



# Local Highway Bridge Program

California Transportation Commission  
August 12-13, 2020



# Local Highway Bridge Program (HBP)

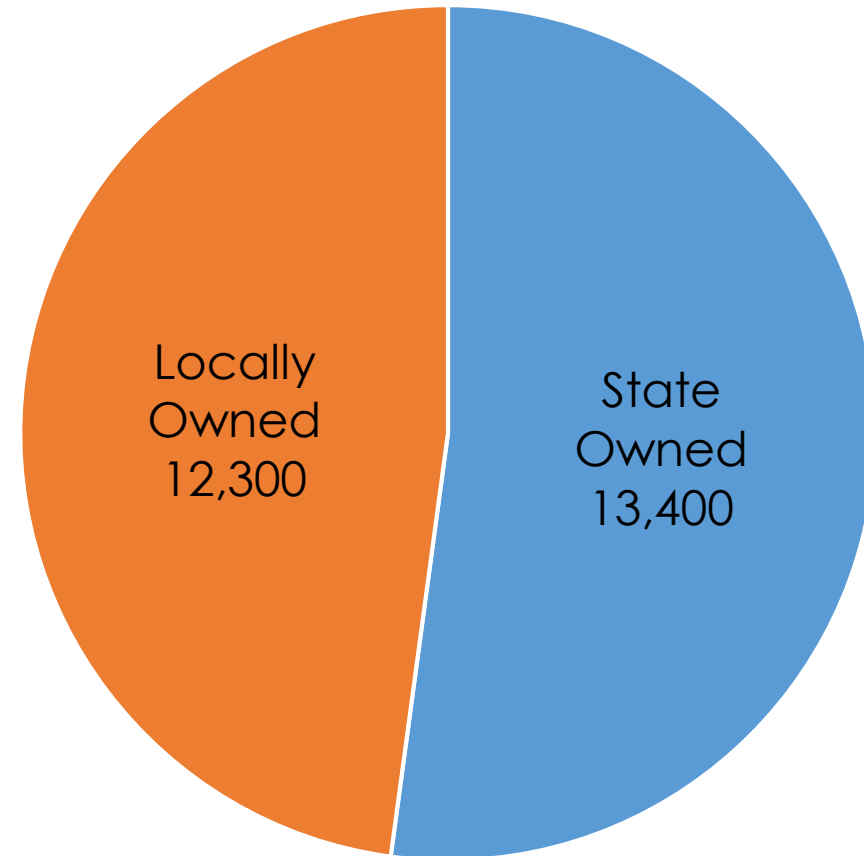
- Federal program managed by the Division of Local Assistance (DLA)
- Safety program to keep locally owned highway bridges in good condition, fix bridges in fair condition, and replace bridges in poor condition
- The California Transportation Commission (CTC) annually sub-allocates the funds to Caltrans
- 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)

