



AGENDA REPORT

Meeting Date: October 18, 2010
Item Number: G-14
To: Honorable Mayor & City Council
From: Aaron Kunz, Deputy Director of Transportation *AK*
Martha Eros, Transportation Planner *ME*
Subject: APPROVE APPROPRIATION OF \$625,000 OF PROPOSITION C LOCAL RETURN TRANSPORTATION FUNDS FOR THE SANTA MONICA BOULEVARD IMPROVEMENT PROJECT
Attachments: 1. None

RECOMMENDATION

Staff recommends that the "City Council move to approve appropriation of \$625,000 of Proposition C Local Return transportation funds for the Santa Monica Boulevard Improvement project" as follows:

Amount	From		To	
	Fund # - Title	Account #	Fund # - Title	Account #
\$561,000	31 - Proposition C Fund Balance		35060367 – Traffic Signal Install	85040
\$64,000	31 - Proposition C Fund Balance		35060889 – Santa Monica Blvd Project	85040

INTRODUCTION

This recommendation is to appropriate Proposition C Local Return transportation funds towards Santa Monica Boulevard Capital Improvements. In 2005, the City assumed ownership of North Santa Monica Boulevard (formerly State Highway 2) from the State of California. The Boulevard was received in poor condition and requires significant reconstruction. As part of the relinquishment agreement, the State provided the City \$4.3 million for roadway improvements. Preliminary cost estimate for the Santa Monica Boulevard Improvement project is \$12 million.

Additionally, the City of Beverly Hills received a \$1.87 million grant award through the 2007 Call-for-Projects” from the Los Angeles County Metropolitan Transportation Authority (Metro) for Signal Synchronization technology at ten traffic signals on North Santa Monica Boulevard. This grant requires a local match of \$561,000.

DISCUSSION

The City receives approximately \$890,000 of Proposition A and C (Prop A/C) grant funds annually. The funds are administered by Metro and allocated to local jurisdictions on a per capita basis. Funds are specifically earmarked for the development and/or improvement of public transit and related transportation infrastructure.

Both Proposition A and C funds are used to operate the City’s dial-a-ride program, the Beverly Hills trolley service, and to subsidize reduced bus passes and taxi coupons for senior and disabled residents. Proposition C allows for “street improvements supporting public transit services,” including signal synchronization and traffic management devices on major arterials that support transit, including bus service and bike lanes.

Per Metro guidelines, Prop A/C funds must be expended within three years of the allocated (fiscal) year. As a result of operational program efficiencies, joint contracts with the City of West Hollywood (i.e., senior/disabled dial-a-ride transit and taxi coupons), and receipt of supplemental incentive grants, the City accumulated savings in Funds 30 (Prop A) and 31 (Prop C).

In order to take advantage of accumulated savings and avoid risk of “aged” funds lapsing, staff reprogrammed operational expenditures for all its transit programs to the Prop A fund and created a “reserve” account of \$625,000 in Prop C funds to apply towards the Signal Synchronization local match and the Santa Monica Boulevard Improvement project.

North Santa Monica Boulevard is heavily used by public transit, including five Metro regional bus lines and dial-a-ride services from adjacent communities. As the Metro Board approved the City’s request to create a capital reserve account at its July 2010 meeting after completion of the City’s FY 2010-11 budget process, funds need to be appropriated.

FISCAL IMPACT

The \$625,000 Prop C capital reserve account will provide the \$561,000 local match requirement for the Signal Synchronization project, thus reducing the use of the (initial) State or general fund monies. The remaining \$64,000 will be applied towards costs associated with the Topography & Utilities study recommended as Phase 1 of Santa Monica Boulevard CIP.

 Scott Miller
Finance Approval

 David Gustavson
Approved By