

City of Los Angeles
6th Street Viaduct Seismic Improvement Project Funding and
Federal Transportation Bill Update
November 15, 2011

Date: 11-16-11
Submitted in: PW Committee
Council Filed No.: 11-1789
Item No.: 1
Deputy: PWUC

6th Street Viaduct Seismic Improvement Project Federal Funding

The 6th Street Viaduct Seismic Improvement Project (6th Street Viaduct Project) has a Caltrans commitment of \$365.6 million of federal Highway Bridge Program (HBP) funds and is one of several large, high priority bridge projects around the state that have Caltrans commitments of HBP funds. The Federal Highway Administration rule requires that we start construction within 10 years after authorization to proceed with final design.

The existing federal transportation bill (SAFETEA-LU) nationally authorizes about \$4.5 billion per year in Highway Bridge Program (HBP) funds. These funds are then apportioned by formula to each state based on each state's relative share of the total cost to repair or replace deficient highway bridges. Each state determines how those funds are spent and, in California, it is Caltrans who decides. California receives about \$490 million of HBP funds per year of which \$240 million per year goes to local bridges, such as the 6th Street Viaduct Project, and the remainder goes to state-owned bridges.

Caltrans has agreed to full funding of \$365.6 million of HBP funds for the 6th Street Viaduct Project, but has stretched out those funds due to the state's annual programming restrictions, as follows:

- \$22.6 million/year for the Right-of-Way Phase
- \$50 million/year for construction phase

The 6th Street Viaduct Project Financial Plan incorporates this annual programming restriction and assumes that the City will issue commercial paper financing (MICLA) to cover the needed cash flow to keep project on schedule. Federal regulations¹ allow the principle, interest and issuance costs of this financing to be reimbursed by federal HBP funds.

Multi-year Surface Transportation Authorization Bill - Unlikely in 2011; possible in 2012

- **Continuation of the Existing Transportation Funding Program:** The current multi-year authorization bill (SAFETEA-LU) has been extended through March 31, 2012. This action extends the Highway Trust Fund (HTF) programs, including the gas tax, without significant change to surface transportation programs. It is likely that the bill will be extended again if a new bill does not pass by March 2012. Therefore, the Highway Bridge Program, and 6th Street Viaduct's funding levels, will continue at current levels until a new bill is passed, assuming sufficient annual appropriations (see page 2 which shows that the FY 2012 appropriations bill has sufficient funding).
- **New Bills:** The House and Senate are unlikely to reach agreement on a new multi-year authorization bill in 2011. Neither the full-House nor the full-Senate has passed their versions of the authorization bills. If neither bill passes, then Congress would most likely extend the existing bill again at current levels.

¹ Section 122 of Title 23 United State Code

Senate Transportation Authorization Bill

- The Senate Environment and Public Works (EPW) Committee unanimously passed the Moving Ahead for Progress in the 21st Century (MAP-21) Act, a two-year authorization bill in early November 2011. This bill would increase funding levels compared to the existing SAFETEA-LU bill. The authorization bill provides net federal-aid highway authority of \$42.3 billion in FY 2012 and \$42.9 billion in FY 2013.
- MAP-21 would consolidate many current formula programs into six new programs. The Highway Bridge Program would be consolidated along with the National Highway System and Interstate Maintenance programs into a new National Highway Performance Program (NHPP) at a spending level of approximately \$20 - 21 billion per year. Under this bill, the 6th Street Viaduct Project would receive this new funding source to complete its HBP funding commitment.
- To date, the Senate Finance Committee has not identified the necessary \$12 billion to fill the revenue gap in the Highway Trust Fund. Continued Republican support for MAP-21 is dependent on finding the additional \$12 billion in revenue. And, other Senate committees with jurisdiction over various transportation programs have not passed their portions of the authorization bill.

House Transportation Authorization Bill

- The House Republican leadership would like to pass a combined transportation and energy bill as a response to President Obama's Jobs Bill proposal. This bill would significantly increase funding levels compared to the existing bill. Leaders are reported to be considering \$100 billion in new revenue from expanded on- and off-shore drilling to fund the Highway Trust Fund (HTF) shortfall in the bill's six-year transportation authorization. Expanded drilling is likely to be controversial in the Democrat-controlled Senate.
- House Transportation and Infrastructure Committee Chairman John Mica has urged adoption of a six-year bill and has criticized MAP-21 for not providing long-term funding stability nor solving the insolvency of the HTF. The House bill has not been introduced.