California National Bridge Inventory



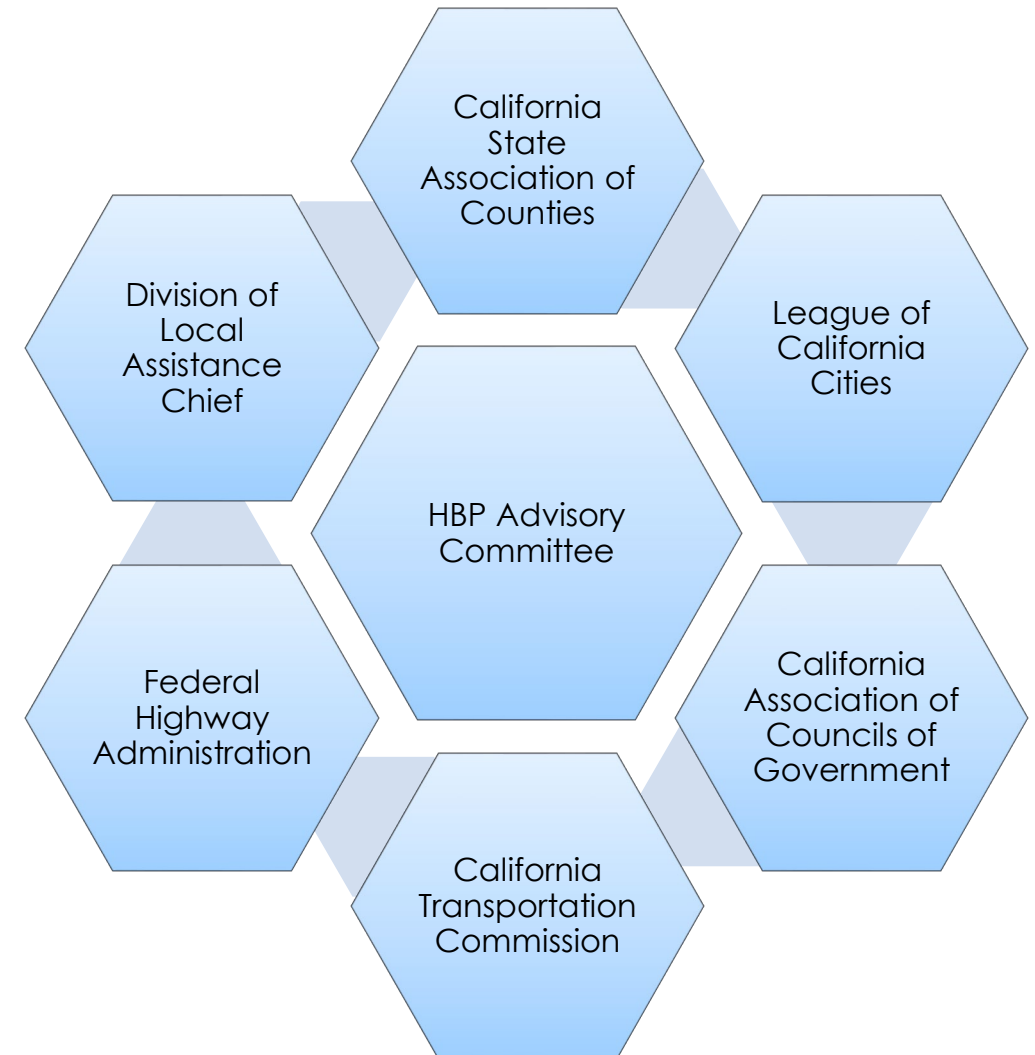
# HBP Advisory Committee

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

