

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 9, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.13, Action

Prepared By: Jon Pray
Assistant Deputy Director

Published Date: September 27, 2019

Subject: **Adoption of the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines
Resolution LB1B-G-1920-01**

Issue:

Should the California Transportation Commission (Commission) adopt the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines?

Recommendation:

Commission staff recommends that the Commission adopt the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines as proposed in Attachment B.

Background:

The initial Local Bridge Seismic Retrofit Program (Program), established in 1989, identified 1,235 local bridges in need of seismic retrofit. In 2006, at the time Proposition 1B was approved, the California Department of Transportation (Department) reported that local agencies had completed retrofit work on 756 of the 1,235 bridges leaving 479 local bridges in need of seismic retrofit. The Commission is concerned that, as of June 30, 2019, there are 60 bridges on the Program project list that are still not complete. The Commission has determined that the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines adopted in May 2008 require revisions to promote the completion of projects.

Significant proposed changes to the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines include:

- Establishment of project delivery agreements with agencies for projects that have not advanced to the construction phase by December 31, 2019.

- Increased oversight and accountability through enhanced semi-annual reporting to the Commission.
- Agencies who fail to meet a milestone as scheduled in an executed project delivery agreement (Attachment C) or do not comply with requirements of the revised guidelines will be restricted from seeking new obligations in the Department's Highway Bridge Program for projects outside of the Program.

The guidelines were revised in collaboration with stakeholders including the Department, the Highway Bridge Program Advisory Committee, and local agencies. Draft recommendations for revisions to the guidelines were presented for public comment at the May 2019 Commission meeting. A public workshop to receive input from stakeholders was held on June 19, 2019. The Highway Bridge Program Advisory Committee reviewed the revised guidelines at their meeting on June 20, 2019. Based on input received from all stakeholders, changes were incorporated, and the revised draft guidelines were presented for public comment at the August 2019 Commission meeting.

On September 9, 2019, the revised guidelines were provided to the appropriate policy and budget committees of the Legislature as required by Government Code Section 14533.1. To date, the Legislature has not submitted any comments.

Attachments:

- Attachment A: Resolution LB1B-G-1920-01
- Attachment B: Proposition 1B Local Bridge Seismic Retrofit Account Guidelines (a strikethrough version of this document is available upon request)
- Attachment C: Project Delivery Agreement Template
- Attachment D: Local Bridge Seismic Retrofit Program Project List

CALIFORNIA TRANSPORTATION COMMISSION

**Adoption of the Proposition 1B Local Bridge Seismic
Retrofit Account Guidelines**

RESOLUTION LB1B-G-1920-01

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act (Bond Act) of 2006 was approved by voters as Proposition 1B on November 7, 2006; and
- 1.2 WHEREAS the Bond Act establishes a \$125 million Local Bridge Seismic Retrofit Account for allocation by the California Transportation Commission (Commission), upon appropriation by the Legislature in the annual Budget Act; and
- 1.3 WHEREAS the Local Bridge Seismic Retrofit Account is subject to the provisions of Government Code Section 8879.23(i), as added by Proposition 1B, and to Section 8879.62, as enacted through implementing legislation in 2007 (Senate Bill 88), designating the Commission as the administrative agency responsible for programming Local Bridge Seismic Retrofit Account funds, and the agency authorized to adopt guidelines for the program; and
- 1.4 WHEREAS the Commission adopted the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines at the May 28-29, 2008 Commission meeting; and
- 1.5 WHEREAS the Commission has determined that the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines adopted in May 2008 require revisions to promote the completion of projects; and
- 1.6 WHEREAS the Commission held a public workshop to discuss revisions to the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines on June 19, 2019; and
- 1.7 WHEREAS the Draft Proposition 1B Local Bridge Seismic Retrofit Account Guidelines were presented at the August 14-15, 2019 Commission meeting; and
- 1.8 WHEREAS the Draft Proposition 1B Local Bridge Seismic Retrofit Account Guidelines were provided to the appropriate policy and budget committees of the Legislature on September 9, 2019 pursuant to Government Code Section 14533.1; and

- 1.9 WHEREAS the Legislature has not submitted any comments.
- 2.1 NOW, THEREFORE, BE IT RESOLVED, that the Commission hereby adopts the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines, as presented by Commission staff.

