

Local Assistance
Highway Bridge Program Advisory Committee Meeting
February 20, 2020—Decisions Made and Action Items

Attendees

Ray Zhang, Division Chief, DLA
Mark Samuelson, DLA
Robert Peterson, DLA
Linda Newton, DLA
Eileen Crawford, DLA
Robert Zezoff, DLA H
Jim Perrault, DLAE D6
Sudhakar Vatti, Caltrans SLA
Michael Chung, San Joaquin County
Jason Vivian, Tulare County
Matt Randall, Placer County
Chris Sneddon, Santa Barbara County

Debbie O’Leary, City of Oxnard
Jesse Gothan, City of Sacramento
Ross McKeown, MTC
José Luis Cáceres, SACOG
Jon Pray, CTC
Greg Kolle, FHWA
Adam Fisher, FHWA
Rebecca Neves, City of Placerville
Laura Garwood, CSUS

Guest:

Max Katt, Quincy Engineering

Decisions

No decisions were made at the meeting.

Action Items

Item Number	Status	Who	Action	Date Created	Target Date
A95	Open	DLA	Bridge Capacity System (BCS) hosting: consider costs and risks, with input from County of LA, Caltrans IT, and LTAP Center	02/19/2015	2020
A106	Open	All/ Ross	Review proposed HBP policy improvements regarding: ADT/Future ADT, approach roadway length, bridge project item eligibility for Federal-aid reimbursement, width of bridge project lanes and shoulders	8/23/2018	2/20/2020 Agenda Item #7
A110	Open	CSAC reps	Contact county agencies whose unprogrammed bridge projects appear on the scour critical list coded 1 or 2, to promote awareness of HEC 23 chapter 2 (Scour Plan of Action and	2/21/2019	2020

			Countermeasures), available mitigation funding, and HBP prioritization criteria.		
A112	Open	DLA	Invite a specialist from Caltrans Division of Environmental Analysis to provide input on NEPA process, for discussion on how to streamline	4/18/2019	2020
A113	Complete	DLA	Add information to the report on Central Federal Lands Highway Division (CFL) and Highway Bridge Program (HBP) Projects to reflect completion of the Trinity County 5-bridge project in November 2017	4/18/2019	2/20/2020 Report complete
A114	Open	All	Discuss possible changes to 6-A scoping document to help estimate project cost more precisely	4/18/2019	2/20/2020 Agenda #7
A115	Open	All	Discuss future of BIC program to balance flexibility and fairness—e.g., whether to simplify the program to encourage better utilization, discontinue program, or other action.	4/18/2019	2020
A120	Open	DLA	DLA to circulate letter for comment to 6 county agencies whose yet-to-be programmed bridge projects appear on the scour critical list coded 2, seeking response on Scour Plan of Action and Countermeasures	8/22/2019	2020
A121	Complete	DLA	Invite selected consultant to report on bridge portion of 2020 CA Statewide Local Streets & Roads Needs Assessment	8/22/2019	02/20/2020 Agenda #4
A122	Open	DLA	Draft guidelines for CSAC and CLC to use in implementing SB 137 Federal-State Highway Funds exchange	12/12/2019	2020
A123	Open	DLA	How many projects are we delivering versus in the past with rising costs?	02/20/2020	
A124	Open	DLA	Report on Bridge Projects with Inactive Obligation and possible actions by the HBP Managers	02/20/2020	

Discussions

1. Welcome and Introductions

2. Agenda Review

No items were added to the agenda.

3. Review of 12/12/19 Draft Action Summary

The following tasks were deemed complete:

- A113 - Report on Central Federal Lands Highway Division (CFL) was updated and presented to the committee, completing this task.
- A118 - Report to Michael Johnson is complete.

No changes or exception were noted to the 12/12/19 Action Summary.

4. California Statewide Local Streets and Roads Need Assessment Comments

Max Katt of Quincy Engineering is the consultant for the Bridge section of the report. They are gathering bridge data from two primary sources, a survey for local agencies and the FHWA National Bridge Inventory data. Since the kickoff, they have been focused on developing a much more robust survey. The survey will go out next week.

The draft report should be out this summer, with the goal to have the final report in September or October 2020.

5. Financial Status

As of Feb 12, 2020, \$109M of the annual \$289M apportionment was obligated. Advance Construction and cost increases have resulted in early delivery.

HBP managers handed out a few pages from the Caltrans, Division Engineering Services, 2018 Bridge Construction Cost Index. The data and graph indicate the steep cost increases to construction for Caltrans bridges. Project cost increases since Senate Bill 1 passed have been significant. A copy of the whole report will be sent out to the committee.

- The committee asked “How many projects are we delivering versus in the past with rising costs? Are we doing less?”

6. 2020 Prioritization

In accordance with the HBP Project Prioritization Policy, new applications received prior to November 30 were reviewed and prioritized. The off system bridge list consisted of 77 projects, totaling \$155,543,534. The on system bridge list consisted of 60 projects, totaling \$302,924,074. The recommendation from staff is to table the decision on the

acceptance of new projects until after the March Financially Constraint process so that the committee can review the available capacity of the program.

The current demand on the program is between 17-18 years, adding new projects could create a 20-year demand. Existing programmed projects have cost increases. We are not effectively dealing with all these challenges and cost increases. Without policy addressing them, they become political decisions. There must be a commitment to cost and schedule. There must be a collaborate effort to fix these challenges.

7. HBP Reform Proposals for 2020

To get the HBP to a sustainable 15-year program, numerous reform proposals are being proposed. The HBP Reform Proposal spreadsheet was distributed. The proposals are listed under the following headings:

- 1) Accountable Project Cost and Schedule
- 2) Limit HBP Funding to Basic Bridge Costs
- 3) Project Delivery Accountability and Monitoring
- 4) Programming Changes
- 5) High-cost Bridges
- 6) Other Considerations

Comments were received on the proposals. It was decided to have the list sent to the committee members. Return comments to HBP by COB March 5. The comments will be compiled for further discussion with the committee.

8. Roundtable

The Safe Vehicle Rule part 1 —our FTIP is good through September 2022. Safe Vehicle Rule part 2 will come out before the next meeting.

The I Street Bridge conference is Friday at 9 a.m. at Kaiser.

Last year US DOT awarded a competitive bridge program to a few states. There were things in the program that may be a trend for the future, when there is additional federal bridge funding. Let's think about how we can prepare to be competitive for that program—innovative delivery, innovative financing, bridge bundling, etc. We may need to approach this as a state and not regionally, but the HBP is managed on a statewide basis. This year there was \$35 billion for bridges across the nation.

FHWA handed out a graph with preliminary engineering progress time requirements. Often, when FHWA looks at projects requesting a PE time extension beyond ten years and they haven't even started NEPA or they started in year eight. We're hoping Caltrans

will consider adopting this to get PE time extensions down. Next meeting Greg will talk about this.

Ross McKeown stated the regions keep getting requested to address inactive obligations for HBP projects. There are a lot of bridge projects on the list. Can the Caltrans bridge program review inactive HBP projects and try to get the bridge projects to invoice more frequently? The regions have no control over HBP projects. HBP managers said they will review the inactive HBP projects.