

SEISMIC GOVERNANCE COMMITTEE (SGC) MEETING MINUTES BRIDGE IMPROVEMENT PROGRAM

September 30, 2021

SGC Members in Attendance:

Matthew Szabo, City Administrative Officer, Chair (CAO)

Matias Farfan, Chief Legislative Analyst Office (CLA)

Jennifer McDowell, Office of the Mayor (Mayor)

The meeting was called to order at 9:03 a.m.

Public Comments:

- None

Agenda Item 1, Approval of Minutes

- The June 24, 2021 meeting minutes were approved.

Agenda Item 2, Verbal Report by the City Engineer on the Status of the Sixth Street Viaduct Replacement Project – Information Only

Julie Allen (BOE) for the Sixth Street Viaduct Replacement Project (SIX) provided the following report:

- The contractor's, Skanska Stacy and Witbeck (SSW), most recent schedule update shows that the project is on schedule, with the bridge opening on June 20, 2022, and final completion on July 30, 2022. A lot of work remains to be done, but it is anticipated that SSW will be able to continue to stay on schedule.
- Currently, the construction is approximately 75 percent complete with deck placement on the east side over the 101 freeway all the way to the west side on Santa Fe. The arches have been poured from the 101 freeway to the east bank of the Los Angeles River, including the first pair of the 60-foot-tall arches. The project has two sets of 60-foot tall arches over the railroad tracks. The weekend of September 24, 2021, SSW removed the falsework for a free-standing north arch at Span 6.
- The hanger cable installation began at Span 12 over the 101 freeway. SSW is scheduled to remove the structure falsework under the bridge in the freeway span during two freeway closures at the end of October and early November, exposing the bridge structure.
- COVID-19 impacts continue to be an ongoing schedule risk. To date, SSW has been able to mitigate all the delays that have occurred. BOE will continue to monitor the potential COVID related impacts, both to labor for the staffing, as well as, any kind of

material procurement impacts.

- All structural repairs to the viaduct have been successfully completed. The City team will continue to assess the quality of the concrete as additional falsework and formwork are removed and will ensure that any discovered deficiencies are corrected.
- BOE received notification from the California Department of Transportation (Caltrans) on September 2, 2021, that they have verified federal funding eligibility of the entire Supplemental Agreement Change Order (SACO) No. 118, that implemented the global agreement with SSW last year. This was a significant finding that was the result of over one year of Caltrans review of BOE records, documents, and processes. Caltrans reiterated that they do not intend to provide any reimbursement to the City from the Highway Bridge Program (HBP), the main source of funds for the Sixth Street Viaduct project, and if they did, the \$20 million schedule incentive component would not be eligible. Caltrans indicated that they have capped out all the HBP funds for the Sixth Street project and do not intend to provide any more funding. They did recommend that the City apply for competitive grant funding through the pending federal transportation bill, should it be signed into law, which could potentially provide reimbursement for the entire SACO value, including the \$20 million incentive component. BOE has requested a copy of the proposed competitive grant language to determine if there is any applicability and eligibility for the project.
- BOE continues to coordinate with Caltrans to develop a project specific maintenance agreement for the viaduct. Caltrans has indicated that their position is that the City has to pay for all of the ongoing maintenance of the bridge in its lifetime, while the City has proposed a shared maintenance program based on the executed maintenance agreement that applies to all other City bridges that cross Caltrans right-of-way. Caltrans is evaluating BOE's latest proposal and their feedback is pending. The required maintenance funding for Fiscal year 2023 will be requested as part of the Bridge Improvement Program's maintenance budget request, and will continue to be requested annually.
- Upon completion of the Viaduct, a new 12-acre park will be constructed beneath the viaduct. As the design of the Sixth Street Viaduct Park, Arts and River Connectivity (PARC) project is being completed, a few areas have been encountered that require addressing. This includes some redesign of the storm drain system, realigning the northwest walkway, and the largest impact is contaminated soil on site that the PARC is responsible for remediating. One of the areas that has to be remediated is a berm that supports a walkway from the bridge to the ground. Both under the berm and within the berm, all the soil has to be remediated in compliance with the PARC's remedial action plan. Since this berm and the walkway are being constructed by the viaduct project, a change order will be issued to SSW to perform that remediation as part of the viaduct project, to avoid it having to be torn out later by the PARC team. Funding has been set aside for remediation to be able to implement that change order. BOE will draft a board report for the Board of Public Works (BPW) requesting

authority to implement that change order. All these changes are expected to be performed within the current schedule with no impact or delay to the completion of the viaduct project.

- Matias Farfan (CLA) asked if the budget will need to be revised regarding the remediation work or if Council will need to authorize an increase to the entire budget. Julie Allen (BOE) stated there is no intention to change the budget of the viaduct. BOE will be going to the BPW for authorization to use the PARC funding already set aside for the remediation, with no requirement for a viaduct budget amendment.

Agenda Item 3, Verbal Report by the City Engineer on the Status of the Bridge Improvement Program – Information Only

Gary Moore indicated that Shirley Lau will be reassigned to the Street Improvement Division and Scott Gibson will be the interim division manager for the Bridge Improvement Program

Shirley Lau from the Bridge Improvement Program provided the following report.

- **Glendale Hyperion Complex of Bridges – Phase 2**

As a background, BOE had split the original larger Glendale Hyperion Complex of Bridges project into two phases, where Phase 1 also known as the Red Car Pedestrian Bridge, which was completed and opened last year.

Phase 2 of this project, which includes retrofit and widening of the Glendale Boulevard and Hyperion Avenue bridges, is estimated to have a construction value of \$60 million. Since this project is predominantly funded by the federal Highway Bridge Program (HBP), and involves retrofit work over the 5 freeway, and also the Los Angeles River and other streets because of the 5 freeway, Caltrans has oversight and approval authority of the seismic retrofit. This project is also considered a “high-cost project” which is defined by Caltrans as a project with construction and right-of-way costs totaling over \$50 million.

Due to the financial constraints of the federal HBP, all high-cost projects that require obligation of funds will be reviewed to see if there are sufficient funds for the project to move into construction. Early this year, Caltrans verbally expressed concerns that high-cost projects may be deferred and that the overall program is in need of additional funding. Given the recent developments with the proposed Infrastructure Bill, there is a potential that new funds will be available to fund bridge projects. BOE continues to monitor the progress of the bill and in contact with Caltrans Headquarters for updated information on new funds being allocated to this Program.

As for the current status of Phase 2, we have 100 percent design plans, however it is pending review and approval by Caltrans Headquarters.

- **Soto Street Bridge Over Valley Boulevard and Union Pacific Railroad Widening and Rehabilitation Project:**

In January and March of this year, BOE brought an issue before the Committee on the project's pending reimbursement from Caltrans. At the time, Caltrans had delayed reimbursement of \$4 million to the City due to financial constraints of the HBP. The delayed reimbursement would have potentially affected the construction schedule. However, this issue was discussed in the Highway Bridge Program Advisory Committee in March, and the Committee had agreed to reimburse the City the \$4 million. Reimbursement funds were received on June 10, 2021.

Caltrans still needs to reimburse the City approximately \$8 million for the remaining construction expenditures for this project. Caltrans programmed the entire \$8 million for federal Fiscal year 2023 which starts in October 2022. However, BOE has requested that Caltrans provide at least half of the reimbursement, \$4 million, during the current federal Fiscal year which starts in October 2021. BOE is awaiting approval of this request and will continue to update the Committee in future meetings.

- Meeting adjourned at 9:21 a.m.