CALIFORNIA TRANSPORTATION COMMISSION

PROPOSITION 1B
LOCAL BRIDGE SEISMIC RETROFIT
ACCOUNT GUIDELINES

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Background

1. **Authority and purpose.** A Local Bridge Seismic Retrofit Program (Program) was initially mandated by emergency legislation Senate Bill (SB) 36X (Kopp, Chapter 18, Statutes of 1989) after the October 17, 1989 Loma Prieta earthquake. In total 1,235 local bridges in need of seismic retrofit work were identified and included in the Program. Funds for the Program come from federal, state and local sources. Funds received through the federal Highway Bridge Program, administered by the Department of Transportation (Department), cover up to 88.53 percent of the cost to seismically retrofit a local bridge. The other 11.47 percent, referred to as the required local match, must come from non-federal, state or local sources. Since the Program was a state mandate, state transportation funds were provided to local agencies through the annual state budget process for use as the 11.47 percent required local match. With the passage of Assembly Bill (AB) 2996 (Committee on Budget, Chapter 805, Statutes of 2002) the Program became a discretionary program and local agencies had to secure the 11.47 percent required local match from the State Transportation Improvement Program (STIP) or from other local funds under their control.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), approved by the voters on November 7, 2006, established a \$125 million Local Bridge Seismic Retrofit Account (Account). Account funds are state funds dedicated specifically to provide the 11.47 percent required local match for the seismic retrofit work on local bridges, ramps, and overpasses remaining in the Program. The entire \$125 million is available for projects, less a \$2.5 million set-aside to cover bond administrative costs per the Department of Finance.

The Account is subject to the provisions of Government Code Section 8879.23(i), as added by Proposition 1B, and to Section 8879.62, as enacted through implementing legislation SB 88 (Committee on Budget and Fiscal Review, Chapter 181, Statutes of 2007). The implementing legislation designated the California Transportation Commission (Commission) as the administrative agency responsible for programming Account funds and authorized the adoption of implementing guidelines.

At the time Proposition 1B was approved, the Department reported that local agencies had completed retrofit work on 756 of the 1,235 bridges leaving 479 local bridges in need of seismic retrofit and initially eligible for Account funding. There were 227 Bay Area Rapid Transit (BART) bridges over local streets and roads included in the Program to ensure the protection and safety of the motoring public on the affected local

streets and roads. The Department converted \$201.2 million of federal Highway Bridge Program funds to Surface Transportation Program (STP) funds to allow programming of the 88.53% federal portion for the 227 BART bridges.

In 1997, the Department formed the Highway Bridge Program Advisory Committee (Committee) to obtain input and advice from stakeholders and to provide a forum to confer with local agencies on local bridge funding and programming matters within the Highway Bridge Program. The Committee is comprised of the Department Local Assistance Division Chief and technical staff from the California State Association of Governments, the California State Association of Counties, the League of California Cities, the Federal Highway Administration, the California Association of Councils of Governments, and the Commission. Between 2008 and 2018, the Department, working with the Committee, removed 104 bridges from the Program that were retrofitted with other funds, demolished or removed, or found to be privately owned.

In January 2018, the Department reported that of the 479 bridges initially eligible for Account funding, 104 bridges were removed from the program, construction was completed on 311 bridges, 47 bridges were in various stages of the design and pre-strategy phase, and 17 bridges were in construction. Commission and Department staff, in conjunction with the Committee, reviewed the project list to identify bridge owners who had shown little to no progress on the work necessary for these bridges to achieve seismic safety. In May 2018, the Commission sent letters to bridge owners asking them to work with the Department to develop a work plan for each project.