FY 2012 Transportation Appropriations Bill: Federal Aid Highway Program Avoids Major Cuts


- House and Senate conferees have reached agreement on the FY 2012 spending for the Transportation HUD appropriations bill. The Transportation HUD appropriations bill is part of a "mini-bus" appropriations bill. The mini-bus also includes a continuing resolution (CR) to keep the federal government funded through December 16th. Congress is expected to pass the mini-bus by November 18 and send it to the President for signature into law. This FY 2012 appropriations funding is almost equal to the FY 2011 funding levels, as described below.
- The FY 2012 conference report contains \$39.1 billion for the federal aids highway program. This amount is down from the \$41.1 billion in 2011. However, the final amount is considerably higher than the \$27 billion proposed by the House earlier in the budget process. The conference report also contains \$1.6 billion for emergency relief highway funding, bringing the FY 2012 total almost equal to the FY 2011 total.

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 Committee
 DIVISION OF ENVIRONMENTAL AFFAIRS
 BOE

**6th STREET VIADUCT
 SEISMIC IMPROVEMENT PROJECT**
 City Council's Public Works Committee Meeting
 November 16, 2011




A long-term solution with a funding strategy to secure financial participation in a timely manner providing a safe, state-of-the-art transportation facility for the citizens of Los Angeles




SLIDE 1

Environmental Phase Public Participation

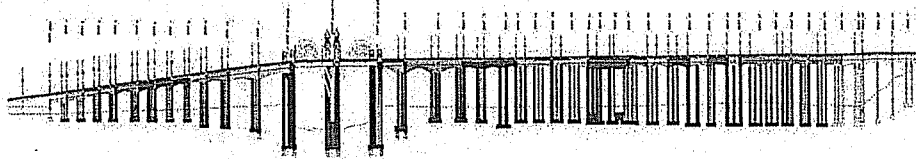
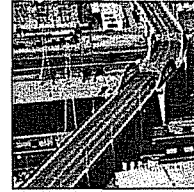
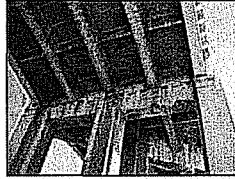


2 - Public Information Meetings	11 - Community Advisory Committee Meetings, 2007- 2011
2 - Scoping Meetings	1 - LA Conservancy Presentation
3 - Participating Agency Meetings 32 - Property Owner Meetings	3 - Briefings for the Cultural Heritage Commission
3 - Public Hearings on the Draft EIR/EIS	5 - Meetings with Office of Historical Resources
1 - American Institute of Architects Presentation	1- Meeting with SHPO
1- Alkali Silica Reaction Workshop	1 - Board of Public Works Hearing 1 - Budget and Finance Committee Hearing

SLIDE 2

Existing Conditions

- ▣ Alkali Silica Reactivity (ASR) deterioration exists throughout
- ▣ Past repairs have been ineffective and ASR will continue
- ▣ Seismic reliability is poor, with high collapse probability
- ▣ Viaduct geometrics are functionally deficient



■ Light Damage ■ Moderate Damage ■ Moderate to Severe Damage ■ Severe Damage

SLIDE 3

EIR/EIS Alternatives Considered

Alternative No. 1 – No Action

Alternative No. 2 – Seismic Retrofit

Retrofit Scheme Evaluated:

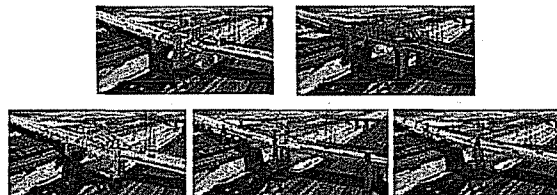
- Heavy Steel Column Casings with In-Fill Walls



Alternative No. 3 – Replacement

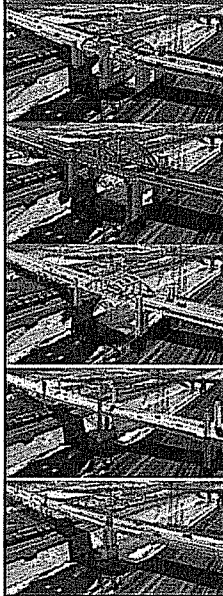
Replacement Schemes Evaluated:

