

0220-03621-0030

TRANSMITTAL

TO City Council	DATE 7/11/22	COUNCIL FILE NO.
FROM Seismic Governance Committee	COUNCIL DISTRICT	

At its meeting held on June 30, 2022, the Seismic Governance Committee adopted the recommendations of the attached Bureau of Engineering (BOE) report, which is hereby transmitted for Council consideration. Adoption of the report recommendations would approve the Bridge Improvement Program (Seismic Bond) new baseline program budget of \$463 million.

There is no additional General Fund impact beyond monies authorized for this purpose as part of the 2022-23 Adopted City Budget.

Matthew W. Szabo
City Administrative Officer
Chair, Seismic Governance Committee

MWS:EYL:05220182

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: June 16, 2022

To: Seismic Governance Committee
Matt Szabo, City Administrative Officer, Chair
Sharon Tso, Chief Legislative Analyst
Jennifer McDowell, Office of the Mayor

From: Kevin Minne, P.E., Principal Civil Engineer
Bridge Improvement Division
Bureau of Engineering



Subject: BRIDGE IMPROVEMENT PROGRAM TOTAL BUDGET & PROGRAM STAFFING

RECOMMENDATIONS

That the Seismic Governance Committee (SGC) approve and recommend that the City Council:

- 1) Approve a Bridge Improvement Program – Seismic Bond Total Budget (BIP Seismic Budget) of \$463 million, as the new baseline program budget; and,
- 2) Instruct Bureau of Engineering (BOE) to report back annually with a revised BIP Seismic Budget.

SUMMARY

This report forecasts the BIP Seismic Budget at \$463 million. This budget remains the same as previously approved in 2021, however since the last report, two projects have been fully closed-out with Caltrans and have been removed from the active project listing shown below in Table One. These two projects are the Laurel Canyon BI and Riverside Dr over LA River bridges. This report also addresses future plans for the development of a new phase of the BIP to take advantage of new federal and state funding.

BACKGROUND

Seismic Bond Bridge Component History

In June 1990, the voters approved Proposition G, commonly known as the Seismic Bond Reimbursement Fund No. 608. This action authorized the City to issue \$376 million in general obligation bonds to reinforce, renovate and/or replace City-owned seismically deficient bridges and buildings (C.F. 93-0038-S1). Of this funding, \$176 million was made available for bridge projects. During the 1990s, 117 of the original 118 bridges identified as needing modification were retrofitted.

Subsequently, the Federal Highway Administration (FHWA) made grants available to cities and counties across the country to replace or rehabilitate structurally deficient or functionally obsolete bridges. In December 2000, the City Council approved the creation of the current Bridge

Improvement Program (BIP), using the remaining Prop G as leverage for the new FHWA grants. The goal of the new BIP was to establish a long term program to improve seismically deficient bridges within the jurisdiction of the City. On March 26, 2019, Council approved the closeout of Fund No. 608 (C.F. 15-0411-S2). Subsequently, the remaining Fund balance was expended on various cost related to BIP projects and the CAO closed out this Fund.

This report addresses the 59 projects included in the Seismic Bond component. Since its inception, BIP has completed 37 projects and eight have been deobligated by the City Council (CF 11-1007 on June 28, 2011). There are 14 active open projects.

Budget Considerations

BOE has developed the budget to deliver these projects, taking into consideration the City resources that are the City/Local match to the federal grant funds. This financial plan addresses the program needs until FY 2026 to complete the remaining projects.

There are currently 14 active open projects (see Table One) in various project phases:

- 5 projects in the Design Phase/Right-of-Way Phase
- 1 project in the Construction Phase
- 8 projects in the Post-Construction Phase

TABLE ONE - BIP Seismic Budget Summary for Active Projects

Proj.#	Project Name/Bridge #	Project Budget	Prop G, MICLA, CIEP Budget	HBP Budget	Other Sources (Prop 1B, Prop C, Metro)
	Design Phase/Right-of-Way Phase				
1-4	Glendale-Hyperion Complex of Bridges - 1881,1882,1883,1884 (Phase 2)	\$68,733,342	\$5,391,815	\$55,174,157	\$8,167,370
5	State St/UPRR & Busway - 1930	\$18,004,084	\$2,812,633	\$15,191,451	\$0
	Construction Phase				
6	Soto St/Valley - 0011	\$23,060,625	\$3,300,545	\$15,760,080	\$4,000,000
	Post-Construction Phase/ Close out with Caltrans				
7	First St Viaduct/ Glendale S - 0045	\$15,087,732	\$1,827,554	\$12,242,964	\$1,017,213
8	First St Viaduct/LAR River & Widening Phase III	\$5,279,325	\$3,687,225	\$1,592,100	\$0

