State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS

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Information Item

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Subject: **LOCAL SEISMIC BOND MATCH AND HIGHWAY BRIDGE PROGRAM / PROPOSITION 1B BOND**

SUMMARY:

Proposition 1B was passed by California voters on November 7, 2006. This proposition will create a Local Bridge Seismic Retrofit Account. Proposition 1B Bond funds will be available upon appropriation by the legislature, to provide the 11.5 percent required match for the federal Highway Bridge Program (HBP) funds. The Local Bridge Seismic Retrofit Account is expected to receive $125 million. This informational report provides a list of bridges identified to receive bond funds (attached), and the Local Seismic Bond Match and Highway Bridge Program Programming Guidelines (attached).

BACKGROUND:

At the time the bond legislation was passed, the Department of Transportation (Department) estimated the match requirement based on the latest cost information provided by local agencies for new phases of work not previously authorized. The attached list shows projects identified by the Department to receive bond match funding. Cost increases for eligible bridges may render the $125 million inadequate to provide the match for all requests. Previously authorized design phase work will need to be completed with local match funds.

A list of bridges identified to receive bond funds and the Bond Match and Highway Bridge Program Programming Guidelines (Guidelines) are attached. The Guidelines allow funding for new phases of work on a first-come, first-served basis at 11.5 percent up to $125 million. This will require agencies to complete the previously authorized preliminary engineering (design and strategy) with local match funds and focus the bond match funds primarily on construction.

As a condition for allocation of bond funds to a specific project, the Department will require the recipient agency to report, in accordance with the provisions developed by the Department, on the activities and progress made toward implementation of the project. Upon completion of the project, the recipient agency will also be required to provide a report on final costs of the project.

CURRENT STATUS

The Department, working with information provided by the local agencies, has prepared the following status of seismic bridges, as of March 1, 2007.

Status of the program as of March 1, 2007

		In Design		
Bridges by Agency Groups	**Number of Agencies**	**Pre Strategy**	**Post Strategy**	**Total # Bridges**
All Other Agencies	194	16	147	163
Los Angeles Region (City and County)	2	1	63	64
Dept Water Resources	1	16	9	25
BART	1	164	63	227
Total	198	197	282	479

LOCAL SEISMIC BOND MATCH AND HIGHWAY BRIDGE PROGRAM PROGRAMMING GUIDELINES

March 9, 2007

Passage of Proposition 1B on November 7, 2006, will create a $125 million Local Seismic Retrofit Account.

Bond Act language states, "One hundred twenty-five million dollars ($125,000,000) shall be deposited in the Local Bridge Seismic Retrofit Account, which is hereby created in the fund. The funds in the account shall be used, upon appropriation by the Legislature, to provide the 11.5 percent required match for Federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department of Transportation."

At the time the bond legislation was passed the Department of Transportation (Department) estimated the match requirement based on the latest cost information provided by the local agencies for new phases of work not previously authorized. The attached list shows projects identified by the Department to receive bond match funding. Cost increases for eligible bridges may render the $125 million inadequate to provide the match for all requests. Previously authorized design phase work will need to be completed with local match funds.

Programming considerations:

- Existing non-seismic projects in the Federal Transportation Improvement Program (FTIP) will be programmed after seismic retrofit projects to provide programming capacity for seismic projects with the exceptions that:

    1. Highway Bridge Program (HBP) funds necessary for the mandated bridge inspection program will be programmed as needed.
    2. HBP funds necessary for preliminary engineering (PE) and Right-of-Way phases will be programmed in order to maintain a sustainable HBP program (approximately 15 percent of annual funding).
    3. HBP funds will be programmed for projects that the local agencies and Districts have indicated can be funded for construction prior to the end of the current Federal Fiscal Year (FFY). These projects have expended considerable time and effort already and much of this effort would be lost if the projects are shelved. Also, the HBP program has not fully delivered and this would help expend HBP funds this FFY.
    4. First Street in the city of Los Angeles will remain programmed for HBP funds due to the transit features and air quality issues if removed from the FTIP. This project is not proposed for bond match funds.

5. Golden Gate Bridge Phase 3b will be programmed for HBP funds due to the national significance of this structure. This project is not proposed for bond match funds.
6. Gerald Desmond Bridge will be programmed for HBP funds for PE only, due to the size of the project and long lead-time. This project is not eligible for bond match funds.

- HBP funds and bond match will be programmed for the three years of FTIP, up to the programming capacity allowed by FHWA for the local HBP.
- Project sponsors that indicated the delivery of their seismic projects is beyond the third year of the FTIP or projects that cannot be programmed in the three-year FTIP due to program capacity limitations, will have their projects programmed in the FTIP through future FTIP updates. Priority for programming will be based on the project's readiness to obtain a Federal obligation and proceed to construction.
- The Department will request FTIP amendments for projects that are submitted to the Department and ready for construction authorization.

Delivery:

- Construction funds with seismic bond match funds must be obligated in the year programmed or the projects will be removed from the FTIP and compete for FTIP programming in a future amendment.
- Projects must be awarded within 12 months of obligation.
- Seismic bond match bridges that are combined with non-seismic HBP work will receive the bond match on the seismic retrofit portion of the project only. Bond funds will provide match funds to the updated seismic retrofit cost at the time of construction authorization.

Accountability:

As a condition for allocation of bond funds to a specific project, the Department will require the recipient agency to report, in accordance with the provisions developed by the Department, on the activities and progress made toward implementation of the project. Upon completion of the project, the recipient agency will also be required to provide a report on final costs of the project.