- 3 Alignments
- 5 Bridge Concepts



SLIDE 4

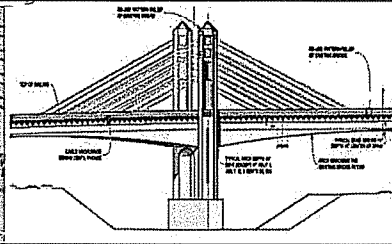
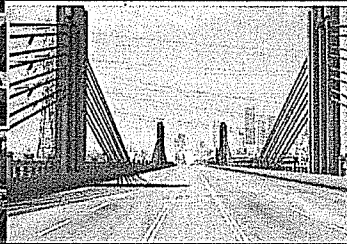
Preferred Alternative



**Replacement
Alignment 3B
Bridge Concept - Type 4**

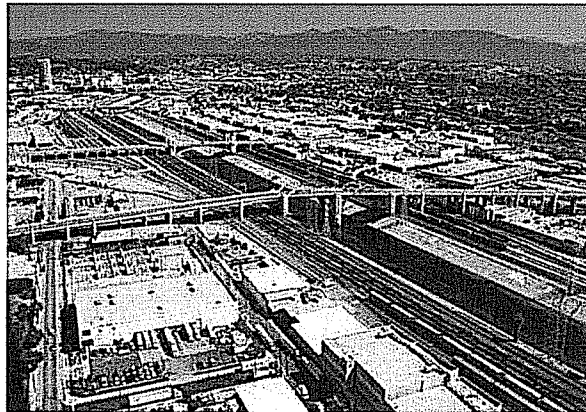
\$401M

- Replacement Alignments**
- Creates Roadway Shoulders
 - Provides Wider Sidewalks
 - Removes Kink in Bridge
 - Provides Safety Median Buffer
 - Multimodal: Peds & Bikes
 - River Access & Enhancements



SLIDE 5

Project Constraints



Main Constraints

- Proximity to Railroad Tracks
- River (Wet Season Construction Restriction)
- High Voltage Transmission Lines

SLIDE 6

Mitigation Program

Final Design and Construction

Implement Traffic Management Plan

Continue Public Outreach Program

Coordinate Design with LA River Revitalization Master Plan

Establish Aesthetics Advisory Committee

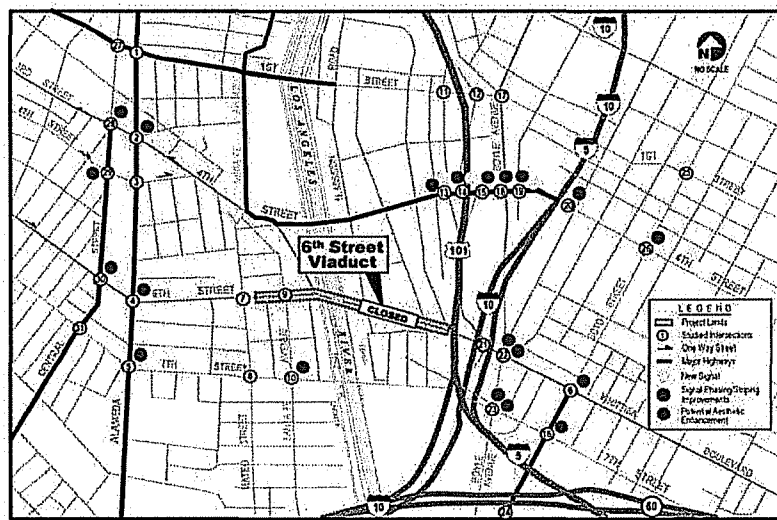
Create Documentary (Motion Picture or Video) on the Los Angeles River Monument Bridges