As of June 30, 2019, there are 60 bridges remaining on the Local Bridge Seismic Retrofit Program project list with 16 of these bridges currently in construction. The purpose of these amended guidelines is to revise the existing Proposition 1B Local Bridge Seismic Retrofit Account Guidelines to incorporate new project delivery requirements and policy for the Program, identify Commission policy for use of Account funds, and to provide guidance to the Department, the Committee, and local agencies in carrying out their respective responsibilities.

Project Programming

2. **Schedule.** The Commission intends to implement the revised Account Guidelines on the following schedule:

Commission notices Account Guidelines	August 14-15, 2019
Account Guidelines submitted to the Legislature	September 9, 2019
Commission adopts Account Guidelines	October 9, 2019

3. **Eligibility.** Projects eligible to use Account funds are limited to the remaining 60 Program bridges, ramps and overpasses. The Commission intends to allocate Account funds only to the construction phases for the seismic retrofit work of eligible projects.

The useful life of an Account funded project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section requires that projects have an expected useful life of at least 15 years.

4. **Program.** The Department may program the remaining 60 eligible projects per baseline scope, cost, and schedule commitments outlined in project delivery agreements entered into in accordance with these guidelines. In developing the Program, the Department will also consider the availability of federal Highway Bridge Program funds and the federal fiscal year in which local agencies request funding for their seismic retrofit projects. Federal regulations limit the amount of Highway Bridge Program funds that can be programmed in each year of the Federal Transportation Improvement Program (FTIP).

In addition to funding Program projects, federal Highway Bridge Program funds are used for the federally-mandated Bridge Inspection, Bridge Rehabilitation, Bridge Replacement and Preventive Maintenance Programs. To the extent both federal Highway Bridge Program and Account funds are available, the Department will use the flexibility available in the FTIP to advance projects if requested by a local agency. It is anticipated that in some years the need for federal Highway Bridge Program funds could exceed the available capacity. Thus, some projects may have to be delayed until future years of the Program to coincide with the available federal Highway Bridge Program funds. Local agencies are encouraged to expedite project delivery ahead of Program established schedules to take advantage of the “first come, first served” sub-allocations.

The Department will annually exchange a portion of the local share of funds received through the federal Highway Bridge Program for state funds, as needed, to accommodate the current remaining required local match needs, up to a total of \$32.9 million. This exchange, along with the available \$122.5 million Account bond match, will fully fund the current Program needs for the required local match at \$155.4 million.

Project Delivery

5. **Project Delivery Agreements.** For all projects that have not advanced to the construction phase by December 31, 2019, the Department and the local agency responsible for the delivery of the local seismic retrofit project will execute a project delivery agreement, which shall supersede

existing baseline agreements and which will set forth the project scope, cost and delivery schedule. These project delivery agreements must be adopted by the governing board responsible for approval of projects for the local agency. Executed project delivery agreements shall be delivered to the Department and the Commission by March 31, 2020.

Agencies that do not comply with this requirement will be ineligible to receive new obligations in the Highway Bridge Program until the project delivery agreement is executed or the bridge project enters the construction phase. Additionally, agencies may be required to repay any Federal funding expended on preliminary engineering in accordance with Federal Highway Administration Order 5020.1A.

6. **Project Delivery.** Local agencies are expected to deliver their project in the Federal Fiscal Year programmed or earlier. Local agencies will submit to the Department the request for authorization of Highway Bridge Program funds in accordance with the procedures developed by the Department. The Department will date stamp the request, if it is found to be complete and correct. This date and time will establish priority for sub-allocation of the 11.47 percent required local match from the Account.

