

# R-31

May 18, 2021

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

## RECOMMENDATION:

Authorize the City Manager, or designee, to execute a second Cooperative Agreement, and any necessary amendments, with the California Department of Transportation, for the design and construction phase of the Shoemaker Bridge Replacement Project (Project), located from the I-710 to its terminus on the east side of the Los Angeles River;

Authorize the City Manager, or designee, to execute all documents necessary to amend Contract No. 33938 with HDR Engineering, Inc., of Long Beach, CA, for engineering and architectural design services for the Project, to increase the contract amount by \$22,550,235, for a revised contract amount not to exceed \$29,526,622, and extend the term of the contract to August 30, 2024; and,

Increase appropriations in the Capital Projects Fund Group in the Public Works Department by \$26,900,000, offset by \$12,900,000 of Measure R funds from the Los Angeles County Metropolitan Transportation Authority (MR306.19) and \$14,000,000 of State Transportation Improvement Program funds from California Department of Transportation [STIPL-5108(199)]. (Districts 1, 2)

## DISCUSSION

In July 2000, the City of Long Beach (City) entered into a property exchange agreement with the California Department of Transportation (Caltrans), whereby the southern portion of the I-710, south of Pacific Coast Highway, that 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 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.

On January 17, 2012, the City Council approved a Cooperative Agreement between Caltrans and the City for the Project Approval/Environmental Document (PA-ED) phase of the Shoemaker Bridge Replacement Project (Project). On September 27, 2019, a draft Environmental Impact Report (EIR) was circulated for public review. A public hearing was held on October 17, 2019. Three design alternatives and two design options were evaluated as part of the Project. Caltrans, as lead agency under the National Environmental Policy Act (NEPA), working with the City, identified Alternative 3 (Design Option A) as the Preferred Alternative. This alternative includes complete removal of the existing bridge and construction of the new bridge over the Los Angeles

River with a roundabout on the eastern end. Local roadway improvements are planned at the Project limits to enhance traffic operations, safety, and active transportation connections within the area. Responses to all comments are contained within the Final EIR that was adopted by City Council and certified via Resolution on April 21, 2020. NEPA approval was secured on June 30, 2020.

With the completion of the PA-ED phase of the Project, a new Cooperative Agreement between Caltrans and the City is necessary to outline all obligations and responsibilities to complete the plans, specifications, estimate, right-of-way, and construction components for the Project.

### **Measure R Funds Administered by Los Angeles County Metropolitan Transportation Authority (Metro)**

The Project is an I-710 Corridor Early Action Project and is eligible for funding from Measure R Early Action Program funds.

On October 25, 2012, the Metro Board of Directors approved \$5,500,000 of Measure R funds for reimbursement of the Project environmental clearance and design. With the City Council's approval, the City Manager executed the Funding Agreement with Metro on July 3, 2013.

On October 11, 2016, the City Council adopted Resolution No. RES-16-009 authorizing the City Manager to enter into all agreements required by Metro for County funds that flow to cities to support transportation projects.

On April 26, 2018, the Metro Board of Directors approved an additional \$5,500,000 of Measure R funds for reimbursement of the Project environmental clearance and design, for a total amount of \$11,000,000.

On May 20, 2020, the Gateway Council of Governments recommended approval of \$12,900,000 in Measure R Early Action funds for the final design work of the Project, for a new total funding amount of \$23,900,000.

On May 28, 2020, the Metro Board of Directors approved the programmed Measure R funds for reimbursement of the Project final design. The City Manager executed the Funding Agreement with Metro on December 15, 2020, under the authority of Resolution No. RES-16-009, formalizing the terms and conditions required for the use of Measure R funds. The Agreement specified each agency's role regarding Measure R funds.

### **State Transportation Improvement Program (STIP) Funds**

On July 10, 2007, the City Council adopted Resolution No. RES-07-097 authorizing the City Manager to execute all master agreements, program supplemental agreements, fund exchange agreements, fund transfer agreements, and any amendments thereto, with the Caltrans for the Project.

On August 13, 2020, the California Transportation Commission approved the Project for Future Consideration of Funding and awarded \$14,000,000 of STIP reimbursement funds for the design phase of the Project.