Publish a Booklet on the Historic Los Angeles River Bridges

Pedestrian Enhancements at Area Wide Intersections

SLIDE 7

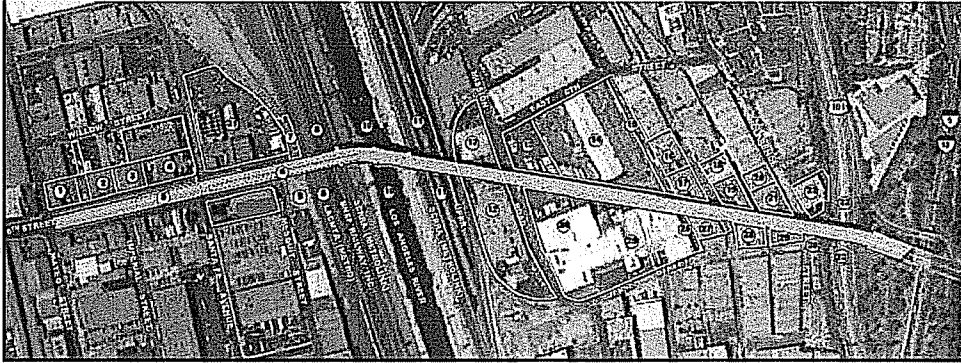
Intersection Improvements



SLIDE 8

Potential Right of Way Impacts

Residential Displacements	Businesses Affected but Not Subject to Relocation	Businesses Subject to Relocation	Total Number of Affected Businesses
0	22	11	33



SLIDE 9

Funding Sources and Costs by Phase

Funding Source	\$ Amount (in millions)	Project Phase	\$ Amount (in millions)
Federal Highway Bridge Program (HBP) Funds	365.6	Preliminary Engineering and Environmental	17
Proposition 1B Bridge Seismic (LBSRA) Funds	29.7	Final Design	20
City Matching Funds •CIEP •Prop. C •Measure R •Prop. G	5.5	Right-of-Way	104.6
Other State Funds	0.2	Construction	259.4
Total (incl. \$8 M Bond Financing Cost)	401.0	Total (incl. Bond Financing Cost)	401.0

SLIDE 10

Project Schedule

Milestone	Date
Approval of Environmental Document at the Federal level by Caltrans	Oct 5, 2011
Board of Public Works Consideration of EIR	Oct 19, 2011
Citizens Advisory Committee Meeting No. 11	Oct 27, 2011
City Council's Budget and Finance Committee Meeting	Nov 14, 2011
City Council's Public Works Committee Meeting	Nov 16, 2011
Council Certification of EIR and Approval of Project Financial Plan	Nov 18, 2011
Record of Decision Issuance (Final Federal approval of the Env. Doc)	Dec, 2011
Begin Final Design and Right-of-Way Acquisitions	Early 2012
Begin Bridge Construction	Early 2015
Complete Bridge Construction	2018

SLIDE 11

Architecture Enhancement and Design



The City will go through a process to refine the final design for the bridge replacement to ensure that both an architecturally distinctive and cost-effective design expression is selected for construction. Design details of the preferred cable-supported bridge type could evolve into different engineering and architectural expressions of this concept, in terms of tower and cable connection form for example, in addition to aesthetic elements of colors, textures, lighting, railings, and gateway elements.

SLIDE 12

Architectural Expressions

San Francisco – Oakland Bay Bridge



Under Construction

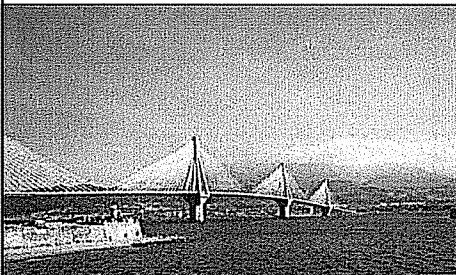


Existing Historic Monument

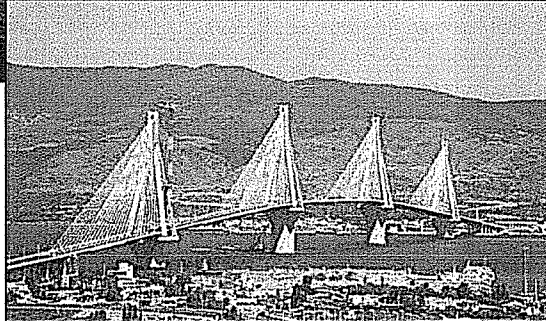
SLIDE 13

Architectural Expressions

Modern Bridges in Historic Settings



Rio-Antirio Bridge (Greece)



