Local Highway Bridge Program

California Transportation Commission
August 12-13, 2020
Local Highway Bridge Program (HBP)

- Federal program managed by the Division of Local Assistance (DLA)
- Safety program to keep locally owned highway bridges in good condition, fix bridges in fair condition, and replace bridges in poor condition
- The California Transportation Commission (CTC) annually sub-allocates the funds to Caltrans
- The CTC also sub-allocates Prop 1B bond for mandatory seismic projects, as needed
- Local matching requirement for the federal funds

Trinity County Turnpike Road Bridge Painting
• CA National Bridge Inventory (NBI) ~25,700
• About half are locally owned
• Federally mandated to be inspected
• Some NBI bridges are not highway bridges (examples: BART or pedestrian bridges)
DLA works with an HBP Advisory Committee to obtain stakeholder input and advice on:
• Developing a multiyear program
• Establishing selection criteria for projects
• Developing timely use of fund procedures

City of Redding historic Diestelhorst bridge replacement with Benton Drive (now is a pedestrian bridge)
Eligible Project Scopes

Project scopes are determined from the Bridge Inspection Report

- Local Bridge Inspections
- Preventive Maintenance
- Scour Countermeasures
- Replacement
- Seismic Retrofit
- Rehabilitation
- Painting

City of Pasadena rehabilitation of historic Van de Kamp bridge
Before/After Photos
HBP Funding

15 Years of HBP Program

Programmed Amounts (in Millions)

<table>
<thead>
<tr>
<th>Year</th>
<th>Programmed Amounts</th>
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<tbody>
<tr>
<td>2018/19</td>
<td>$325 Million</td>
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<tr>
<td>2019/20</td>
<td>$325 Million</td>
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<tr>
<td>2020/21</td>
<td>$300 Million</td>
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<tr>
<td>2021/22</td>
<td>$275 Million</td>
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<tr>
<td>2022/23</td>
<td>$325 Million</td>
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<td>2023/24</td>
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<td>2024/25</td>
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<td>2032/33</td>
<td>$325 Million</td>
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HBP Capacity = $289 Million / yr

4 Year FSTIP

Outside of FSTIP

HBP Capacity = $362 Million
HBP Funding Known Demand

Programming Pushed Out due to Limited Capacity

Programmed Amounts (in Millions)

- 4 Year FSTIP
- New Projects not Programmed
- Pushed out Demand
- Current Program Capacity = $289 M / yr
- Current Demand beyond Capacity

Current Program Capacity = $289 M / yr
High Cost is a project with RW or CON total cost exceeding $20 million.
High Cost project phases are cash managed at $20 million per year per project.

Up to 50% of annual capacity for High Cost phases.
No new High Cost projects accepted.
HBP Management Policy Changes

- **2015** - Established the Bridge Investment Credit (BIC)
- **2016** - Functionally Obsolete bridges no longer eligible
- **2016** - Low Water Crossing replacements no longer eligible
- **2018** - HBP managed over 15 years versus 20 years
- **2018** - Prioritized new projects
- **2018** - HBP Advisory Committee recommends funding level for new project programming

Placer County Cook-Riolo Bridge Replacement

Del Norte County Smith River Bridge Replacement
Meter new projects into last 2 years of new FSTIP

New project must start when programmed or be removed from HBP

Current year funds must be requested by February 1 to avoid delivery failure

Programmed funds must be obligated in year programmed to avoid delivery failure

Delivery failures are moved to the last year of the current FSTIP
### HBP Challenges and Recommendations

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<thead>
<tr>
<th>Challenges</th>
<th>Recommendations</th>
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<tbody>
<tr>
<td>Recent construction cost increases</td>
<td>Propose HBP management policy changes</td>
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<tr>
<td>Insufficient funding and High Cost bridge projects</td>
<td>Utilize Local Bridge Assessment for statewide needs</td>
</tr>
<tr>
<td>No dedicated SB1 funding</td>
<td>Fund most cost effective project scope</td>
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<tr>
<td>Aging bridge infrastructure</td>
<td>Work with locals to find creative solutions</td>
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<td>Long project delivery</td>
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Thank You

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