On December 15, 2020, the City Manager executed the Funding Agreement with Caltrans for administration of State and federal funds. The agreement was executed under the authority of Resolution No. RES-07-0097.

Funding for the Project's construction phase is anticipated to come from non-City funds, including grants, County, State and/or federal funds. Allocation of construction funds is expected to occur later in the design phase after detailed construction cost estimates are developed.

### **HDR Contract Amendment**

City Council approval is requested to amend Contract No. 33938 with HDR Engineering, Inc. (HDR), for engineering and architectural design services required for the Project.

On June 9, 2015, the City Council approved Contract No. 33938 with HDR for engineering and architectural design services for the Project, for a period of three years, with the option to extend the contract for two additional one-year periods, in an amount not to exceed \$4,700,000. Since then, City Council approved several amendments for a revised total contract amount not to exceed \$6,976,387. Additional contract authority in the amount of \$22,550,235 is needed, for a revised total contract amount not to exceed \$29,526,622, for a period of four additional years from September 1, 2020 through August 30, 2024. As part of the design phase of the project, HDR has agreed to perform additional scope of work. As part of the contract amendment, the rates for engineering and architectural design services to complete the plans, specifications, and detailed cost estimate for the Project are being revised.

Detailed design of the Project in HDR's scope of work includes, but is not limited to: bridge and roadway design, project management, pump station relocation and design, Leadership in Energy and Environmental Design and Envision certifications, utility coordination, potholing, hazardous materials investigations, various engineering technical studies, right-of-way services, agency coordination, permitting support, and other duties as required for final design of the Project.

This matter was reviewed by Deputy City Attorney Amy R. Webber on April 26, 2021, Business Services Bureau Manager Tara Mortensen on April 30, 2021, and by Budget Management Officer Rhutu Amin Gharib on May 3, 2021.

### **TIMING CONSIDERATIONS**

City Council action is requested on May 18, 2021, to begin final design development of critical transportation improvements.

### **FISCAL IMPACT**

The requested amendment to Contract No. 33938 will increase by \$22,550,235 for a revised total contract amount not to exceed \$29,526,622, and extend the term of the contract to August 30, 2024. The design of the Project will cost approximately \$37,900,000 and is funded by Measure R and STIP over a 5-year period. The total estimated design phase is supported by \$23,900,000 from Measure R, of which \$11,000,000 of Measure R is currently budgeted, and \$14,000,000 from STIP funds in the Capital Projects Fund Group in the Public Works Department. All eligible expenses will be fully offset by Measure R and STIP funds. STIP funds have a match requirement of \$14,000,000 or 54.4 percent of the final design phase of the project cost, whichever is less.

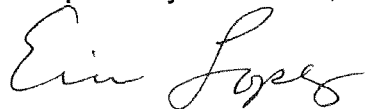
The cost match will be funded by Measure R, currently requesting an appropriation for the Project within this recommendation. There will be no impact to the City's General Fund Group. Total project construction costs will be determined during the design phase. City staff will request additional funding for construction after the design plans have been completed and return to the City Council to request an appropriation increase for construction costs once funding has been secured.

An appropriation increase in the amount of \$53,800,000 is requested in the Capital Projects Fund Group in the Public Works Department. Of this amount, \$12,900,000 will be offset with Measure R reimbursement revenue from Metro and \$14,000,000 will be offset with STIP reimbursement revenue from Caltrans. The remaining \$26,900,000 is a technical appropriation to allow for the transfer of Measure R funds and STIP funds from the Capital Projects Grant Fund, a fund within the Capital Projects Fund Group. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. There is no local job impact associated with this recommendation.

SUGGESTED ACTION:

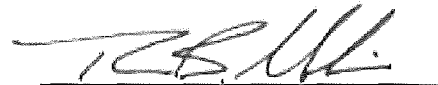
Approve recommendation.

Respectfully submitted,



ERIC LOPEZ  
DIRECTOR OF PUBLIC WORKS

APPROVED:



THOMAS B. MODICA  
CITY MANAGER