



PLANNING & PROGRAMMING COMMITTEE
January 22, 1998

Los Angeles County
Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012

213.922.6000

SUBJECT: REDONDO JUNCTION AGREEMENTS

ACTION: EXECUTE COOPERATIVE AGREEMENTS FOR THE GRADE SEPARATION CONSTRUCTION OF REDONDO JUNCTION AT THE NORTH-END OF THE ALAMEDA CORRIDOR.

RECOMMENDATION

Authorize the Interim MTA Chief Executive Officer to enter into negotiations to execute multi-agency agreements for the construction, use, operation and maintenance of the real property and various facilities owned by Los Angeles County Metropolitan Transportation Authority (LACMTA), the Ports of Los Angeles & Long Beach (the Ports), Alameda Corridor Transportation Authority (ACTA) and Southern California Regional Rail Authority (SCRRA) to construct the new Redondo Junction grade separation and other related rail and non-rail improvements at Redondo Junction.

ISSUE

The proposed agreements will permit the Interim MTA CEO to grant certain temporary construction easements and fee interests to ACTA, that are needed to construct the project. The agreements also permit the Interim MTA CEO to accept certain grants of property rights after the project is completed. These property interests are needed to protect the integrity of the MTA right of way. The exchange will be at no cost to either party.

POLICY IMPLICATIONS

Construction of the Redondo Junction grade separation will result in (1) a more efficient movement between freight and passenger trains, (2) substantial improvements in operating speeds for passenger trains and (3) reduced travel times for passenger trains. Construction of the Redondo Junction grade separation is consistent with MTA's goal of improving mobility on surface streets and implementing traffic management strategies geared toward improving traffic operations, safety and air quality, including goods movement.

OPTIONS

Staff considered the alternative of not executing the agreements and concluded such action would delay the completion of Alameda Corridor. It appears this would not be consistent with the previous action taken by the MTA Board on June 25, 1997 (approval of the funding schedule agreement with Alameda Corridor Transportation Authority) to ensure that the Alameda Corridor is completed in a timely manner.

FINANCIAL IMPACT

The terms and conditions set forth in the Redondo Junction Agreements will define the construction, use, operation and maintenance agreement among the above-referenced agencies that own property/trackage rights (fee or easement) along the corridor. SCRRA shall assume all operating and maintenance responsibilities.

The funds for these projects were programmed as part of the 1995 TIP Call For Projects. The total project cost for the Redondo Junction grade separation and other related work is approximately \$100,000,000. MTA's contribution to the north-end improvements is \$80,005,000.

There will be no financial impact to the FY 1998 budget.

BACKGROUND

Redondo Junction is located south of downtown Los Angeles and west of the Los Angeles River. As shown on the attached map, Redondo Junction is an at-grade crossing for the Santa Fe/Amtrak (three tracks) and the UP/SP (one track) located near the Los Angeles River and Washington Boulevard. When the consolidated freight operations begin on the Alameda Corridor, all of the freight trains will pass through Redondo Junction. It is anticipated that there will be a significant increase in the volume of freight and passenger rail traffic passing through Redondo Junction and a greater potential for conflict between the freight trains and both Amtrak and Metrolink passenger service operating on the LOSSAN Corridor. To accommodate the increase in traffic and to eliminate further delays and potential conflicts, the existing at-grade diamond crossing at Redondo Junction will be replaced by a grade-separated structure.

Redondo Junction grade separation is an integral part of the Alameda Corridor north-end improvements. The Redondo Junction bridge will eliminate a critical bottleneck between passenger rail trains (Amtrak and Metrolink), freight trains and vehicular traffic destined for the Los Angeles Central Business District and the Ports of Los Angeles and Long Beach. Construction of the new bridge will include footings, support structures and reconfiguration of track connections. In addition to constructing the bridge, it will be necessary to make rail

connections to Alameda Corridor and other rail and non-rail improvements along the tracks and properties that are owned, maintained and/or operated by others.

The terms and conditions of the agreements are being developed in cooperation with the affected railroad companies along the corridor: Southern Pacific Transportation Company, Union Pacific Railroad Corporation and Burlington, Northern and Santa Fe Railway Company.

