



# CITY OF LONG BEACH

DEPARTMENT OF PUBLIC WORKS

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June 4, 2013

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

## RECOMMENDATION:

Authorize the City Manager, or designee, to execute Funding Agreement No. MOU.MR306.19 between the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Long Beach (City), to provide design funding for the replacement of the Shoemaker Bridge from the I-710 Freeway to its terminus on the east side of the Los Angeles River; and

Increase appropriations in the Gas Tax Street Improvement Fund (SR 181) in the Department of Public Works (PW) by \$5,500,000. (Districts 1 & 2)

## DISCUSSION

In July of 2000, the City entered into a property exchange with Caltrans whereby the southern portion of the I-710 Freeway (that portion of the freeway south of Pacific Coast Highway, which was historically owned and maintained by the City) was dedicated to Caltrans, and the Terminal Island Freeway (Highway 47), from Ocean Boulevard to Willow Street, owned by Caltrans, was dedicated to the City. Exceptions to this exchange agreement were that the Shoemaker Bridge and the Gerald Desmond Bridge would continue to be owned and maintained by the City and Port of Long Beach, respectively, until such time that the bridges are replaced with structures meeting current state highway standards.

The Port of Long Beach recently awarded a design-build contract for the replacement of the Gerald Desmond Bridge and is scheduled to construct the new bridge within the next three years. Upon completion of the new Gerald Desmond Bridge, it is anticipated that the bridge will be dedicated to Caltrans.

On January 17, 2012, the City Council authorized the City Manager to execute a Cooperative Agreement between Caltrans and the City of Long Beach, for the replacement of the Shoemaker Bridge from the I-710 to its terminus on the east side of the Los Angeles River. The footprint for the new Shoemaker Bridge is dependent on the I-710 Corridor Project Draft Environmental Impact Report / Environmental Impact Statement (DEIR/EIS), and the preferred alternative that is ultimately selected. The I-710 Draft Environmental Impact Report (DEIR) for the ultimate expansion of the I-710 Freeway was circulated in the summer of 2012, and all of

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the recommended alternatives from this document being evaluated include the removal and replacement of the existing Shoemaker Bridge. The current configuration of the Shoemaker Bridge Replacement Project Footprint is shown on the attached exhibit, which depicts the Los Angeles River crossing location and associated modifications to the arterial street network. Over the past few years, City staff has been working with staff from Caltrans, Metro and Gateway Cities Council of Governments to develop an acceptable alignment for a new Shoemaker Bridge that meets current State bridge standards, meets the City's circulation needs, and is consistent with other planned projects, including the I-710 Corridor Project.

The Shoemaker Bridge Replacement Project will improve safety by modifying geometrics for both the bridge and the adjacent arterial street network. It is envisioned that the proposed project will provide traffic calming throughout the neighborhoods surrounding the project limits, as well as significantly enhance accessibility and public use of both Cesar Chavez and Drake Park.

On September 12, 2012, the I-710 Project Committee recommended \$5,500,000 in Measure R "Early Action" funds for the Shoemaker Bridge Replacement Project for pre-design, design and right-of-way engineering. At its meeting on October 25, 2012, the Metro Board of Directors programmed \$5,500,000 in Measure R funds to the City of Long Beach for the design of the project, subject to the terms of a Funding Agreement. In order to proceed with the release of these funds from Metro, the City must enter into a Funding Agreement. The agreement specifies each agency's role of the Measure R funds, which includes designing, reviewing, approving, and invoicing for the project. The Agreement calls for the City to be responsible for the design, specifications, bidding and construction management of the project so that the structure and roadway geometrics meet current State highway standards (consistent with the original property exchange agreement between the City and Caltrans).

Upon approval of the Funding Agreement, staff would compile an RFP for preliminary and final design of a locally preferred alternative, in conjunction with the development of the I-710 Corridor Project DEIR/EIS. A contract for professional consultant services for the preparation of the design phase would then be presented to the City Council for approval before the end of the year.

This matter was reviewed by Deputy City Attorney Linda Vu on May 14, 2013 and by Budget Management Officer Victoria Bell on May 20, 2013.

### SUSTAINABILITY AND ENVIRONMENTAL

Sustainable project features that are currently envisioned to be part of the project include the consolidation of roadways, creation of enhanced open public space, implementation of easy to navigate bike transportation systems with connectivity to transit centers, and use of sustainable construction techniques, such as permanent water quality and re-use improvements.

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A DEIR/EIS for the Shoemaker Bridge Replacement Project is currently in development and being finalized for consistency with the I-710 Corridor Project DEIR/EIS and other City projects, and is anticipated to be released in 2014, prior to the second release of the I-710 Corridor Project DEIR/EIS.

TIMING CONSIDERATIONS

City Council action on this matter is requested on June 4, 2013, to allow the City, Metro, and Caltrans to proceed with the project upon execution of the Funding Agreement.