Local agencies will provide a project status update to the Department on a semi-annual basis through the Local Assistance Online Data Information System (LA-ODIS). Agencies that fail to meet a milestone in an executed project delivery agreement (environmental clearance process completion, design completion, right-of-way certification, ready for construction advertisement) will be ineligible to receive new obligations in the Highway Bridge Program until the conditions of the project delivery agreement are met. Additionally, agencies may be required to repay any Federal funding expended on preliminary engineering in accordance with Federal Highway Administration Order 5020.1A. Funding for projects within the Highway Bridge Program that are prioritized by the Committee to be more at risk than a project in the Program will not be subject to these restrictions.

7. **Project Amendments.** The Department shall not add bridges to the remaining 60 bridges, ramps and overpasses in the Program. The Department may not change the delivery schedule for any project in the fiscal year in which it is programmed. Projects in the delivery year of the Program can seek an extension from the Commission per the timely use of funds provisions in these guidelines.

8. **Account Allocations.** In accordance with Government Code Section 8879.62(b), the Commission will annually allocate Account funds to the Department based on a funding request submitted on or before September 30 of each year. The Commission may allocate Account funds up to the appropriation level provided in the State Budget Act.

The Department will sub-allocate funds to local agencies for project implementation based on completed final Plans, Specifications, and Estimate (PS&E phase), where appropriate, and only after verifying that the project is eligible to receive federal Highway Bridge Program funding through an approved Authorization to Proceed from FHWA for each phase of work and is ready to proceed with right-of-way or construction phase work.

Pursuant to Public Resources Code Section 21102, the Department may not sub-allocate funds for design, right of way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). For projects that are categorically cleared, a Caltrans determination of categorical exemption is acceptable. As a matter of policy, the Commission will not allocate funds, and therefore the Department may not sub-allocate funds, for design, right of way, or construction of a federally funded project prior to documentation and/or determination as appropriate of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right of way prior to completion of NEPA review and the project is not subject to CEQA or compliance with CEQA is achieved.

At PS&E phase, the final estimate may vary from the project delivery agreement estimate. The Department is authorized to amend the project delivery agreement to reflect the revised estimate at the time of sub-allocation if it finds the new estimate is adequately justified.

The Department is expected to use “first come, first served” as the guiding principle in the sub-allocation of funds to eligible seismic retrofit projects. Bond funds shall be sub-allocated to projects concurrent with the obligation of corresponding federal Highway Bridge Program funds.

The Department will report to the Commission, on a semi-annual basis, the status of sub-allocations made to the local agencies. The Department will adjust the sub-allocations for any contract award cost savings and will reflect those cost savings in subsequent semi-annual reports.

9. **Timely Use of Funds.**

Account funds sub-allocated for construction must be encumbered by the award of a contract within six months of the date of the sub-allocation of funds. After the award of the contract, the local agency has up to 36 months to complete (accept) the contract. At the time of sub-allocation, the Department may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

The local agency has 180 days after construction contract acceptance to make the final payment to the contractor, prepare the final Report of Expenditure and submit the final invoice to the Department for reimbursement.

The Commission may extend contract award or contract completion deadlines no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies an extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

Agencies that do not comply with these requirements will be ineligible to receive new obligations in the Highway Bridge Program. Additionally, agencies may be required to repay any Federal funding expended on preliminary engineering in accordance with Federal Highway Administration Order 5020.1A.

10. **Delivery Reports.** Local agencies will submit reports to the Department, on a semi-annual basis, on the activities and progress made toward moving their projects to the construction phase, including those project development activities taking place prior to the sub-allocation of Account funds. The Department shall submit to the Commission, on a semi-annual basis, delivery reports on the activities and progress made toward implementation of the remaining Program projects.

As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semi-annual basis, to the Department of Finance. The purpose of the reports is to ensure that projects are executed in a timely fashion and within the scope and budget identified when the decision was made to fund the projects.

After sub-allocation of Account funds, if project costs exceed the approved project budget, the implementing agency will identify alternatives to meet the cost increase or submit to the Commission a corrective plan for achieving the original benefit of the project. The

Commission may either approve the corrective plan or direct the implementing agency to modify its plan.