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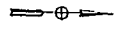
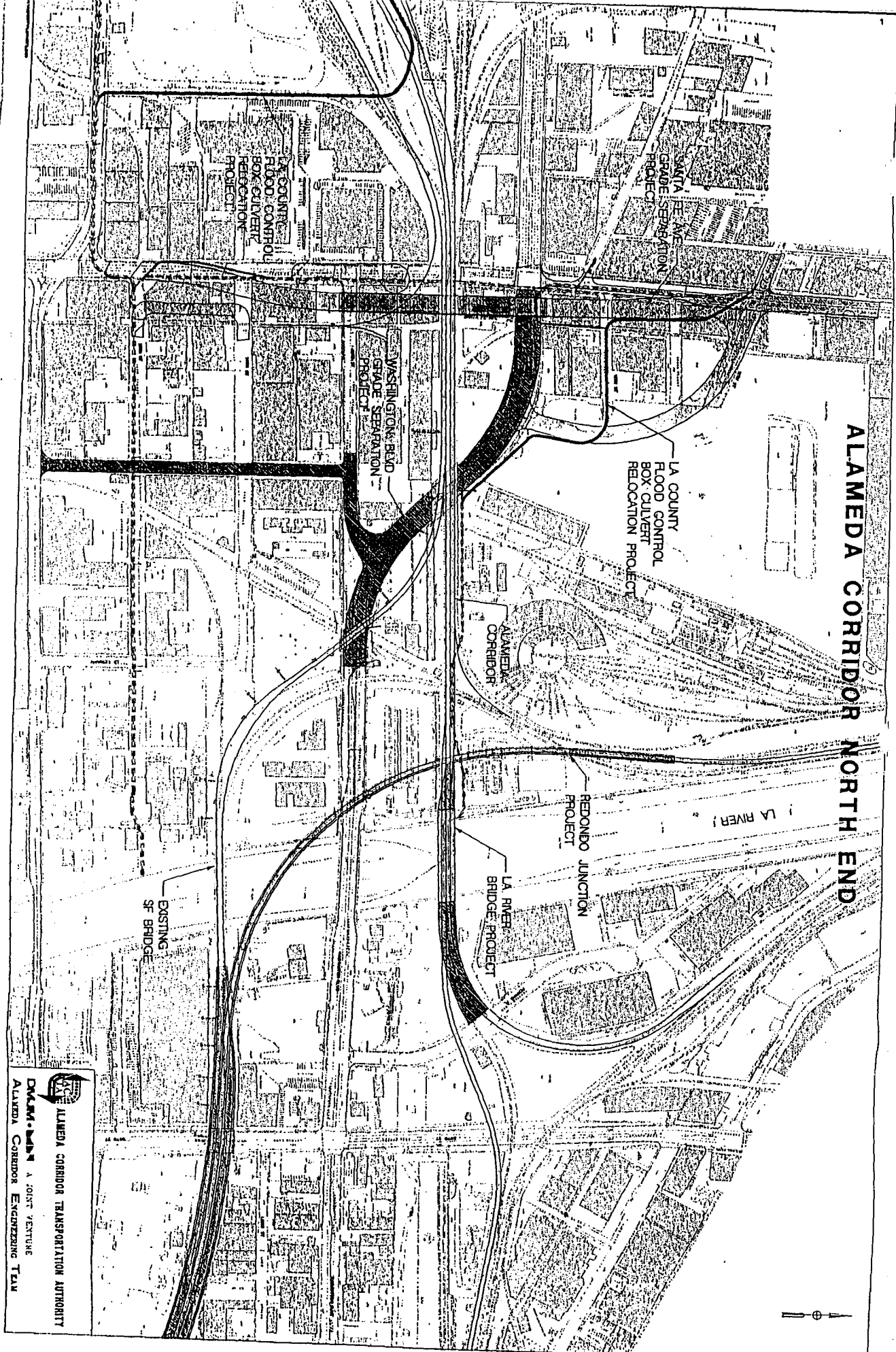
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Executive Officer
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ALLAN LIPSKY
Office of the Chief Executive Officer

Attachment:
Alameda Corridor North-End Map

ALAMEDA CORRIDOR NORTH END




ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY
D'ALMEIDA + BROWN A JOINT VENTURE
ALAMEDA CORRIDOR ENGINEERING TEAM