



Staff Report

City of Manhattan Beach

TO: Honorable Mayor Montgomery and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Jim Arndt, Director of Public Works
Michael A. Guerrero, Principal Civil Engineer
Edward T. Kao, Senior Civil Engineer

DATE: February 17, 2009

SUBJECT: Status Update on the Sepulveda Boulevard Bridge Widening Project

RECOMMENDATION:

It is recommended that the City Council receive and file this status update report on the Sepulveda Boulevard Bridge Widening Project.

FISCAL IMPLICATION:

The City Council approved the cooperative agreement between the City and Caltrans at its January 27, 2009 meeting. The cooperative agreement is the first step (pre-design) of the project and defines the terms and conditions under which the City and Caltrans will cooperate to complete several more steps in the project process. Estimated project costs are broken down as follows:

ESTIMATED PROJECT COSTS	
Design	\$ 1,500,000
Construction	\$12,800,000
Inspection	\$ 1,000,000
Contingency	\$ 2,000,000
TOTAL	\$17,300,000

(The Estimated Project Costs are based on construction in FY 2013)

Due to the complexity of the project process and funding timelines, it is estimated that the project will be constructed in FY 2013 if all necessary funding can be secured.

ESTIMATED PROJECT FUNDING				
FUNDING SOURCES	SECURED	FUTURE ALLOCATION	UNSECURED	TOTAL
Proposition C Funds	\$ 1,253,273*	\$ 2,000,000*		\$ 3,253,273
SAFETEA-LU Funds	\$ 500,000			\$ 500,000
Gas Tax Funds		\$ 500,000*		\$ 500,000
Developer Contribution	\$ 250,000*			\$ 250,000
Metro/Other Grant Funds			\$12,800,000	\$12,800,000
TOTAL	\$ 2,003,273	\$ 2,500,000	\$12,800,000	\$17,300,000

* Denotes City matching funds to be used for Metro grant

The project is a joint effort with the City of Manhattan Beach and Caltrans. The current total estimated project cost is 17.3 million dollars and is to be funded by a combination of Proposition C Funds, Gas Tax Funds, and Metropolitan Transportation Authority (Metro) Grant Funds. In addition, the City received \$500,000 in SAFETEA-LU funds from the South Bay CCOG and the developer of Plaza El Segundo also contributed \$250,000 towards the project.

In addition to the funding opportunities noted above, the City is seeking additional funding sources to provide the \$12,800,000 of unsecured funding that now exists including:

1. Federal Economic Stimulus Bill

According to Metro, the first 50% of the Economic Stimulus (ES) Fund has to be obligated (i.e. get an approved E-76 form from Caltrans) within 120 days of the bill being signed (possibly February 18, 2009). However, the remaining 50% of the total funds only need to be obligated by April 1, 2010. Due to the complexity of the project, there is not enough time to get in the first round; however, the Sepulveda Bridge Widening Project could be ready for the second half of the funding cycle. Federal Economic Stimulus Funds will be sought to help in the construction funding.

2. Right-of-Way Dedications

Currently, approximately \$1.6 million dollars is budgeted for Right-of-Way acquisition. With the dedications of parcels fronting Sepulveda Boulevard from Manhattan Village Shopping Center (RREEF) and MB Hacienda, part of this money can be redirected toward construction as well and will reduce the overall estimated project cost.

3. Metro's 2009 Call for Projects

Metro has recently released the 2009 Call-for-Projects application and schedule (project applications due April 17, 2009). The Estimated Project Funding matrix above notes the City has \$4,003,273 to match Metro's grant. These matching funds also provide seed money for the City to start the plans, specifications and estimates (PS&E) and Right-of-Way processes.

BACKGROUND:

Sepulveda Boulevard connects the South Bay to LAX and beyond. Northbound Sepulveda Boulevard at a point south of the bridge is currently four lanes. The fourth lane becomes a right turn only lane as it approaches the 33rd Street entrance to the Manhattan Village Mall. North of 33rd Street, Sepulveda Boulevard narrows down to three lanes as it passes over the bridge. Once over the bridge, the street widens back to four lanes as Sepulveda Boulevard approaches the Rosecrans Avenue intersection. The bridge is a congestion point for northbound traffic as the road narrows to three lanes. This project will add one northbound through lane by widening the bridge on the east side. An analysis from Caltrans shows that the proposed widening will improve the AM PEAK HOUR Level Of Service from H to F for the northbound traffic flow at this segment of Sepulveda Boulevard.

DISCUSSION:

The widening of the Sepulveda Bridge was originally included as part of the Sepulveda Blvd/Rosecrans Avenue intersection improvements and a larger associated street widening project that went north through the City of El Segundo. This project was completed in September 2001. The bridge widening, however, was deleted from the project when it was opposed by one of the property owners on the east side of the bridge and the required right-of-way could not be secured. The scope of the project was then reduced by eliminating the bridge widening work so that the rest of the project could move forward and avoid losing Federal funding commitments.

Subsequent to the Sepulveda Boulevard street widening project in 2001, Caltrans developed Project Assessment and Environmental Documents (PA & ED), and a Project Study Report (PSR) on the widening of the Sepulveda Bridge with funding from Metro’s 2001 Call-for-Projects.

