



Fact Sheet: AB 2120 Investing Federal Funding in Local Bridges

PROPOSED BILL

Assembly Bill (AB) 2120 restores a previously used formula to distribute dedicated federal bridge funding from the Infrastructure Investment and Jobs Act (IIJA) to state and local projects. It ensures continued investment in local bridges and flexible highway funds.

In addition, the bill will help close the funding gap for needed repairs and replacement of local bridges and prevents further deterioration and funding projects that add safe multimodal access to local bridges.

BACKGROUND

Cities and counties own and maintain 12,339 bridges across California, representing almost half of the state’s bridges. Over 4,300 of these bridges need costly repairs, and 451 are irreparable and must be replaced. Despite a standard design life of 75 to 100 years, nearly one-fifth of local bridges are at least 80 years old. There is a significant disparity in the condition of our state and local bridges, with 11.5% of local bridges in poor condition versus 3.3% of state bridges.

Federal funding from the Highway Bridge Replacement and Rehabilitation Program (HBRRP) was historically the primary source of funding for local bridge projects. When federal legislation ended the HBRRP in 2012, California continued to invest a fixed annual amount of approximately \$300 million of federal transportation funds for local bridge repair, replacement, and preventative maintenance projects. At this funding level,

the number of local bridges in poor condition will climb to above 50% within 20 years.

Simply maintaining the current condition of local bridges across the state would require a yearly budget of \$800 million—an increase of approximately \$500 million annually.

SOLUTION

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which dedicates approximately \$4.2 billion to California for state and local bridge projects over a five-year period.

To ensure a fair allocation of funding that is responsive to significant bridge repair and replacement needs in local communities, AB 2120 would apply California’s historic 55% local, 45% state formula from the HBRRP to the new dedicated bridge funding from the IIJA.

This bill would also require Caltrans to maintain its current commitment of funding from the National Highway Performance Program to local bridges on federal-aid highways.

SUPPORT

California State Association of Counties (Sponsor)

OPPOSITION

None at this time.

FOR MORE INFORMATION

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Bill Version: Introduced February 14, 2022