



Legislation Details (With Text)

**File #:** 05-2310      **Version:** 1      **Name:** Resolution Making Certain Findings Regarding Certain Public Improvements on Long Beach Boulevard With North Long Beach Redevelopment Project Area Funds (District 8)

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**On agenda:** 2/1/2005      **Final action:** 2/1/2005

**Title:** Recommendation to adopt resolution making certain findings regarding certain public improvements on Long Beach Boulevard with North Long Beach Redevelopment Project Area Funds. (District 8)

**Sponsors:** Community Development

**Indexes:**

**Code sections:**

**Attachments:** 1. 020105-RES-35att.pdf, 2. 020105-RES-35sr.pdf, 3. C-28508

| Date     | Ver. | Action By    | Action                 | Result |
|----------|------|--------------|------------------------|--------|
| 2/1/2005 | 1    | City Council | approve recommendation | Pass   |

Recommendation to adopt resolution making certain findings regarding certain public improvements on Long Beach Boulevard with North Long Beach Redevelopment Project Area Funds. (District 8)

There are about 200 miles of major and secondary streets within the City of Long Beach, and Long Beach Boulevard is one of the longest and most important of the City’s major arterial streets. The segment of Long Beach Boulevard within the North Long Beach Redevelopment Project Area is approximately five miles long, stretching from just north of Wardlow Road to the City’s northern boundary. For many years, the North Long Beach community has been asking the City to consider repaving all of Long Beach Boulevard north of Wardlow Road.

There are two primary funding sources available for street improvement projects. These include Proposition C funds and Federal Gasoline Tax funds. While the Proposition C source of funding is the City’s largest (approximately \$4.5 million per year), it comes with the greatest restrictions. These funds can only be used on streets that have regularly scheduled bus services. Federal Gasoline Tax is the City’s next largest source of funding (approximately \$1.5 million per year). These funds are commonly known as TEA-21 funds and are limited to major arterials identified on federal maps provided to the City by the California Department of Transportation.

While Long Beach Boulevard qualifies under both funding sources, the City’s total street repair needs far exceed the availability of these funds. To prioritize and allocate such limited funding, City staff uses the structural condition and remaining life of a street tii determine where the limited amount of funding will best be used. For example, a street with failing pavement, evidenced by many potholes and severe cracking, will rank as a much higher priority than a street that simply suffers from poor appearance or ride-ability (the smoothness of the roadway surface).

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The priority list to repair major and secondary streets is based on the City's pavement management system, which is maintained by the Department of Public Works, Engineering Bureau. The system involves the inspection and rating of all City streets by trained highway professionals. The ratings are then used to develop the City's priority list. The street condition ratings are updated every two years.

The segments of Long Beach Boulevard between Ellis Street and Artesia Boulevard and between 1<sup>st</sup> and 10<sup>th</sup> Streets were high on the street repair priority list. Design is now complete and construction of the segment of Long Beach Boulevard between Ellis Street and Artesia Boulevard will start in early 2005. The segment between 1<sup>st</sup> Street and 10<sup>th</sup> Street is currently in the design stage.

The five remaining segments of Long Beach Boulevard within the North Long Beach Redevelopment Project Area are low on the street repair priority list (with respective good to very good ratings for remaining life), the main problem being ride-ability and aesthetic issues. There are many other major and secondary streets competing for limited street funds that warrant repair work. The City currently has over \$100 million in arterial street repair needs, all with a higher priority rating than the five segments of Long Beach Boulevard mentioned above, but only has approximately \$6 million available in Fiscal Year 2005 (FY 05) to complete this work. However, there remains a strong community desire to complete the remaining segments of Long Beach Boulevard within the North Long Beach Redevelopment Project Area, Wardlow Road north to Ellis Street and Artesia Boulevard north to the City's northern boundary (Exhibit A - Site Map). Because these segments are within the North Long Beach Redevelopment Project Area, with the consent of the City Council, Redevelopment funds could be used to repave these segments.

Design costs for the five remaining segments are estimated at \$293,000 and construction costs are estimated at \$3,350,000 for total project costs of \$3,643,000 (Exhibit B - Construction Estimate). Current appropriations are sufficient to cover design costs. Because design work is expected to take approximately nine months, funds for construction will not be immediately required. Redevelopment staff will explore including the projected construction costs in the upcoming bond issue for North Long Beach, approved by the City Council on January 18, 2005.

On August 26, 2004, the North Long Beach Project Area Committee (PAC) recommended that \$293,000 in PAC local funds be used to pay for the design and planning of the remaining segments. On January 24, 2005, the Redevelopment Agency Board approved funding for design work and also adopted an Agency Resolution making certain findings regarding the construction of the public improvements with North Long Beach Redevelopment Project Area Funds.

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California Redevelopment Law provides that the Redevelopment Agency may, with the consent of the City Council, pay for public improvements, which are publicly-owned

either within or outside of a redevelopment project area, if the City Council determines all of the following:

0 That the construction of such public improvements are of benefit to the redevelopment project area or the immediate neighborhood in which the public improvement project is located (in this case, construction of public improvements refers to the repaving of portions of Long Beach Boulevard north of Wardlow Road);

0 That no other reasonable means of financing the public improvements are available to the community; and

0 That the payment of Redevelopment Agency funds for the construction of the public improvements will assist in the elimination of one or more blighting conditions within the Project Area.

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The City's Environmental Planning Officer has determined that approval of funding for the proposed paving project is categorically exempt under the California Environmental Quality Act (Exhibit C - Categorical Exemption).

This letter was reviewed by Assistant City Attorney Heather Mahood on January 11, 2005, and Budget Management Officer David Wodynski on January 21, 2005.

City Council action is requested on February 1, 2005, to allow the project to move forward in an expeditious manner.

Funding for design costs is budgeted in the Redevelopment Fund (RD) in the Department of Community Development (CD). There will be no impact on the General Fund.

Approve recommendation.

**MELANIE S. FALLON**  
DIRECTOR OF COMMUNITY DEVELOPMENT