

Council Meeting of
December 12, 2006

Honorable Mayor and Members
of the City Council
City Hall
Torrance, California

Members of the Council:

**SUBJECT: City Manager – Executive Summary to Item 12A; setting priorities for
submittal of funding requests for state bond money for infrastructure;
transit and parks.**

RECOMMENDATION

The City Manager recommends that the City Council concur in setting priorities for funding requests to compete for proceeds of the successful California Infrastructure Bond Package passed on November 7, 2006.

SUMMARY

In the recent November 2006 election, California voters passed all five of the infrastructure bond measures, giving California funding for housing, transportation, parks, flood control and schools. The passage of the bond package provides \$39.8 billion in bond funds for California's infrastructure needs.

Certain aspects of the bond funding are competitive and some are based on a per capita formula allocation. The item before you this evening requests authorization to apply for the competitive funding and concurrence with the utilization of the per capita guaranteed funds. Projects in each category are listed in recommended priority.

The guaranteed per capita allocation funds fall into these projects:

TRANSIT – \$10M allocation (Schedule to be determined)

1. **The replacement of 15 buses (1992, 1993 and 1998 buses) - \$7.5 million is requested.**
2. **Construction of a transit center/terminal – \$2.5 million is requested.**

INFRASTRUCTURE REHABILITATION - \$4.7M (Schedule to be determined)

Although the request is greater than the allocation, staff recommends that the total request be submitted in the event additional funds are reserved for these projects:

1. **Torrance Boulevard Rehabilitation - \$2M is requested.**
2. **Anza Avenue Rehabilitation – \$3M is requested.**
3. **Palos Verdes Boulevard Rehabilitation – \$3M is requested.**

Competitive Allocation Request Projects

INFRASTRUCTURE – Capacity Enhancement

1. Del Amo Boulevard Extension - \$10M is requested.
2. Crenshaw Boulevard Rehabilitation – \$2M is requested.
3. Intersection of Hawthorne/ PCH – \$18M is requested.
4. Intersection of Crenshaw/PCH – 18M is requested.

PARKS

If funding were to become available from the Bonds and/or Proposition 84, the Parks and Recreation Commission and staff recommend the following projects:

1. North Torrance Library and McMaster Park Redevelopment - \$14.5M is requested.
2. Implementation of the Torrance Park Master Plan - \$982,000 is requested.
3. Implementation of the Columbia Park Master Plan - \$1.3M is requested.
4. Implementation of Pueblo Park - \$2.5M is requested.

Other Potential Infrastructure Projects

City staff have been exploring the possibility of the State of California (CalTrans) relinquishing to the City of Torrance the portions of Pacific Coast Highway and Hawthorne within Torrance. Preliminary discussions have begun to ascertain a relinquishment budget for the City to take over these two highways. It is possible that the City and State may explore the utilization of State Bond Funds to assist in providing the City of Torrance enough funds to refurbish both highways and implement certain upgrades to signals and capacity enhancements as part of the relinquishment Agreement.

Exploration is preliminary however City staff wanted to bring this to the attention of the City Council as part of the overall bond request strategy.

Respectfully submitted,

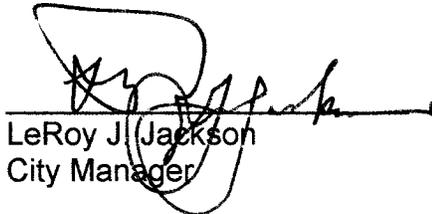
LeROY J. JACKSON
CITY MANAGER

By



Brian Sunshine
Assistant to the City Manager

CONCUR:



LeRoy J. Jackson
City Manager

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Members of the Council:

SUBJECT: City Manager – Setting priorities for submittal of funding requests for state bond money for infrastructure; transit and parks.

RECOMMENDATION

The City Manager recommends that the City Council concur in setting priorities for funding requests to compete for proceeds of the successful California Infrastructure Bond Package passed on November 7, 2006.

Funding

There is no funding required for this item; if successful, the City will qualify for funds for infrastructure, traffic capacity improvement, Park and Transit funds.

BACKGROUND

In the recent November 2006 election, California voters passed all five of the infrastructure bond measures, giving California funding for housing, transportation, parks, flood control and schools. The passage of the bond package provides \$39.8 billion in bond funds for California's infrastructure needs.

The Measure specifically being focused on this evening is Proposition 1B, known as the "Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006" (Act). This Act authorizes the state to sell approximately \$20 billion in general obligation bonds. Proceeds from the bond sale will be used for state and local transportation projects for relieving congestion, improving the movement of goods, improving air quality, and enhancing the safety and security of the transportation system.

