TACKLING THE LOCAL HIGHWAY BRIDGE PROGRAM’S TOUGHEST ISSUES

2020 PUBLIC WORKS OFFICERS INSTITUTE & EXPO
MARCH 19, 2020 - MONTEREY, CALIFORNIA
INTRODUCTION

SESSION OBJECTIVES

1) Raise awareness of California’s aging and deteriorating local bridge inventory

2) Update on local HBP challenges & committee activities

3) Understand the Environmental Challenges Related to Local Bridge Project Delivery

4) Understand the State & Federal Perspectives of Local Bridge Delivery Challenges

5) Brainstorm improvements to the HBP program in response to these challenges

6) Discussion and Feedback
INTRODUCTION

SESSION OUTLINE

Speaker – Matt Randall, Placer County
Moderator / Introduction

Speaker – Namat Hosseinion, Dokken Engineering
Environmental Challenges

Speaker – Paul Schneider, FHWA
Federal Perspectives

Speaker – Rihui (Ray) Zhang, Caltrans
State Perspectives

Speaker – Chris Sneddon, Santa Barbara County
HBP Advisory Committee Update

Brainstorm, Q&A, Discussion
Submit Your Questions & Brainstorm Ideas 3-Ways:

1. Step-Up to the Mic During Q&A Time
2. Ask-It Basket
3. Text Line:

   Send text to ______________
   Start Text with #HBP

** Panel Will Discuss & Respond to Questions & Brainstorm Ideas During the Q&A Period

** After today’s meeting: mrandall@placer.ca.gov csneddo@cosbpw.net
THE TOUGHEST ISSUES

NEEDS OUTPACING FUNDING & DELIVERY

PROGRAM ISSUES

- Need $600M minimum
- $300M HBP available
- 17+ Years of Backlog in the federally-funded local HBP
- Local Bridge Inventory Age at Critical State
- Changes to Bridge Inspection Standards & HBP Eligibility

FUNDING ISSUES

- No Increase in HBP Funding since 2009
- Project Cost Increases / Escalation
- Reliance on Federal-Aid to Fund All Local Bridge Needs
THE TOUGHEST ISSUES
NEEDS OUTPACING FUNDING & DELIVERY

DELIVERY
- Average Project Delivery Time 8 Years
- Complex Environmental Regulations & Roadblocks
- Complexity of Technical Bridge Issues & Regulatory Issues

OTHER LOCAL AGENCY CHALLENGES
- Political/Public Perception of Importance
- Competing needs
THE TOUGHEST ISSUES

NEEDS OUTPACING FUNDING & DELIVERY

THE END GAME: POTENTIAL GOALS & SOLUTIONS

- Scale / Index Local HBP Annual Apportionment
- Reform the HBP Program Management Approach
- Reset Local Agency Expectations of the HBP
- Project Delivery Reform
PERCEPTION OF BRIDGE NEEDS
ARE YOU SURE YOUR BRIDGES ARE SAFE?

Are aging / deteriorating bridges really a safety issue? **YES!**

1967 Silver Bridge Collapse:
- 31 vehicles / 67 people into the Ohio River / 46 deaths
- National Bridge Inspection Standard (NBIS) in 1968
- Special Bridge Replacement Program in 1970

1983 Mianus River Bridge Collapse
- 3 deaths / 30-year old structure

1989 Cypress Structure Collapse
- 42 deaths / 42-year old structure

2007 I-35W Collapse
- 13 deaths / 40-years old

Numerous Local Bridge Failures
(*Overload, Scour, Detrioration, Etc*)

**PERCEPTION OF BRIDGE NEEDS**

**LOCAL BRIDGE NEEDS**

Streets & Roads Needs Assessment (Previous Study):

- $4.9 Billion: Present Day Needs
- $600 Million: Annual Needs**

** Annual needs could be as high as $1.2B

** HBP contributed to 2020 LSRNA for an enhanced bridge needs assessment.

**HBP PROGRAM STATUS**

Current Status of Program Backlog / Requests:

- $4.1 Billion: Total Project Requests + Commitments
- $300 Million Annual HBP Obligations (2009 Amount)
- $2.7 Billion: On-System Commitment (16.2 Years)
- $1.1 Billion: Off-System Commitment (18.2 Years)
- $265 Million: Unfunded HBP Requests

**KEY TAKEAWAYS**

- The HBP program is not intended to fund ALL of your bridge needs
- Your federal HBP construction funding may not be available when you are ready for construction
- Caltrans is taking new steps to mitigate the backlog
- Shut Down the Previous “Open-Style” HBP Participation Policies
- Project cost increases and delays are worsening the financial program status
- Need to prioritize an increase in bridge funding & delivery efficiencies to avoid catastrophes
TACKLING HBP
ENVIRONMENTAL ISSUES
NAMAT HOSSENIION, DOKKEN ENGINEERING
TACKLING HBP ISSUES
FEDERAL PERSPECTIVE
PAUL SCHNEIDER, FHWA