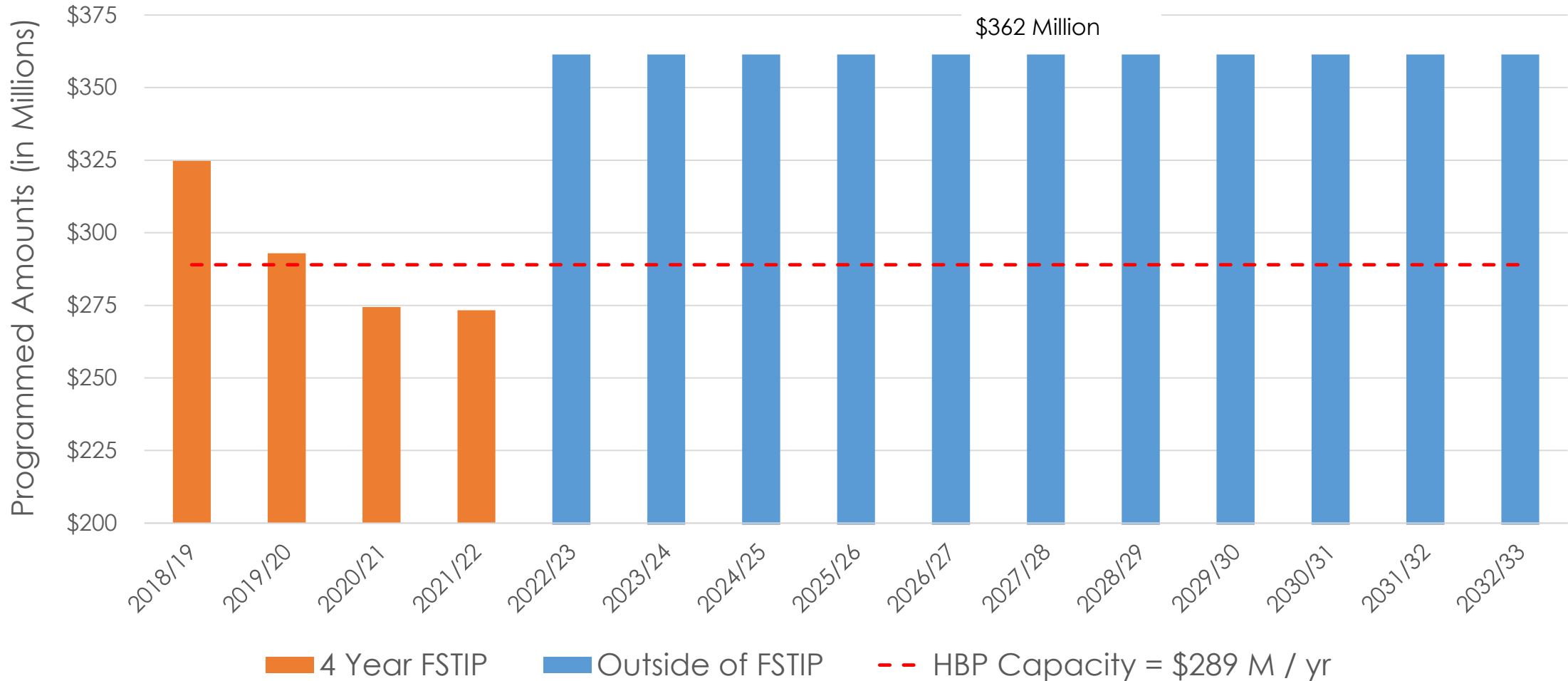


City of Pasadena rehabilitation of historic Van de Kamp bridge  
Before/After Photos