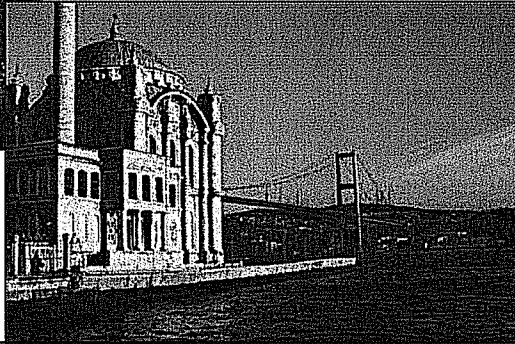
SLIDE 14

Architectural Expressions

Modern Bridges in Historic Settings



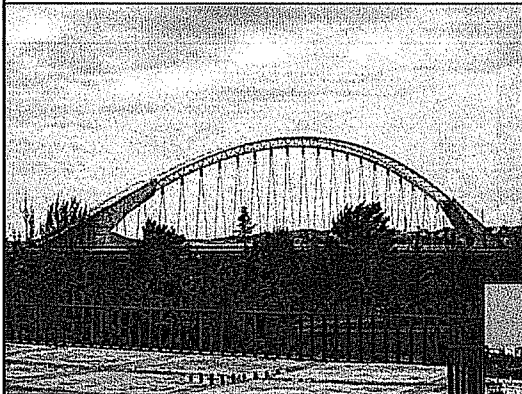
Bosphorus Bridge (Istanbul, Turkey)



SLIDE 15

Architectural Expressions

Modern Bridges in Historic Settings



Lusitania Bridge (Merida, Spain)



Lusitania Bridge with Ancient Bridge

SLIDE 16

Architectural Expressions

Modern Bridges in Historic Settings



Millau Viaduct (France)



Millennium Bridge (London, England)

