

**City of Culver City, California
Agenda Item Report**

Meeting Date: September 26, 2011		Item Number: <u>C-7</u>	
CITY COUNCIL AGENDA ITEM: Approval of a Memorandum of Understanding with the City of Los Angeles and the Los Angeles Metropolitan Transportation Authority on the I-10/Robertson/National Area Circulation Improvement Project.			
Contact Person/Dept.: Diana Chang/Transportation John Rivera/Public Works		Phone Number: (310) 253-6566 (310) 253-5616	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☐ Attachments: ☐	
Commission Action Required: Yes ☐ No ☒		Date: _____	
Public Notification: (E-Mail) Meetings and Agendas – City Council (09/21/11) (E-Mail) City of Los Angeles (8/31/11), and (E-Mail) Los Angeles Metropolitan Transportation Authority (8/31/11).			
Department Approval: Art Ida (09/12/11) Charles D. Herbertson (09/13/11)		City Attorney Approval: Carol Schwab (by H. Baker) (09/20/11)	
Chief Financial Officer Approval: Jeff Muir (09/20/11)		City Manager Approval: John M. Nachbar (09/20/11)	
<u>RECOMMENDATION:</u> Staff recommends the City Council approve a Memorandum of Understanding (MOU) with the City of Los Angeles and the Los Angeles Metropolitan Transportation Authority (Metro) for the purpose of establishing the roles and responsibilities of each funding agency participating in the I-10/Robertson/National Area Circulation Improvement Project (Project). <u>BACKGROUND:</u> In 2003, the Project was identified by the Westside Cities Council of Governments as one of the top priority projects to help relieve traffic congestion in the Westside area of the County of Los Angeles. The Project area is located primarily within the City of Los Angeles, but includes a portion of Culver City around the Exposition Light Rail Transit (Expo) Culver City Station. The street system in the Project area has a dysfunctional on/off-ramp configuration and skewed intersection alignments of the major streets. The current configurations and alignments, coupled with inadequate roadway capacity, create severe traffic circulation and congestion issues for motorists. As a result, the area suffers from frequent poor traffic conditions as motorists travel circuitously to and from the freeway ramps. The westbound I-10 on/off ramps are located at different locations, with the off ramp located north of the freeway and the on ramp located south of the freeway. The eastbound I-10 on/off			

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ramps are also at different locations, with the on ramp at National Boulevard and the off ramp at Robertson/Venice/Higuera.

Recognizing this problem, the cities of Culver City and Los Angeles, Metro, and the California Department of Transportation (Caltrans) met several times, dating back to 2004, to explore longer-term strategies for this area. Several design alternatives discussed involved relocating freeway ramps and reconfiguring streets. However, the design alternatives required feasibility, environmental, and other technical studies to be funded before the project could go any further. In 2005, Culver City obtained a federal grant of up to \$2 million through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for the planning, design and engineering of improvements at the I-10/Robertson/National area. The grant required a 20% (up to \$500,000) local match, of which Los Angeles, Culver City, and Metro will contribute \$250,000, \$150,000, and \$100,000 respectively. Metro's contribution is pursuant to Mitigation Measure T2 (I-10 Robertson Boulevard Ramps) in the Final Environmental Impact Report for the Los Angeles Mid-City Westside Transit Corridor / Mid-City Exposition Light Rail Transit Project.

During the past few years, City staff worked collaboratively with representatives from the City of Los Angeles Transportation Department (LADOT), Los Angeles City Council Districts 5 and 10, Metro, and Caltrans to establish project goals and objectives, discuss additional design alternatives, and draft an agreement that defines the roles and responsibilities of the parties contributing financially to the project. In 2009, Culver City and LADOT agreed that with most of the project area residing in the City of Los Angeles, the limited resources at Culver City, and the availability of technical staff within LADOT to oversee a consultant contract for the required work, that it would be more practical if Culver City transferred ownership of the grant to LADOT. On October 30, 2009, Caltrans and the Federal Highway Administration (FHWA) approved LADOT's authorization to proceed with the project as the new project lead agency.

DISCUSSION:

The I-10/Robertson/National Area Circulation Improvement Project is envisioned to develop and evaluate alternatives to address the following issues:

- Bottlenecks (and motorists confusion) on I-10 and all major streets caused by the existing on/off-ramp system and street configuration;
- Circuitous traffic movements in the area and conflicting movements between vehicles and other modes of transportation;
- Adverse impacts created by traffic to and from parking facilities and bus stop areas at the Expo Culver City Station;
- Traffic generated by all developments in the area, including the proposed future higher-density developments adjacent to the Expo station; and,

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- Inefficient operation of the I-10 Freeway at and around Robertson Boulevard.

The objectives of the project are to produce several Caltrans and Los Angeles City required environmental and technical documents (such as a feasibility study, project initiation document, and an environmental impact report/statement) within a few years that will incorporate stakeholder and public comments, evaluate several project alternatives and recommend a preferred alternative. This recommendation, along with the supporting documents, will then serve as a basis to apply for state and federal funding for construction of the approved alternative.

The MOU identifies the roles and responsibilities of the financially contributing agencies and the administration and oversight of the Project and consultant(s). LADOT staff will administer the grant and serve as the project manager over a consultant team responsible for delivering the necessary studies/reports. Staff from the cities of Culver City and Los Angeles and Metro will work cooperatively on project consultant selection, review/revision/approval of the studies and plans, and public outreach to achieve a mutually beneficial final product. After the execution of the MOU, LADOT will go through a competitive bidding process to release a Request for Proposal, negotiate and execute a contract with a consultant.

FISCAL ANALYSIS:

The Project will not have a fiscal impact on the General Fund. The contract amount, estimated up to \$2,500,000, consists of \$2,000,000 of federal (SAFETEA-LU) funding, \$250,000 from the City of Los Angeles, \$150,000 from Culver City (Transportation Fund), and \$100,000 from Metro.

MOTION:

That the City Council:

1. Approve a Memorandum of Understanding with the City of Los Angeles and the Los Angeles Metropolitan Transportation Authority related to the I/10/Robertson/National Area Circulation Improvement Project; and,
2. Authorize the City Attorney to review/prepare the necessary documents; and,
3. Authorize the City Manager to execute such documents on behalf of the City.