# HBP Funding

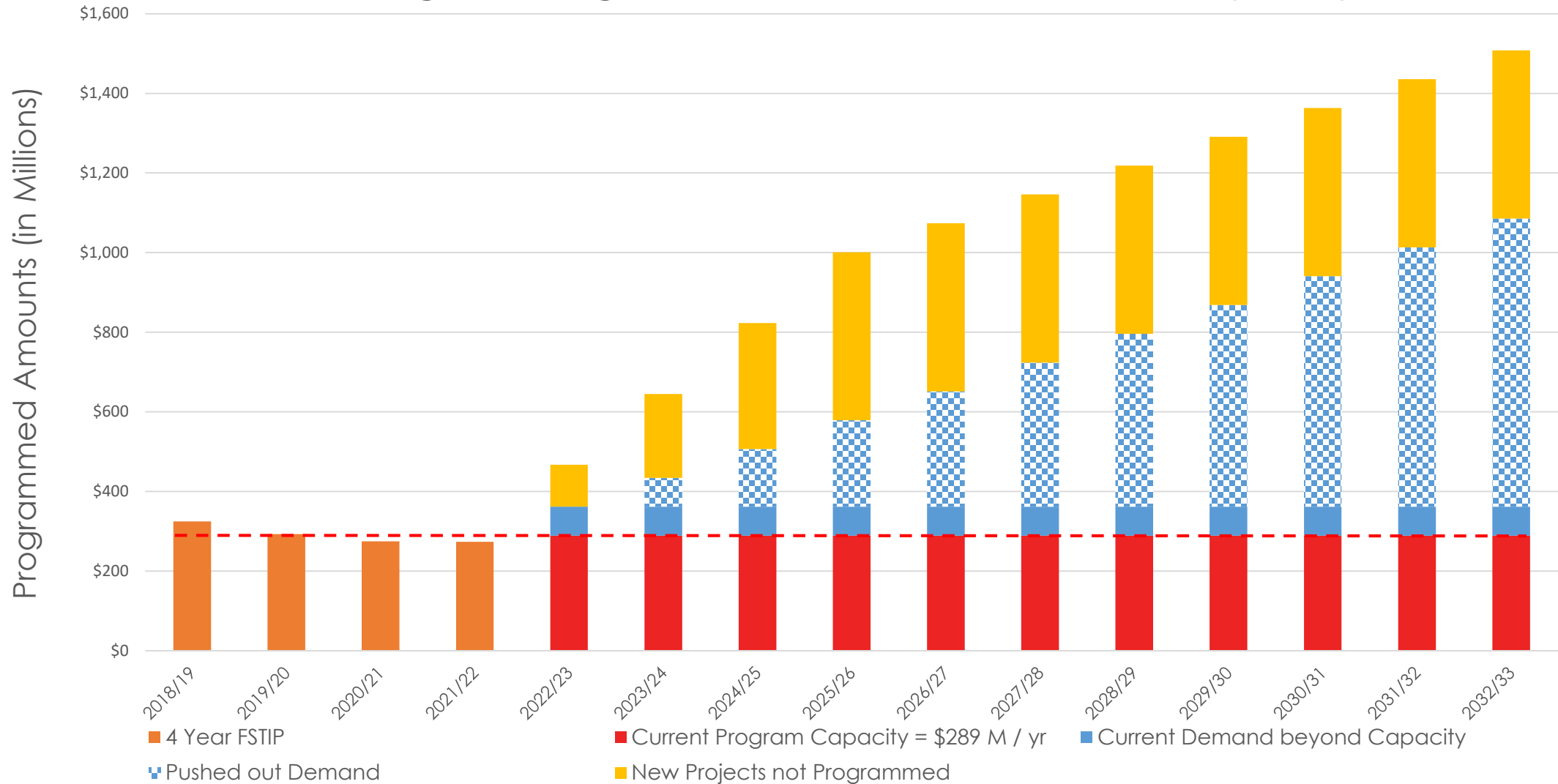
## 15 Years of HBP Program





# HBP Funding Known Demand

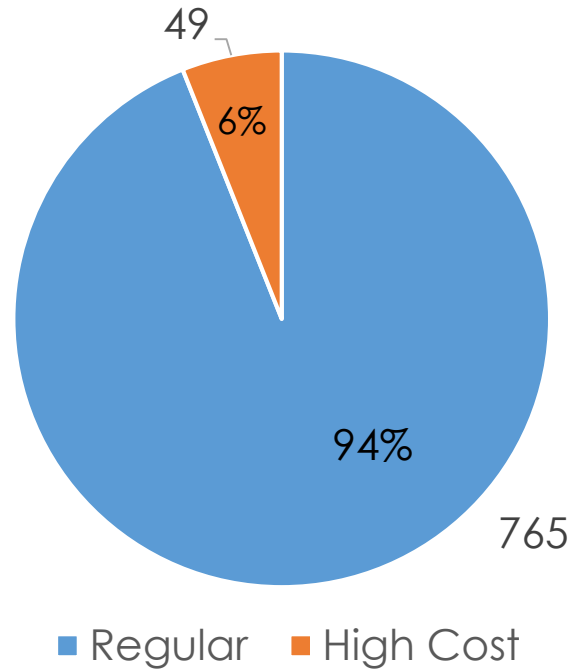
## Programming Pushed Out due to Limited Capacity