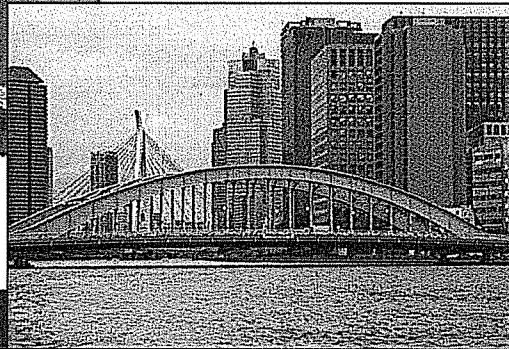
SLIDE 17

Architectural Expressions

Sumida River Bridge Collection
Tokyo, Japan



Sumida River Bridges
26 Arch Structures in 27 km

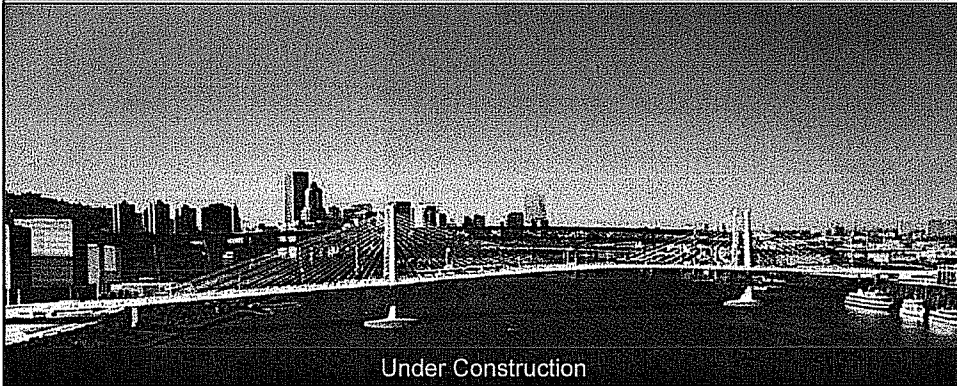


Eitai Bridge and Chuo Bridge
Built 1924 and 1994, Respectively

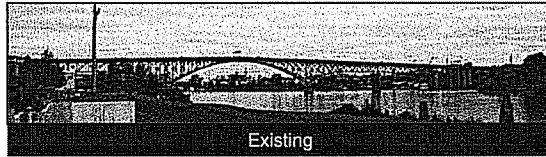
SLIDE 18

Architectural Expressions

Willamette River Bridge Collection
Portland, Oregon



Under Construction



Existing

SLIDE 19

Architectural Expressions

Gerald Desmond Bridge
Port of Long Beach, California



Proposed Final Design

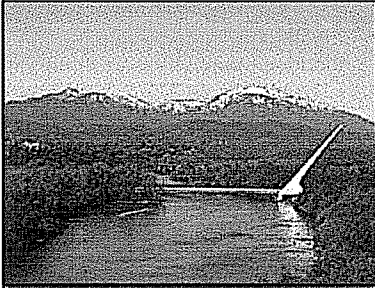


Existing

SLIDE 20

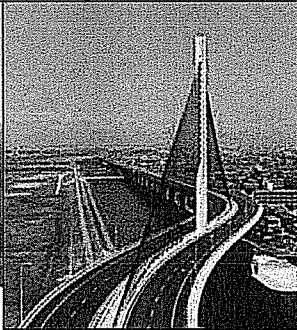
Architectural Expressions

Slanted Tower



Sun Dial Bridge
Redding, California

Single Tower - Split Roadway



Dusseldorf, Germany

Illuminated Towers



Missouri River Bridge
Omaha, Nebraska

SLIDE 21

Architectural Expressions

Concept 4 - Elevation View (Historic Reference)



Span Length: Main - 400'
Approaches - 250'

Concept 1 - Elevation View (Mimic Main Span)



Span Length: Main - 150'
Approaches - 250'

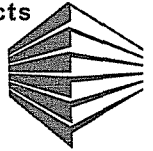
SLIDE 22

Central City East Association

CCEA

Business Improvement Districts

- Arts District
- Los Angeles Downtown Industrial District



November 16, 2011

Date: 11/16/11
Submitted in PW Committee
Council File No: 11-789
Item No.: 1
Deputy: public

Board of Directors

Chairperson

Paul Vert
Young's Market Company

Vice-Chair/Secretary

Larry Rauch
Los Angeles Cold Storage

Treasurer

Mark Shinbane
Ore-Cal Corporation

Ernest Doizaki
American Fish and Seafood

Richard Gardner
LA Wholesale Produce Market

Donald Kanner
City Seafoods

Howard Klein
Ocean Beauty Seafood

Matt Klein
Factory Arts Complex

Michael Tansey
Peterson/Tansey

Richard Meruelo
Alameda Produce Market Inc.

William Shinbane
Ore-Cal Corporation

Alexander Palermo
Divine Pasta

Chairman Emeritus
Charlie Woo
Mega Toys

Executive Director
Estela Lopez

Managing Director
Raquel King

Director of Operations
George Peterman

**Deputy Director
of Operations**
Fred Faustino

Executive Assistant
Herlinda Chico

The Honorable José Huizar
Chair, Public Works Committee
Councilmember, 14th District
City Hall, Room 465
Los Angeles, CA 90012

Dear Mr. Huizar:

For nearly 25 years, Central City East Association (CCEA) has served as the principal voice and advocate of eastern Downtown Los Angeles. We are a 501(c)(6) not-for-profit business organization that also administers the Arts District and Downtown Industrial Business Improvement Districts (BIDs). Through these two BIDs, we represent 97 blocks, 1,063 property owners, 1,275 businesses, and 12,500 employees. We provide maintenance, security, marketing and economic development advocacy to our members in the eastern half of Downtown Los Angeles. While the proposed project primarily impacts the stakeholders within our Arts District BID, detouring traffic will have impacts on and require mitigations to several busy intersections within the Downtown Industrial District.

CCEA has been following the efforts of the City, led by the Bureau of Engineering, to address the ongoing and irreversible decay of the 6th Street Viaduct – a beautiful historic landmark that connects two communities in your district – Boyle Heights and Downtown Los Angeles. I have served as a member of the project's Community Advisory Committee (CAC) since its inception, and have provided input throughout this process.

Despite our regular participation, the 6th Street Viaduct Final EIR/EIS still gives us cause for concern. Our concerns are outlined below.

CENTRAL CITY EAST ASSOCIATION (CCEA) COMMENTS 6TH STREET VIADUCT FINAL EIR/EIS

CONCERN #1 – EIR/EIS reliance on an administrative land use policy not adopted by Council

The EIR/EIS makes repeated reference to the Industrial Land Use Policy (ILUP) and phrases like "industrial preservation and employment protection zone" (pp. xxi, 3-14, 3-21, 3-22). As you know, this organization strongly supports the local business community and the preservation (and growth!) of jobs in this area, however, we vehemently opposed ILUP as a policy that attempted to expressly prohibited live/work and other uses, and narrowly define industrial uses – while expressing allowing social service and supportive housing. Our stakeholders viewed ILUP as an outwardly-imposed and patronizing vision for our area, and rejected it soundly as such.