Two billion dollars of Proposition 1B funds have potentially been allocated for improvements to local transportation facilities that will repair and rehabilitate local streets and roads, reduce local traffic congestion, improve traffic flow, and increase traffic safety. Of the \$2 billion, local cities will receive \$1 billion, which will be allocated directly to cities through a per capita formula to address each city's most critical transportation needs. Using the per capita formula allocation, Torrance anticipates receiving \$4,673,797. Although a schedule of allocation has yet to be determined, the League is drafting legislation with the California State Association of Counties to allocate funding over five years beginning FY 07-08. Staff will monitor the legislation and when funding is determined, an item will be brought back to Council for further direction.

Four billion dollars of Proposition 1B funds have potentially been allocated for capital improvements and fleet expansion to enhance public transit, intercity and commuter rail, and waterborne transit. These funds are allocated directly to transit operators under the

existing State Transit Assistance (STA) formula. The Metropolitan Transit Authority (MTA) has tentatively notified Torrance Transit that it can anticipate, by formula allocation, approximately \$10 million in capital funds. The Transit department has made a recommendation that the anticipated funds be utilized for fleet replacements and the construction of a transit center/terminal. The schedule of allocation has yet to be determined. The breakdown of the anticipated expenditure is in the analysis section.

Four billion, five-hundred thousand dollars of Proposition 1B funds have potentially been allocated to the Corridor Mobility Improvement Account. These funds must be appropriated to the California Transportation Commission (CTC) through the state's annual budget bill to relieve congestion by expanding capacity, enhancing operations, and improving travel times in high congestion travel corridors. Project nominations for these funds must be submitted by January 16, 2007, and will be awarded on a competitive basis. The City's Public Works department has prepared four proposals to seek funding consideration for allocation of Proposition 1B funds for transportation projects that are included in our Capital Improvement Program.

Proposition 1C authorizes the state to sell \$2.85 billion of general obligation bonds to fund new and existing housing and development programs. Cities would benefit from the entire bond measure, but most directly from \$1.35 billion out of the \$2.85 billion, which would help cities address housing-related infrastructure issues such as infill projects, parks, and transit-oriented development through loans and grants. There is approximately \$400 million allocated for parks, although allocation for parks may be unlikely due to funding priorities, it is still recommended that the City apply for these funds.

Proposition 84 allows the state to sell \$5.4 billion in general obligation bonds for safe drinking water, water quality, and water supply, flood control, natural resource protection, and park improvements. This money would be available for expenditure by various state agencies and for loans and grants, primarily to local agencies and non-profit organizations. In order to spend these funds, Legislature must appropriate them in the Annual Budget Act or other legislation.

ANALYSIS

The passage of Proposition 1B on November 7, 2006 allows local governments two methods of applying for funds; formula allocation and competitive application.

TRANSIT

The areas of request recommended by staff concern funds that would be used for the acquisition of new buses and funds for the construction of a new Transit Center/Transit Terminal. The MTA has tentatively notified Torrance Transit that it can anticipate, by formula allocation, approximately \$10 million in capital funds. The schedule of allocation has yet to be determined.

The following are recommended submittals for the utilization of the transit funds:

- 1. The replacement of 15 buses (1992, 1993 and 1998 buses) - \$7.5 million is requested.** This funding request is for the replacement of diesel powered buses

with alternate fuel vehicles. The buses being replaced have exceeded their useful life cycle of 12 years. Benefits achieved include improved air quality and a decrease in operating costs. The timeline for these funds is 2010.

2. **Construction of a Transit Center/Terminal – \$2.5 million is requested.** The development of a new Center/Terminal will serve as an enhancement in promoting the use of public transportation and increase customer service through greater connectivity of service routes. Benefits achieved include a decrease in traffic congestion, gridlock and improved travel times. Staff is reviewing potential locations to site the project.

INFRASTRUCTURE – Capacity Enhancement

The bond measure also anticipates competitive requests from agencies to secure funds for infrastructure projects throughout California. The Capital Project Oversight Committee (CPOC) made up of City Staff has met to determine a recommended group of projects to submit for the competitive funding.

Based on the CPOC meetings it is recommended that the City seek funding consideration for allocation of Proposition 1B funds for significant transportation projects that are included in our Capital Improvement Program.