Caltrans has since suspended the project due to funding issues. The City picked up the lead to plan, design, construct, and fund the project using Proposition C, Gas Tax, and SAFETEA-LU federal aid funds. Additionally, Metro Grant and Federal Economic Stimulus Funds will be sought to help in the construction funding. With the \$4,003,273 matching funds the City will be applying for both the 2009 Metro grant fund in April, 2009 as well as possible Federal Economic Stimulus Funding.

In order to use accumulated matching funds and begin federally reimbursable preliminary engineering work – for example, PS&E and Right-of-Way acquisition – the City had to request that Caltrans secure “Federal Authorization to Proceed” (E-76) and obligation of funds. The City hired The Dardanelle Group to assist with the coordination of the Caltrans project process. During the process of submitting the “Federal Authorization to Proceed” Caltrans required the City to enter into a cooperative agreement to partner with Caltrans prior to proceeding with the project. The cooperative agreement approved by the City Council at the January 27, 2009 meeting defines the terms and conditions under which the project partners (City and Caltrans) will cooperate to complete the plans, specifications, and estimate (PS&E) and Right-of-Way activities. The approved cooperative agreement has just been fully executed by Caltrans officials. Staff is resubmitting E-76 forms for authorization to begin PS & E work.

Once the E-76 has been approved by Caltrans, the City will start the process to hire a consultant to conduct all the environmental studies and reports, conduct right-of-way certification, and prepare a set of construction plans and specifications. This PS&E process may take approximately 14 to 16

months to complete at which time the City will submit another E-76 for authorization to start construction. It is at that time the City will need additional funding to construct the project.

Proposition C Funds

The City has earmarked the use of all its Proposition C Funds through 2013 for a large portion of the local match for a potential Metro grant. Proposition C Funds can only be used to improve streets that have fixed-route public transit service. In the past the City has used these funds to improve portions of Rosecrans Avenue, Aviation Boulevard, Manhattan Beach Boulevard, and Artesia Boulevard. In addition to the public transit restriction for use of the funds, there is a regulation regarding the timely use of funds; jurisdictions have 3 years to expend Local Return funds. However, Metro provides jurisdictions the opportunity to accumulate Local Return funds above the 3 year expenditure requirement to finance large projects by establishing a Capital Reserve Fund. The City has established a Capital Reserve Fund for the Sepulveda Bridge project for future Prop C allocations as outlined in the Fiscal Implication section of this report. Finally, Proposition C funds cannot be traded.

RECOMMENDATION:

It is recommended that the City Council receive and file this status update report on the Sepulveda Boulevard Bridge Widening Project.

Attachment: GIS Location Map
MTA Bus Routes Map

Rosecrans Ave

Proposed Sepulveda Blvd Bridge Widening Project



0 100 200 300 Feet

4 lanes North-bound



Valley Dr

3 lanes North-bound

Manhattan Village Mall

33rd St

Sepulveda Blvd

4 lanes North-bound

30th St

MTA Bus Routes in the City of Manhattan Beach



Rosecrans --- Route 125
Manhattan Beach Blvd. --- Route 126
Artesia Blvd. --- Route 130
Sepulveda Blvd. --- Route 232

Municipal Bus Operators

ALB	Alhambra Community Transit
AV	Antelope Valley Transit
BCT	Beach Cities Transit
BO	Bell Gardens Transit
BF	Bellflower Bus
BB	Burbank Bus
CA	Carson Citicall
CR	Capitol at Whittier (COM)
CCS	Children's Court Shuttle
CO	Commerce Transit
COM	Compton Renaissance Transit System
CU	Culver Area Rapid Transit (CART)
C	Culver City Bus
DL	Dixie Link
EL	East Los Angeles Shuttle (El Sol)
EH	El Monte Trolley Company
FT	Foothill Transit
GA	Gardena Bus Lines
GB	Glandale Bell Bus
LH	Harbin Trolley
HP	Hawthorne Park Express
LC	La Canada Foothill Shuttle (operated by Glendale Beeline)
LW	Lawndale Bus
LB	Long Beach Transit
DAF	Long Beach Transit Rapid
CE	LA DOT Commuter Express
LD	LA DOT DASH
LY	Lytlewood Trolley
W	Mantebello Bus Lines
MP	Marlborough Park Spirit Bus
MX	Municipal Area Express (MAX)
N	Northwest Transit
OC	Orange County Transportation Authority (OCTA)
PV	Pasadena Transit
PR	Paramount Easy Rider
ARTS	Pasadena Area Rapid Transit System (ARTS)
WRLC	Port of Los Angeles - Waterfront RAIL
ROSE	Rosemead
RS	Rosewood Shuttle
SC	Santa Clarita Transit
BBB	Santa Monica's Big Blue Bus
R	Santa Monica's Rapid Bus
SV	Simi Valley Transit
SL	South Pasadena GoldLink
SW	Sunshine Shuttle
T	Torrance Transit
WH	West Hollywood City Line

For complete information, consult the Other Carriers link on metro.net or the service provider.

System Map

M
Metro

Metro Local or Linked Line		Metro Express Line	
Metro Shuttle Line		Metro Rapid Line & Stop	
Municipal Bus Line		Transit Center	
Metro Rail Line & Station		Metro Customer Center	
Metro Liker & Station		Metro Rail Station & Entrance (Downtown LA)	
Transway & Station		Tourist Attraction/ Sports Venue	
MetroLink Station		Shopping Area	
Amtrak Station		School/College/University	
Interstate Freeway		Point of Interest	
US Highway or Freeway		Airport/Civic/Government	
State Highway or Freeway		Park	

DECEMBER 2009 Subject to Change