Our arguments against ILUP are well documented elsewhere, but I would remind the City that ILUP is an administrative policy, written by City staff, and never discussed, debated or adopted by the Los Angeles City Council. As such, our organization will continue to object when this policy is cited as grounds to allow or disallow uses. While the EIR/EIS states that "the ILUP does not establish new land use plans or policies," it clearly continues to impact staff's interpretation of the community plans.

In the EIR/EIS, ILUP is cited as a reason why parcels remaining after construction would be inappropriate as opportunities to create park or retail space for Boyle Heights or Downtown (p. xix.) We strenuously object to this. The LA River Revitalization Masterplan – a document discussed, debated and adopted by the Los Angeles City Council – expressly encourages what staff interprets ILUP to forbid.

We ask that all references to ILUP be deleted from the EIR/EIS, and that the objection to the possible creation of parks based on ILUP or “industrial protection zones” likewise be eliminated. The frank reality is that the community plan clearly allows mixed-use in this area, and that the City has legally permitted the development of mixed-use in these industrial areas for decades -- including substantial housing in close proximity to both sides of the 6th Street Viaduct. As such, to infer that it would be inappropriate to use parcels remaining after construction for the creation of parks to serve the residents of the Arts District and Boyle Heights is preposterous. In fact, there are two existing recreation centers on the east bank, along with a small dog park and a proposed pocket park on the west bank. Any conflicting *interpretations* of the *older* community plans and the extent to which they are consistent with the *newer* LA River Revitalization Masterplan can and should be addressed in the community plan *updates*. Those conflicts should be fairly acknowledged and not be resolved within the EIR/EIS for a particular project.

CONCERN #2 – Aerial map of the proposed project vicinity is wholly inaccurate

Figure 1-2 (p. 1-4) of the EIR/EIS is inaccurate now, and was inaccurate at the time of the original consultant survey. The accompanying and alarmingly brief narrative stipulates that land uses are predominantly industrial and commercial. While it is correct to say that the underlying zoning is predominantly commercial and industrial, there are residential zones on the east bank, and it is certainly inaccurate to say that the *uses* are. The figure does not present as a zoning map; it is presented as a “use” map, and as such is wholly inaccurate.

In reality, there are residential and live/work uses located within the areas labeled “Industrial” and “Industrial/Commercial” on *both* sides of the LA River. There is multifamily housing near Clarence and 6th Street on the east bank, and there are thousands of residents living in more than a thousand live/work lofts on the west bank. None of these are acknowledged in Section 1.2 – Project Location and Setting.

CCEA is deeply concerned that the EIR/EIS seems to avoid recognizing that there are significant residential or live/work uses within a half-mile or less of the project, and that these uses might be deemed non-existent or unimportant when considering what mitigation measures are needed for this project. Construction related dust, noise and traffic will heavily impact the quality of life for area residents.

CONCERN #3 – The need for ongoing communication

In the EIR/EIS proposed mitigations, there are several references to ongoing community outreach efforts - ranging from a committee to discuss construction impacts to meetings with LA River advocates to ensure that the design helps further the greening of 6th Street as referenced in the LA River Masterplan. There is no specific mention of who should be involved in any of these discussions. In fact, we could not even identify a list of the Community Advisory Committee (CAC) members in the EIR/EIS, despite the fact that these individuals have devoted a substantial amount of volunteered time to this project over the last several years.

CCEA requests that a list of CAC members be added to the EIR/EIS and that it stipulate that the CAC will continue to be involved in construction mitigation and river planning discussions.

CONCERN #4 – Comments CCEA received from Rancho Cold Storage (Arts District BID)

Rancho Cold Storage, 670 S. Mesquit St.

- Rancho believes that a portion of one of their parcels is incorrectly identified as Amtrak property and may be slated for acquisition as part of the 6th Street Bridge project.
- Rancho believes that they are likely to lose one of their tenants if the 6th Street access roads are closed for a substantial amount of time.

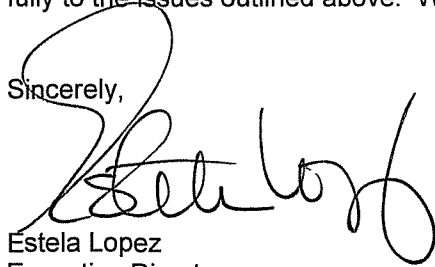
- Rancho has 50-70 trucks per day that use the 6th Street access roads; these trucks will be pushed to Jesse St., which already handles approximately 70 trucks per day.
- The 6th Street access road also supports Lumary's Tire.
- Jesse St. also supports Select Produce and Value Produce which have heavy truck traffic.
- Based on past experience with film shoots closing the 6th Street access roads, traffic becomes a nightmare for these businesses.
- Additional mitigation is needed to ensure that these companies can continue to operate and that more than 100 additional employees are not displaced.