Listed below is each project in order of priority, the amount requested, a description and schedule:

1. **Del Amo Boulevard Extension - \$10M is requested.** The project would complete a missing segment of Del Amo Blvd between Crenshaw Boulevard and Maple Avenue. The project is considered regionally significant due to the benefit of improving east-west traffic flow throughout the South Bay area. Design and right-of-way acquisition will be completed in May 2007. Construction can begin in summer 2007.
2. **Crenshaw Boulevard Rehabilitation – \$2M is requested.** This project will rehabilitate 2.5 miles of pavement on two segments of Crenshaw Boulevard, a primary north-south arterial route for Torrance and the entire South Bay region. The north segment carries approximately 50,000 vehicles per day and provides primary access to the I-405 Freeway and the south segment carries approximately 60,000 vehicles per day. The pavement in both segments is severely deteriorated. The project will provide for the pavement rehabilitation and capacity enhancements at the freeway on/off ramps. Adding capacity to the freeway ramps and rehabilitating the pavement will reduce traffic delays and improve safety conditions on this arterial. The design will begin in spring 2007. Construction can begin in summer 2008.
3. **Intersection of Hawthorne/ PCH – \$18M is requested.** This project would add a northbound right turn lane on Hawthorne, and add eastbound to westbound right turn lane on Pacific Coast Highway and includes a signal upgrade. The Project Study Report, which is a preliminary analysis for a project, was completed by CalTrans. CalTrans has placed this project on hold due to the funding requirement as the estimated cost includes acquisition of right-of-way and

Southern California Edison relocations. This project is regionally significant as a method to achieve better traffic flow at this intersection, and has the support of the Cities on the Hill.

4. **Intersection of Crenshaw/PCH – \$18M is requested.** This project would modify the northbound Crenshaw Boulevard signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Pacific Coast Highway. Additionally, it would widen the southbound Crenshaw Boulevard approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane. Additionally, the project would widen the westbound Pacific Coast Highway approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Implementation of the improvements identified at the Crenshaw Boulevard/Pacific Coast Highway intersection will require City acquisition of approximately 12 feet of right-of-way on the westerly side of Crenshaw Boulevard to provide adequate alignment of southbound through lanes and 12 feet of right-of-way on the northeast corner of the Crenshaw Boulevard/Pacific Coast Highway intersection. This project if constructed would enhance capacity and throughput at this intersection.

INFRASTRUCTURE Rehabilitation

Although the request is greater than the per capita allocation of \$4.7 million, staff recommends that the total request be submitted in the event additional funds are reserved for this project.

1. **Torrance Boulevard Rehabilitation - \$2M is requested.** This project will rehabilitate 4 miles of pavement on Torrance Boulevard between Sartori Avenue and the west city boundary with the City of Redondo Beach. The roadway segment carries approximately 36,000 vehicles per day and is considered regionally significant for the movement of east-west traffic throughout the South Bay area. The pavement is severely deteriorated. The design will be complete in summer 2007. Construction can begin in fall 2007.
2. **Anza Avenue Rehabilitation – \$3M is requested.** This project will rehabilitate 2 miles of pavement on Anza Avenue between Sepulveda Boulevard and Del Amo Boulevard. The roadway carries approximately 32,000 vehicles per day and the pavement is severely deteriorated. The project was originally identified as a need in 2004. However, the project was deferred to fund higher priority street rehabilitation projects. If funded, the design could begin in spring 2007 and construction could begin in spring 2008.
3. **Palos Verdes Boulevard Rehabilitation – \$3M is requested.** This project will rehabilitate 2.5 miles of pavement on Palos Verdes Blvd between Torrance Blvd and the west city boundary with the City of Redondo Beach. The roadway carries approximately 14,000 vehicles per day and the pavement is severely deteriorated. If funded, the design could begin in spring 2007 and construction could begin in spring 2008.

PARKS

If funding were to become available from the Bonds and/or Proposition 84, the Parks and Recreation Commission and staff recommend the following projects:

- 1. North Torrance Library and McMaster Park Redevelopment - \$14.5M is requested.** The McMaster Park and North Torrance Library Redevelopment was conceived as a comprehensive, three phase construction project using a variety of funding sources.

The project includes the following components:

- Phase 1--Expanded library and meeting rooms
- Phase 2--Upgraded park facilities and landscaping
- Phase 3--Expanded Senior Center and Police Community Center

The community around the North Torrance Library and McMaster Park Redevelopment Project will benefit greatly by the project with better park facilities, an improved Senior Center, an updated library, and a safer environment along one of Torrance's major arterial streets.