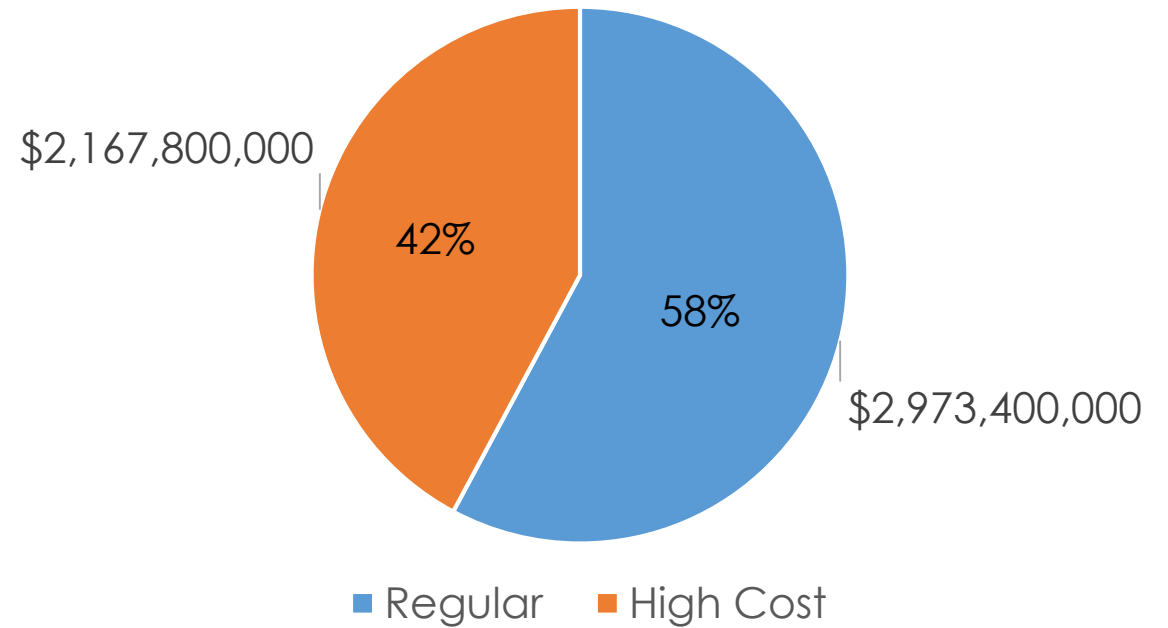


# HBP Demand and High Cost Projects

## HBP Projects Programmed



## HBP Project Cost



- 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

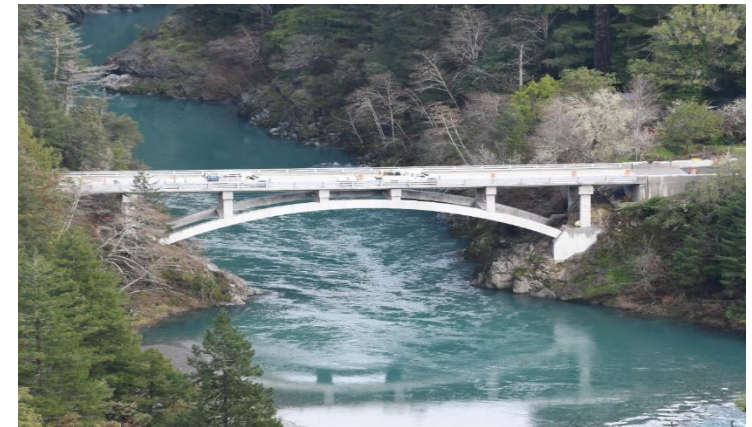
2018 - HBP managed over 15 years versus 20 years

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



# 2019 HBP Project Delivery Policy Changes

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



City of Reedley E. Manning Road  
Bridge Replacement - Fresno County



City of Napa First Street Bridge  
Replacement



# HBP Challenges and Recommendations

## Challenges

Recent construction cost increases

Insufficient funding and High Cost bridge projects

No dedicated SB1 funding

Aging bridge infrastructure

Long project delivery

## Recommendations

Propose HBP management policy changes

Utilize Local Bridge Assessment for statewide needs

Fund most cost effective project scope

Work with locals to find creative solutions



**Thank You**

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