11. **Final Delivery Report.** Within six months of the project becoming operable, the Local Agency will provide a final delivery report to the Department on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the baseline agreement or project delivery agreement, and performance outcomes derived from the project as compared to those described in the baseline agreement or project delivery agreement. The Department will forward this report to Commission staff within one month of final delivery report receipt and ensure timely submittal of semi-annual reports outlined in Section 10 of these guidelines. Operable is defined as the end of the construction phase when the construction contract is accepted. Project completion is defined as the conclusion of all remaining project activities, after acceptance of the construction contract. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The Department will also provide a supplement to the final delivery report at the completion of each project to reflect final project expenditures within three months of the conclusion of all project activities.

12. **Audit of Project Expenditures and Outputs.** The Department will ensure that project expenditures and outputs are audited. For each project, the Commission expects the Department to provide a semi-final audit report within six months after the final delivery report and a final audit report within six months after the final delivery report supplement. The Commission may also require interim audits at any time during the performance of a project.

Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

- Whether project costs incurred and reimbursed comply with the executed project delivery agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
- Whether project deliverables are consistent with the project scope, schedule and project outputs described in the executed project delivery agreement or approved amendments thereof.

Local Bridge Seismic Retrofit Program
 Project Delivery Agreement

Agency Information

Agency Name: Contact Name: Phone: Email:

Project Information

Bridge No.					
District:					
Fed. Aid Project Number					
Project Title & Description:					
Project Benefit:					
County Name	City	Zip Code	Congressional District	Assembly Dist	Senate Dist

Project Delivery Baseline (Milestone)

Month/Year

Begin Design Date	
NEPA Completion Date	
Begin Right of Way Date	
Right of Way Certificatio Date	
100% PS&E Date	
Construction RFA Date	
End Construction Date	
Closeout Date	

Proposed Project Cost:

Highway Bridge Program Fund	18/19	19/20	20/21	21/22	22/23	23/24
Right of Way						
Construction						
LBSRA/State Match						
Right of Way						
Construction						

District

Bridge No:

Project Title

We acknowledge the scope, cost, and delivery schedule as identified above are the baseline, as agreed on (Insert Date), by both Department of Transportation and the local agency. This project is being monitored by the California Transportation Commission and the Department of Transportation. We certify that funding sources cited are expected to be available in the delivery year listed. The estimated costs represent funding components for the right of way and construction phases only. If any phases of this seismic retrofit project is not delivered in the year that has been agreed upon in this agreement, HBP funds could be withdrawn as outlined in the Proposition 1B Local Bridge Seismic Retrofit Program Guidelines.

 Insert Agency Official Name
 Insert Agency

 Date

RIHUI ZHANG
 Chief
 Division of Local Assistance
 Department of Transportation

 Date

Local Bridge Seismic Retrofit Program Project List

(as of June 30, 2019)

