proposed personal services agreement with AECOM, \$150,000 for a proposed cooperative agreement with Caltrans, and \$351,000 for Harbor Department staff. The Harbor Department has been awarded \$1,000,000 in Measure R Metro funds which will be used to offset \$1,000,000 of the above costs. In addition, Harbor Department General Revenue Funds will be used to fund the remaining \$500,000 of the project budget. By completing this phase, the Harbor Department will not be obligated to construct the Project nor complete the final design phase. Additionally, by completing this phase, the Harbor Department will be eligible to seek additional transportation funds in the future to construct the Project, contingent upon approval by the Board of Harbor Commissioners (Board).

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 exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II, Section 2(f), of the Los Angeles City CEQA Guidelines;

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2. Approve the Caltrans Cooperative Agreement (Agreement) between the City of Los Angeles Harbor Department and the State of California Department of Transportation;
3. Authorize the Executive Director to execute and Board Secretary to attest to said Agreement for and on behalf of the Board; and
4. Adopt Resolution No. _____.

DISCUSSION:

Background and Context - The Harbor Department continues its commitment to improve transportation safety and operation in and around the Port complex. Currently, Westbound SR 47 traffic and Southbound I-110 traffic destined for the West Basin and San Pedro Waterfront areas exit at Harbor Boulevard. There are significant nonstandard weaving conditions that exist as traffic travels through the Harbor Boulevard off-ramp. Nonstandard merging also exists on the Eastbound SR 47 on-ramp from Harbor Boulevard as traffic approaches the Vincent Thomas Bridge. Also, traffic routinely backs up onto both off-ramps during peak periods as a result of the two freeways (I-110 & SR 47) terminating at the same point. We anticipate traffic congestion will increase and greatly reduce the operational efficiency of the interchange with the projected future background growth and the development of the Waterfront.

To improve this operational deficiency, the Harbor Department proposes to relocate the existing Westbound SR 47 off-ramp to land north of the Vincent Thomas Bridge at Front Street and Knoll Drive. Relocating the off-ramp to the north will separate traffic coming from both freeways into two different exits (Harbor Boulevard/Swinford Street and Front Street/Knoll Drive), and thereby allow for efficient movement of traffic through the interchange that is destined to the cruise terminal, Waterfront development and other recreational facilities.

The Project will reduce vehicular delay, potential for accidents/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 1).

Pursuant to State of California Government Code 65086.5, Caltrans and the Harbor Department must enter into an Agreement for improvements to the state highway system. Government Code Section 65086.5 mandates that Caltrans review and approve all PID developed by entities other than Caltrans.

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As part of the PID process, Caltrans requires the Project sponsor to pay for Caltrans to perform the Independent Quality Assurance of the Project Study Report.

The Harbor Department is the Project sponsor for the Project. The Harbor Department has negotiated to pay a lump sum amount of \$150,000 to Caltrans for the Independent Quality Assurance work as part of the proposed Agreement (Transmittal 2).

The Harbor Department has been awarded \$1,000,000 in Project Local Metro Measure R grant funding procured from the South Bay Cities Council of Governments to perform the work associated with the above studies, including this Caltrans Cooperative Agreement. The work for the Project will be completed over the periods of Fiscal Year 2015/2016, and Fiscal Year 2016/2017.

ENVIRONMENTAL ASSESSMENT:

The proposed action is approval of cooperative agreement with Caltrans for the State Route 47/Vincent Thomas Bridge and Front Street/Harbor Boulevard Interchange Project. The proposed action is limited to approval of a cooperative agreement. The scope of work to be performed under the agreement includes preparation of an environmental document pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The environmental document will be brought to the Board for consideration in a separate future action. Therefore, as an administrative activity, the Director of Environmental Management has determined that the proposed action is exempt from the requirements of CEQA in accordance with Article II, Section 2(f) of the Los Angeles City CEQA Guidelines.

FINANCIAL IMPACT:

Approval of the proposed Agreement authorizes the total amount of \$150,000 and will commit \$150,000 in funding for the current fiscal year. It is anticipated that funds for this Agreement will be expended as follows:

FISCAL YEAR (FY)		AMOUNT
FY 2015/2016:	\$	150,000
Total:	\$	150,000

Funds for FY 2015/2016 in the amount \$150,000 are budgeted in Account 54220, Center 1172, Program 000. The lump sum amount of \$150,000 will be paid to Caltrans in one payment after the execution of this Agreement.

The Harbor Department does not have any financial commitments for the proposed Agreement beyond the current fiscal year.

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The infrastructure and roadway improvements are expected to benefit tenants and the Harbor Department by improving the flow of commerce and access to the waterfront in support of the Tidelands Trust Act.


CITY ATTORNEY:

The Office of the City Attorney has approved the Agreement as to form and legality.

TRANSMITTALS:


1. Caltrans Cooperative Agreement between the Harbor Department and Caltrans for the Project
2. Project Vicinity Map

FIS Approval: MB (initials)
CA Approval: [Signature] (initials)


DAVID M. WALSH, P.E.
Chief Harbor Engineer


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

APPROVED:


EUGENE D. SEROKA
Executive Director

Author: G. Martinez

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