Development of Plans, Specs, and Bid Documents (McMaster Park)	=	442,000
McMaster Park Police Community Center and Senior Center Construction Costs	=	5,665,184
Library Construction Cost (inclusive of design)	=	<u>8,395,000</u>
Total Estimated Costs	=	\$14,502,184

- 2. Implementation of the Torrance Park Master Plan - \$982,000 is requested.** The implementation of the Torrance Park Master Plan will include improvements to the interior walkways, installation of a new irrigation system, construction of new shade and picnic structures, upgraded sport and walkway lighting, and replacement of the perimeter fencing and baseball field backstop. As Torrance Park is one of the first public parks built in the City of Torrance and much of the initial infrastructure remains, this park is in dire need of redevelopment. The irrigation system, for example, still consists largely of the original system installed in the 1930's and is completely inadequate. Matured landscaping and deeply dense shrubbery have created raised and cracked walkways throughout the park. Insufficient walkway lighting and aged fencing materials are also concerns. The aim of the redevelopment is to repair these elements that if unattended could pose even greater problems.

Development of Plans, Specs, and Bid Documents	= estimated	\$ 90,000
Construction Cost	= <u>estimated</u>	<u>\$892,000</u>
Total Estimated Costs	=	\$982,000

3. Implementation of the Columbia Park Master Plan - \$1.3M is requested.

The implementation of the Columbia Park Master Plan will include: walkway security lighting, improved restroom lighting, new picnic area near 190th street, new irrigation system, refurbished pathways, reconfiguration of youth soccer fields to maximize usage efficiencies, a new parking lot installed on the Edison Right-of-Way with access from 190th street, and the installation of Climbing Rocks Play Equipment in the former Fire Truck Area. Columbia Park is one of two Regional Parks within the City's park system. This redevelopment will enhance security capability throughout the large park, refurbish pathways for jogging and recreational use, meet the demand for additional picnic space, and generally enhance the appearance of the park.

Development of Plans, Specs, and Bid Documents	= estimated	\$ 120,000
Construction Cost	= <u>estimated</u>	<u>\$1,200,000</u>

Total Estimated Costs	=	\$1,320,000
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4. Implementation of Pueblo Park - \$2.5M is requested. The Proposed Conceptual Plan for Pueblo Park consists of the following elements: a lighted basketball court; Tot Lot; picnic area with shade structure; a multi-purpose building (includes classroom, meeting room, kitchen, office and restrooms); Bar-B-Q area; concrete walkways with security lighting; chain-link fencing; and ample grass areas.

The Pueblo Community would greatly benefit from the development of this park within their neighborhood, as the current park is very limited in size and usable outdoor recreation space.

Development of Plans, Specs, and Bid Documents	= estimated	\$ 220,000
Construction Cost	= <u>estimated</u>	<u>\$2,279,000</u>

Total Estimated Costs	=	\$2,499,000
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Other Potential Infrastructure Projects

City staff have been exploring the possibility of the State of California (CalTrans) relinquishing to the City of Torrance the portions of Pacific Coast Highway and Hawthorne within Torrance. Preliminary discussions have begun; to ascertain a relinquishment budget for the City to take over these two highways. It is possible that the City and State may explore the utilization of State Bond Funds to assist in providing the City of Torrance enough funds to refurbish both highways and implement certain upgrades to signals and capacity enhancements as part of the relinquishment Agreement.

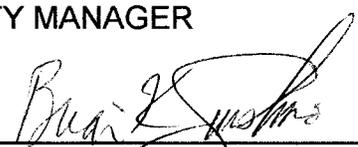
Exploration is preliminary; however, City staff wanted to bring this to the attention of the City Council as part of the overall bond request strategy.

SUMMARY

As the population grows in the South Bay area, there is an increasing need for housing, infrastructure-related services, and transportation to support the community. The passage of the infrastructure bond package provides Torrance an opportunity to competitively apply for funds, and if awarded, utilize them to meet the infrastructure needs of the City. This item has been brought forth to Your Honorable Body for concurrence in the funding requests, and provides a summary of proposed submittals from the Transit, Public Works, Community Development, and Community Services departments.

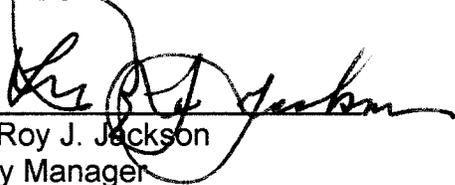
Respectfully submitted,

LeROY J. JACKSON
CITY MANAGER

By 

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Assistant to the City Manager

CONCUR:



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