DISTRICT	Co.	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)
01	HUM	Humboldt County	04C0055	Mattole Road (Honeydew)	\$3,441	\$688,200	✓	1/31/21	12/25/20	12/31/23	50% Design
01	HUM	Humboldt County	04C0104	Waddington Road	\$1,147	\$150,000	✓	✓	✓	7/31/19	99% Construction
01	MEN	Mendocino County	10C0034	Eureka Hill Road	\$0	\$464,535	✓	8/15/20	8/15/19	3/31/21	85% Design 95% ROW
02	TEH	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$4,574,950	✓	✓	11/1/19	10/18/21	90% Design 80% ROW
04	CC	Concord	28C0442	Marsh Drive	\$0	\$506,928	✓	6/30/20	8/31/20	4/30/23	40% Design
04	ALA	Fremont	33C0128	Niles Boulevard	\$0	\$589,299	✓	✓	✓	8/30/19	98% Construction
04	ALA	Oakland	33C0030	Embarcadero Street	\$0	\$1,696,681	✓	✓	✓	12/31/19	95% Construction
04	ALA	Oakland	33C0148	23rd Avenue	\$108,965	\$1,149,868	✓	✓	12/31/19	12/31/19	55% ROW 10% Construction
04	ALA	Oakland	33C0215	Leimert Boulevard	\$28,675	\$557,968	✓	2/20/20	1/16/20	3/19/21	60% Design
04	CC	Orinda	28C0330	Miner Road	\$5,000	\$110,000	✓	10/30/20	1/4/21	6/30/22	10% Design
04	CC	Orinda	28C0331	Bear Creek Road	\$6,000	\$114,700	✓	10/1/20	7/31/20	12/31/21	10% Design
04	CC	Pittsburg	28C0165	North Parkside Drive	\$0	\$3,405	✓	✓	No R/W	7/30/19	99% Construction
04	SF	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	\$0	\$47,890	✓	4/30/20	4/30/20	7/31/22	79% Design 79% ROW
04	SF	San Francisco County Transportation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	\$63,085	\$2,471,629	✓	4/30/20	4/30/20	7/31/22	80% Design 80% ROW
04	SF	San Francisco County Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	\$34,410	\$1,096,115	✓	4/30/20	4/30/20	7/31/22	78% Design 78% ROW
04	SF	San Francisco County Transportation Authority	01CA0004	Treasure Island Road West of SFOBB	\$0	\$223,487	✓	4/30/20	4/30/20	7/31/22	80% Design 80% ROW
04	SF	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	\$0	\$264,672	✓	4/30/20	4/30/20	7/31/22	79% Design 79% ROW
04	SF	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	\$0	\$65,450	✓	4/30/20	4/30/20	7/31/22	80% Design 80% ROW
04	SF	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	\$0	\$35,119	✓	4/30/20	4/30/20	7/31/22	80% Design 80% ROW

Local Bridge Seismic Retrofit Program Project List

(as of June 30, 2019)

DISTRICT	Co.	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)
04	SF	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	\$0	\$46,294	✓	4/30/20	4/30/20	7/31/22	80% Design 80% ROW
04	SF	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	\$114,700	\$8,888,946	✓	4/30/20	4/30/20	7/31/22	50% ROW
04	SON	Sonoma County	20C0017	Watmaugh Road	\$28,675	\$573,500	✓	10/1/20	10/20/21	12/27/23	89% Design
04	SON	Sonoma County	20C0018	Bohemian Highway	\$45,880	\$1,912,508	✓	9/1/21	9/30/23	12/26/25	19% Design
04	SON	Sonoma County	20C0155	Wohler Road	\$11,470	\$1,591,563	✓	✓	9/29/21	12/31/23	98% Design 87% ROW
04	SON	Sonoma County	20C0262	Boyes Boulevard	\$74,555	\$676,730	✓	✓	✓	12/31/20	50% Construction
04	SOL	Vallejo	23C0152	Sacramento Street	\$0	\$219,000	✓	9/30/19	8/30/19	3/18/20	95% ROW
05	MON	Monterey County	44C0009	Nacimiento Lake Drive	\$34,339	\$0	✓	12/31/08	✓	12/31/19	98% Design 98% ROW
05	SB	Santa Barbara County	51C0006	Floradale Avenue	\$29,822	\$1,775,128	✓	10/31/19	10/31/19	12/21/25	95% Design 85% ROW
05	SCR	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678	✓	3/31/20	7/31/20	6/30/22	98% Design 95% ROW
06	KER	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220	✓	✓	No R/W	9/30/20	Waiting Award
06	KER	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220	✓	✓	No R/W	9/30/20	Waiting Award
07	LA	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780	✓	✓	✓	7/7/20	66% Construction
07	LA	Los Angeles	53C1880	Sixth Street	\$0	\$31,851,593	✓	✓	6/30/22	6/30/22	88% ROW 50% Construction
07	LA	Los Angeles	53C1881	Hyperion Avenue	\$0	\$1,220,371	✓	✓	✓	9/30/22	88% Design
07	LA	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191	✓	✓	No R/W	6/30/22	
07	LA	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700	✓	✓	7/31/20	9/30/22	50% ROW
07	LA	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700	✓	✓	✓	9/30/22	88% Design
07	LA	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805	✓	10/30/19	10/30/19	3/30/22	97% Design 93% ROW
07	LA	Los Angeles County	53C1403	The Old Road	\$0	\$402,429	✓	4/30/20	5/30/20	9/30/22	90% Design

