



Legislation Text

File #: 12-0042, **Version:** 1

Recommendation to authorize 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. (District 1)

the southern portion of the I-710 (that portion of the freeway south of Pacific Coast Highway that was historically owned and maintained by the City of Long Beach) 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 of Long Beach. Exceptions to this exchange agreement were that the Shoemaker Bridge and the Gerald Desmond Bridge would continue to be owned and operated by the City and Port of Long Beach, respectively, until such time that the bridges were replaced with structures meeting current state highway standards. The Shoemaker Bridge is also identified as one of a number of “early action” projects, for which \$570 million in Measure R funds have been earmarked.

The Port of Long Beach is currently out to bid for the replacement of the Gerald Desmond Bridge and is on schedule to construct a new bridge that will be transferred to Caltrans within the next four years. The City of Long Beach has, likewise, begun the process of replacing the Shoemaker Bridge and will be releasing an environmental report and conceptual plans in Spring 2012 for public comment and Council approval. In order to proceed with the release of these documents as well as moving forward with full design, and eventual construction of a replacement bridge, Caltrans requires that the City enter into a Cooperative Agreement (Agreement) with the State. The Agreement specifies each agency’s role in designing, reviewing, approving, constructing, and maintaining the proposed replacement of Shoemaker Bridge. Last year the Port of Long Beach entered into a similar agreement for the replacement of the Gerald Desmond Bridge.

The Agreement calls for the City to be responsible for environmental documents, including an environmental impact report (EIR), and for preparation of the plans and specifications. The contract for the preparation of the EIR was approved by Council in 2009. At a time appropriate, a contract for the preparation of the plans and specifications will be presented to Council for review and possible approval. Funding for the plans and specifications are anticipated to come from non-City funds, including grants, County and Federal funds.

This matter was reviewed by Deputy City Attorney Linda Trang on December 8, 2011 and by Acting Budget and Performance Management Bureau Manager Shari Metcalfe on December 12, 2011.

City Council action on this matter is requested on January 17, 2012, to allow the City and Caltrans to proceed with the project.

The Agreement does not constitute an approval of the project, nor an obligation for the City to construct the bridge unless funding is secured. The preparation of the required environmental documents and preparation of conceptual drawings was funded and a contract awarded by the City Council in 2009 funded with Traffic Impact fees. The estimated cost for design is \$5 million. The City has received grant approval for Federal grant funding designated for improvements along

the I-710 freeway for a portion of the cost, and the City has made a grant application as an “early action” project to fund the remainder with Measure R funds. After design has been completed, sometime in late 2013, staff will pursue additional grant funding for the construction of the replacement bridge, currently estimated at \$75 million. There is no impact to the General Fund and no local job impact associated with the recommendation.

Approve recommendation.

MICHAEL P. CONWAY
DIRECTOR OF PUBLIC WORKS

APPROVED:

PATRICK H. WEST
CITY MANAGER