9	N. Main St/LA River S - 1010	\$12,856,391	\$2,424,569	\$8,394,070	\$2,037,752
10	N. Spring St/Los Angeles River -0859	\$58,094,185	\$4,555,349	\$35,441,631	\$18,097,205
11 (Part of 1-4)	Red Car Pedestrian Bridge - Glendale-Hyperion Complex of Bridges(Phase 1)	\$4,799,888	\$3,599,888		\$1,200,000
12	Riverside Dr near Zoo Dr - 1298	\$18,795,980	\$2,898,175	\$15,102,819	\$794,986
13	Soto St/Mission - 0013	\$22,506,481	\$1,571,415	\$13,155,532	\$7,779,534
14	Vanowen St/Bull Creek -1361	\$3,474,557	\$584,407	\$2,890,150	\$0
	Active Projects (Projects 1-14) Total:	\$250,692,590	\$32,653,575	\$174,944,954	\$36,351,827
	Completed/Deobligated Projects Total:	\$210,888,537	\$35,234,594	\$139,302,117	\$36,351,827
	PROGRAM SUBTOTAL:	\$461,581,127	\$67,888,169	\$314,247,071	\$79,445,887
	Program Contingency (5% of Construction Costs)	\$1,153,031	\$1,000,000	\$153,031	
	PROGRAM TOTAL:	\$462,734,158	\$68,888,169	\$314,400,102	\$79,445,887

An estimated program contingency of 5% of \$23 million of construction costs (\$1.1 million) is included to address unforeseen conditions during construction and other unanticipated expenditures. The FY 2022-23 budget includes \$1 million to be allocated for BIP contingency. Any additional contingency funds needed for BIP will be requested through the HBP.

Since the FY 2021 budget report, the following two bridges have fully closed-out and have been removed from the active project list:

- Laurel Canyon BI - 1233
- Riverside Dr/Los Angeles River – 0160, 1932

Additionally, the BIP includes projects not under the purview of the SGC, including various on and off-budget pedestrian/bicycle bridges, tunnels, and other miscellaneous mobility projects involving complex coordination and/or complex grant funding. These projects generally fall under the purview of the Street and Transportation Project Oversight Committee (STPOC) which the BIP regularly reports to.

Strategic Planning for Future Bridge Funding

As shown in this and prior reports, the BOE has been making steady progress in delivering the 59 bridges originally identified in the Seismic Bond. Our city bridges however continue to age and the City continues to evolve, putting new demands on city bridges, including how they can address the city's sustainability/resiliency, mobility, and equity goals. Additionally, new funding is

now available at the federal and state levels to assist agencies to meet these goals. As such, the BOE has initiated a bridge strategic planning effort to address these challenges. The main tasks under the strategic plan are:

- 1) To develop an annual, data-based bridge maintenance program to address bridge repairs, blight abatement, and other maintenance activities to ensure the integrity of our city bridges.
- 2) To prioritize our city bridges to compete for new federal and state funding sources and determine where new bridges may be needed to improve multi-modal mobility.
- 3) To develop grant application materials and apply for grants.

This effort builds upon a preliminary sufficiency rating analysis of city bridges which estimated a repair and replacement need of approximately \$850M. It is anticipated as we proceed through the strategic planning effort and apply for grants, the overall budget of the BIP will increase significantly.

Program Staffing and Reallocation

Table Two below illustrates the projected staffing needs by City Departments to complete the BIP projects. The Bureau of Contract Administration staffing allocation has been made as a dollar amount for charging authority which totals approximately three Full Time Equivalent (FTE) positions.

Table Two - BIP Staffing Projection to Program Completion:

Fiscal Year	BIP Active Projects	BOE Positions	BPW Positions	Total	BCA FTEs Only
22/23	14	9	3	12	3
23/24	12	9	3	12	3
24/25	10	9*	3	12	3
25/26	8	9*	3	12	3

*An increase in staffing will likely be required if new grant funds are secured

BOE staff projected in FY 22-23 through FY 25-26 will be needed to work on critical projects such as the Glendale Hyperion Complex of Bridges, State St/UPRR and Busway, and Soto St/Valley Bl projects assuming no additional funding is secured for new projects. Should additional grants be secured, an increase in staffing will be required.

CONCLUSION

BOE will report back annually with a revised financial plan based on updated expenditures and changes to projects budgets.

KDM/kdm

cc: Gary Lee Moore – City Engineer, BOE
Julie Sauter - BOE
Yolanda Chavez– CAO
B. Hollins/ L. Chu/E. Lee - CAO
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