Local Bridge Seismic Retrofit Program Project List

(as of June 30, 2019)

DISTRICT	Co.	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)
08	SBD	Barstow	54C0088	North 1st Avenue	\$0	\$350,000	✓	✓	✓	5/3/21	5% Design
08	SBD	Barstow	54C0089	North 1st Avenue	\$0	\$82,010	✓	7/5/21	7/5/21	3/5/23	25% Strategy
08	SBD	Barstow	54C0583	Yucca Street	\$0	\$50,000	1/4/21	7/2/21	7/5/21	7/4/22	Request Re-Strategy
08	SBD	Colton	54C0077	La Cadena Drive	\$0	\$134,199	✓	✓	9/30/19	9/30/21	90% ROW
08	SBD	Colton	54C0100	Mount Vernon Avenue	\$0	\$71,285	✓	12/31/19	No R/W	12/31/21	90% Design
08	SBD	Colton	54C0101	Mount Vernon Avenue	\$0	\$19,384	✓	✓	9/30/20	9/30/22	95% Design 10% ROW
08	SBD	Grand Terrace	54C0379	Barton Road	\$0	\$52,188	✓	12/31/20	6/30/21	6/30/22	5% Design
08	RIV	Indio	56C0084	Jackson Street	\$0	\$277,777	✓	✓	✓	10/30/20	Waiting Award
08	RIV	Indio	56C0292	North Bound Indio Boulevard	\$5,735	\$241,868	✓	✓	✓	11/28/20	95% ROW
08	RIV	Lake Elsinore	56C0309	Auto Center Drive	\$0	\$379,794	✓	6/30/20	No R/W	11/30/21	30% Design
08	RIV	Riverside County	56C0071	Mission Boulevard//Buena Vista	\$57,350	\$2,518,000	✓	7/15/20	7/15/20	7/15/23	10% Design 10% Construction
08	SBD	San Bernardino	54C0066	Mount Vernon Avenue	\$0	\$3,452,670	✓	10/4/19	10/4/19	2/24/23	30% Design
10	SJ	San Joaquin County	38C0032	Mchenry Avenue	\$0	\$238,576	✓	✓	✓	4/24/20	92% Construction
10	STA	Stanislaus County	38C0003	Santa Fe Avenue	\$0	\$536,796	✓	✓	✓	12/31/19	30% Construction
10	STA	Stanislaus County	38C0004	Hickman Road	\$0	\$820,105	✓	✓	✓	9/30/20	Waiting Award
10	STA	Stanislaus County	38C0010	Crows Landing	\$0	\$745,550	✓	✓	No R/W	12/30/20	
10	STA	Stanislaus County	39C0001	River Road	\$0	\$670,995	✓	✓	✓	2/25/21	27% Design
11	IMP	Imperial County	58C0014	Forrester Road	\$28,675	\$725,569	7/21/20	7/21/20	1/21/21	2/21/22	
11	IMP	Imperial County	58C0094	Winterhaven Drive	\$0	\$152,780	✓	✓	No R/W	3/31/20	
11	SD	Oceanside	57C0010	Douglas Drive	\$0	\$2,090,866	12/19/19	11/11/24	No R/W	8/19/26	5% Strategy