

**Local Assistance
Highway Bridge Program (HBP) Advisory Committee Meeting
December 12, 2024 – Action Items and Summary**

Attendees:

Dee Lam, DLA
Matt Randall, Placer County
Umer Ahmed, Riverside County
Michael Chung, San Joaquin County
Jesse Gothan, City of Sacramento
Rebecca Neves, City of Folsom
Chris Long, FHWA
Kenneth Kao, MTC

Tim Sobelman, CTC
Robert Peterson, DLA
Andy Chou, DLA
Roberta Jensen, DLA
Jason Chou, SLA
Jeremy Wright, SLA
Jim Perrault, DLAE D6
Mark Neuburger, CSAC

Decisions

No decisions were made.

Action Items

None

Discussions

1. Welcome and Introductions

Dee welcomed the committee. It was stated that Debbie O’Leary has stepped down from her role as a member of the Advisory Committee.

Filling the committee vacancies is a high priority, and we are now looking for 2 southern representatives for the California League of California Cities (LCC).

2. Agenda Review

No comments

3. Review of 8/22/2024 Draft Action and Summary

Discussion occurred regarding the remaining Priority 6 (Functional Obsolete (FO)) projects for future HBP Project Prioritization Lists. The consensus is to move forward with removal of the Priority 6 projects, as concurred upon at the August meeting.

4. Financial Status

HBP Managers shared the end-of-the-year report for FFY 23/24 with the following points:

- HBP had \$620 million of apportionment available for FFY 23/24 between core apportionment and BFP funds.
- De-obligations to were approximately \$21 million, which provides additional capacity.
- \$609 million was obligated for FFY 23/24.
- OA % delivery for FFY 23/24 was 132.5%
 - OA % does not include delivery of BFP funds.

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- BFP funds have their own OA, apportionment, and timely use of funds. BFP has a 3-year obligation deadline and a 5-year expenditure deadline.

HBP Managers shared the current FFY 24/25 report as of 12/05/2024 with the following points:

- HBP has \$564 million of apportionment available this FFY between core apportionment and BFP funds.
- De-obligations to date are approximately \$2.6 million, which provides additional capacity.
- \$5.4 million has already been obligated since the start of the FFY.

Core Apportionment and BFP funds will be delivered strategically to balance the use of BFP funds and OA delivery.

5. Seismic Update

The Local Bridge Seismic Retrofit Program (LBSRP) manager provided an update of the mandatory seismic retrofit program. There were 35 active projects on the list, which reflects all remaining projects that are currently in progress and receiving Prop 1B funding in the LBSRP. These projects are reporting to CTC on a semi-annual basis. As on December 2024, there are 13 bridges that still need to get to construction with the last bridge scheduled to go to construction in 2025, per the Project Delivery Agreement (PDA). There are 12 bridge projects that are out of compliance with their PDA's. LBSRP manager also shared with the committee that Prop 1B is a finite amount of funds, and with projects being delayed and cost increases, there may not be any left. Projects that have not gone to construction by their CON RFA date as approved in their PDA may be at risk of not receiving Prop 1B funds and the match will be the responsibility of the local agency.

Local agencies are still held to PDA delivery milestones even once Prop 1B funds are depleted.

6. Project Status Financial Constraint

6A – FFY 23/24 Construction Authorization by Subprogram

- HBP managers shared a list of the HBP projects that authorized construction in FFY 23/24. There were 37 projects that went to construction, most of them utilizing true federal funds. There were 6 that utilized Advance Construction (AC) because they were either high-cost bridge projects, mid-level cost bridge projects, the construction funds were outside the current Federal Transportation Improvement Program (FTIP), or there were engineer's estimate cost increases that were not in the FTIP.

6B – October 2024 Financial Constraint

- HBP managers shared the demand and capacity of each phase by federal fiscal year between FFY 22/23 through Beyond. Financial Constraint of the 2023 FSTIP and 2025 FSTIP was explained for each the Off Federal-Aid system and On Federal-Aid system.

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- The HBP targets to be a 15-year program and HBP managers explained the importance of keeping the currently programmed demand to be under 15 years in order to be able to accommodate unforeseen cost increases. Failure to do so will result in the program being oversubscribed.
- HBP managers explained that the 15-year programming demand is just 1 lens to view the program. It is also important to recognize the scheduling of the demand on the program.

6C – HBP High Cost Cashflow

- HBP managers provided the high cost analysis spreadsheet showing all the high cost bridge projects currently in the program. The analysis of demand, capacity, and the ability to enter into a new high cost agreement was explained. HBP expects 5 high cost projects to request a high cost agreement in FFY 25/26. Depending on the capacity of the HBP at that time and demand of each project, the HBP may not be able to provide funds to all projects as requested. Analysis is performed each time a request is made. High cost agreements are signed on a first-come, first-serve basis.
- A few high cost projects continue to take up a large part of the HBP programming capacity.

6D – HBP Projects by Local Agency

- HBP managers shared a report that shows the number of HBP projects each local agency has and what phase the project(s) are in. The report also shows the number of HBP projects per district. This is shared for information only.

7. Review New Action Items and Round Table

No Action items

Roundtable:

- Robert Peterson announced his retirement. He will retire at the end of December, and this is his last Advisory Committee meeting. The committee thanked him for his service and commitment to the HBP and his 36 years of service.

The next meeting is scheduled for Thursday, February 20, 2025.