FISCAL IMPACT

An appropriation increase of \$5,500,000 in the Gas Tax Street Improvement Fund (SR 181) in the Department of Public Works PW) is requested to budget the Metro Measure R funding for project design. This grant does not require local matching funds.

The Agreement does not constitute an approval for construction of the project. Staff will pursue additional funding for construction towards the end of FY 14, when the design phase is approximately 30 percent completed. Staff will return to City Council to request appropriations for the construction costs when funding is secured. These costs are currently estimated at \$90,000,000. Approval of this recommendation will provide continued support to the local economy.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

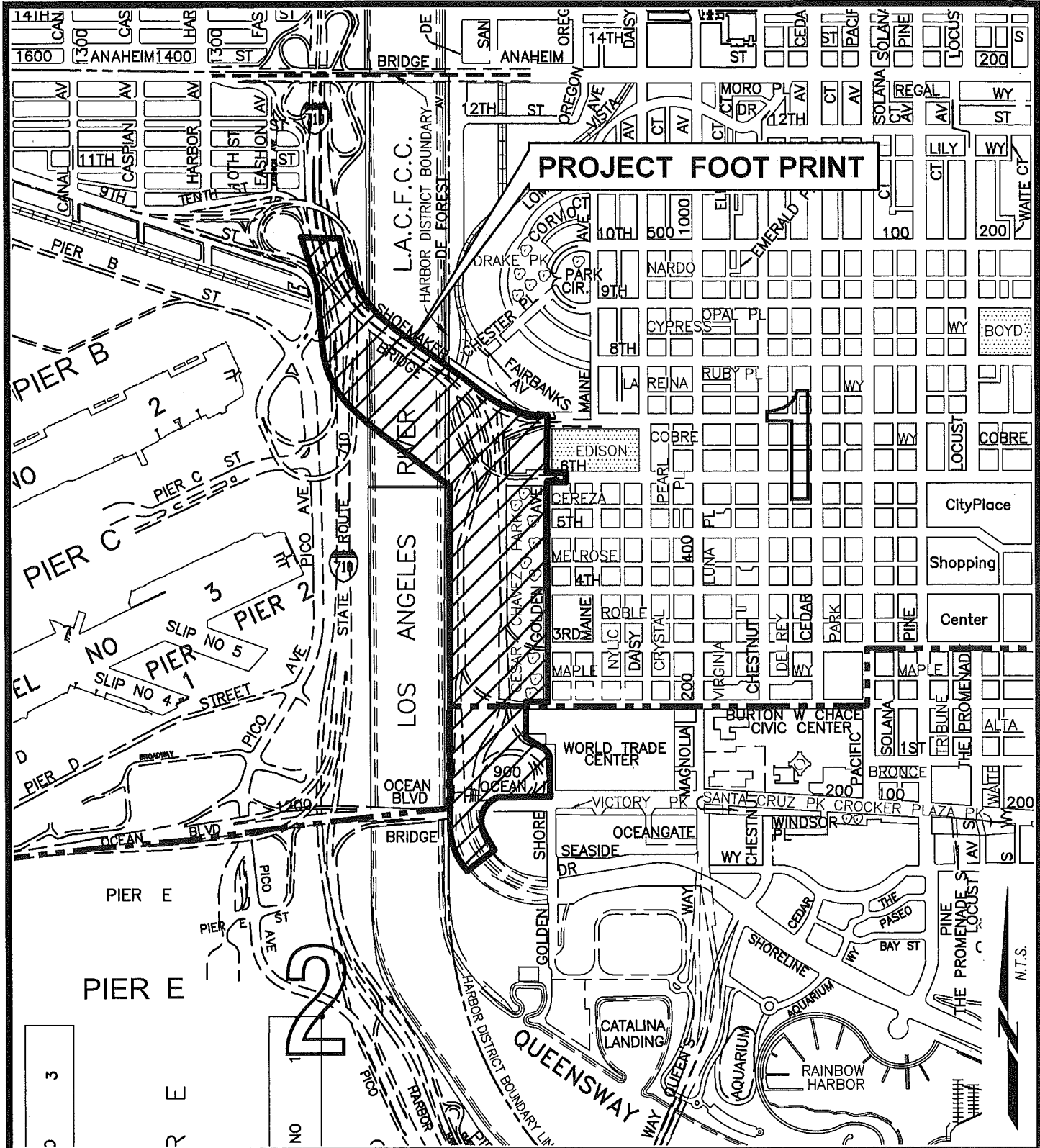
  
ARA MALOYAN, PE  
ACTING DIRECTOR OF PUBLIC WORKS

APPROVED:

  
PATRICK H. WEST  
CITY MANAGER

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Attachment



CITY OF LONG BEACH - CALIFORNIA  
 DEPARTMENT OF PUBLIC WORKS, ENGINEERING BUREAU

VICINITY MAP FOR  
**SHOEMAKER BRIDGE REPLACEMENT**  
 AT LONG BEACH FREEWAY ( I-710 ) SOUTHERLY TERMINUS