CONCERN #5 – Comments CCEA received from other property owners (Downtown Industrial District and Arts District)

- Industrial property owners as far away from the project site as Central Avenue, particularly those with significant trucking operations, have lingering concerns that construction impacts will have an outward ripple effect on goods movement throughout the downtown industrial area.
- The EIR/EIS traffic analysis identified that up to 13 of 31 intersections studied would have significant impacts due to detouring traffic. Public transit is likewise expected to see 5-10 minute travel delays.
- Despite impacts to many intersections on the west bank of the LA River, most are not deemed to rise to threshold of significance under the California Environmental Quality Act (CEQA), and mitigations are not proposed for the majority of intersections studied. We remained concerned about ripple effects, and hope that the City will work with us should unexpected impacts occur.
- Proposed mitigations call for widening the street at 7th/Santa Fe and 7th/Alameda, impacting private property. It is unclear whether or not there has been any outreach to these property owners.
- Proposed mitigations at 3rd/Alameda would eliminate up to 25 parking spaces on the south side of 3rd Street. This is likewise cause for concern. On-street parking is heavily utilized on 3rd on both sides of Alameda.

We thank you for your consideration of and attention to our concerns, and hope that staff will be able to respond fully to the issues outlined above. We also ask that this letter be made part of the official record of the EIR/EIS.

Sincerely,



Estela Lopez
Executive Director

cc. The Honorable Antonio Villaraigosa, Mayor
The Los Angeles City Council
Mr. Gary Lee Moore, P.E., City Engineer/General Manager, Department of Public Works, Bureau of Engineering

MAXINE WATERS

MEMBER OF CONGRESS
35TH DISTRICT, CALIFORNIA

CHIEF DEPUTY WHIP

COMMITTEES:
FINANCIAL SERVICES

SUBCOMMITTEE ON HOUSING AND
COMMUNITY OPPORTUNITY
RANKING MEMBER

JUDICIARY

SUBCOMMITTEE ON COURTS,
THE INTERNET AND
INTELLECTUAL PROPERTY

SUBCOMMITTEE ON CRIME, TERRORISM
AND HOMELAND SECURITY

Congress of the United States
House of Representatives
Washington, DC 20515-0535

November 16, 2011

PLEASE REPLY TO:
2344 RAYBURN HOUSE OFFICE BUILDING
 WASHINGTON, DC 20515-0535
(202) 225-2201
FAX: (202) 225-7854

DISTRICT OFFICE:
10124 SOUTH BROADWAY
SUITE 1
 LOS ANGELES, CA 90003
(323) 757-8900
FAX: (323) 757-9506

Councilmember Mitch Englander
Councilmember Jose Huizar
Councilmember Bernard Parks
Los Angeles City Hall
200 N. Spring St.
Los Angeles, CA 90012

Re: Council File #: 09-2257
Motion (Rosendahl – Hahn)

Date: 11/16/11
Submitted in PW Committee
Council File No: 11-1789
em No.: 1
ntv: pmw/ku

Dear Councilmembers Englander, Huizar, and Parks

I am writing this letter in support of the Westchester Sepulveda Boulevard Sidewalk Improvement project, which will provide for the construction of landscape and streetscape improvements on the west side of Sepulveda, between 80th and 84th streets, the entry way to LAX. I was able to secure a \$1 million Federal Grant for this project in 2008, but in order to fully complete the construction, 14 privately owned strip lots must be dedicated to the City of Los Angeles. While the individual owners have indicated a willingness to gift these parcels, the City's Bureau of Engineering cost estimates for strip lot dedications average approximately \$1360 each.

I would like to join Councilmember Bill Rosendahl, the Westchester Downtown Business Improvement District and the Westchester Streetscape Improvement Association in respectfully asking the Public Works Committee of the Los Angeles City Council to support this worthwhile and necessary endeavor by recommending a waiver of any fees associated with the processing of these strip lot acquisitions.

Thank you,



Maxine Waters
Member of Congress