

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

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May 5, 2005

To: Public Works Directors,

This letter is to inform local agencies of the programming changes for the new candidates bridge projects, needing Seismic Safety Retrofit work and seeking federal-aid bridge funds.

The Seismic Safety Retrofit Program was established by emergency legislation (SB 36X). The purpose of this program was to evaluate all publicly owned bridges in California and take action necessary to prevent collapse due to earthquakes. A combination of Federal and State funding was used to fund these projects through the Department's Local Assistance Program. Assembly Bill No. 2996 removed the mandate in 2002. Without a mandate the State match that was provided for this program was eliminated. Any future allocation of State funds for this program would be subjected to annual Budget Act.

All local agency bridges have been screened and vulnerable bridges have been programmed for further seismic analysis and potential retrofit as it was intended by SB 36X. In an effort to complete the Local Seismic Safety Retrofit Program (LSSRP) we no longer program new projects into LSSRP.

As time goes by, all of the State's bridges will get older and may require seismic safety retrofit work. Therefore, addressing bridge seismic safety concern will be a continuous effort and will be managed as a part of the regular Federal-aid program. FHWA has already made seismic retrofit an eligible activity for Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds. There is no difference in using HBRRP fund for seismic retrofit projects programmed under LSSRP and projects programmed under HBRRP. Local agencies will need to provide the 20% match for both programs.

When a local agency has new information about a bridge such as new seismic faults or soil conditions, and self-funded as-built analysis shows potential vulnerability to collapse due to a credible earthquake, the local agency may submit the information to Caltrans for concurrence and potential programming. If Caltrans concurs with the finding, the bridge will be programmed for seismic retrofit under the HBRRP.

If you have questions regarding this letter, please contact your DLAE.

TERRY L. ABBOTT
Chief
Division of Local Assistance

Public Works Director
February 11, 2005
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