

MOTION

The 6th Street Viaduct Replacement Project is the largest bridge project ever constructed by the City of Los Angeles. Due to the historic nature of the bridge, the City undertook a massive replacement project that was designed to replace the historic bridge with an iconic structure. The new bridge will be a destination point along the Los Angeles River, and sets the example for how to include multimodal transportation and green infrastructure in large public works projects. Features such as terracing of the Los Angeles River, an Arts Plaza, stairs over the arches and to the ground below, and protected bike lanes will make it a world class project.

Projects that utilize federal Highway Bridge Program (HBP) funding always require a local match, which for most bridge projects is local funds such as Proposition G, CIEP, or Proposition C. The average amount of local match on city bridge projects is 22%. Due to the seismic vulnerability of the bridge, Proposition 1B funding was provided by the state. The total city match so far is just 3.1% of the total project cost.

The strict requirements of HBP funding, the primary source of funding for the bridge, mean that many important project elements have been determined to be ineligible for federal funds. Additionally, the increase in construction material costs due to additional seismic requirements have put other crucial project elements in jeopardy, and have put the project at a 9% deficit.

As a world-class city, it is vital that Los Angeles has world-class infrastructure and architecture. Building the new bridge without the aforementioned elements would greatly diminish its iconic nature, and be a huge missed opportunity for the city. Identification of additional city funds is necessary in order to deliver the full project scope.

I THEREFORE MOVE that the City Administrative Officer identify Proposition G, Proposition C, CIEP, MICLA, or other city-wide funding sources to finance the following crucial project elements, bringing the city match to 12% of the total project cost: the arts plaza, all of the arch stairs, the shared use bicycle/pedestrian ramp for both eastbound and westbound traffic, protected bike lanes, access to and terracing of the Los Angeles River, architectural lighting and design features, barrier-mounted lighting for the roadway, stairs, and pedestrian/bicycle ramp, public art (as required by the Los Angeles Administrative Code), and the master plan for landscaping and public green space.

I FURTHER MOVE that the Bureau of Engineering work with Council District 14 on identifying and applying for county, state, and federal funds such as Proposition 1B, Proposition A, Active Transportation Program, Metro Call for Projects, or other funding sources to reduce the amount of local funds needed for this project.

I FURTHER MOVE that due to the need to stay on the project schedule, the City Administrative Officer report back within 10 days on a financing plan for the elements listed above.

PRESENTED: 
JOSE HUIZAR
Councilmember 14th District

SECONDED: 

ORIGINAL