



Expires – Upon Issuance of LPP

Local Assistance Highway Bridge Program Project Program New Project Programming Prioritization Policy

I. APPLICABILITY/IMPACTS

This Office Bulletin applies to local assistance bridge projects funded through the federal Local Highway Bridge Program (HBP) as authorized by Streets and Highways Code 2400-2414. This policy/procedure is subject to annual review and recommendation of the Local Assistance Highway Bridge Program Advisory Committee. Member include the Department (Chair), representatives from the League of California Cities, California State Association of Counties, California Association of Council of Governments, California Transportation Commission, and the Federal Highway Administration.

II. PROCEDURE

The procedure below is for Districts and Headquarters (HQ) HBP:

- Review all new applications for eligibility
- Prioritize all new applications based upon the prioritization policy
- Engage HBP Advisory committee for financial cutoff line
- Accept projects above the cutoff line into the HBP
- Return project applications below the cutoff line to the DLAE

III. POLICY

Superseded By LPP 18-01

The HBP will accept new project applications on a continual bases. The final application submittal date to the District Local Assistance Engineer (DLAE) shall be no later than November 30 of odd years. All applications received will be reviewed for eligibility and transmitted to HQ HBP. All eligible projects will be prioritized for acceptance into the program utilizing the Project Prioritization Policy.

The National Bridge Inventory (NBI) coding from the Bridge Inspection Reports will be used in the prioritization process. The prioritization below will be used to determine programming priorities for developing financially constrained HBP lists. The priority established will determine when the Preliminary Engineering (PE) phase will be programmed. New projects will only be available for programming into the two additional years of a new FTIP/FSTIP cycle.

The lowest priority number is the highest priority.

PRIORITY 1:

Seismic retrofit projects and Scour countermeasure projects or rehabilitation and/or replacement of scour critical bridges (NBI Item 113≤2).

PRIORITY 2:

Bridges that have major structural deficiencies causing the bridge to be posted or closed. The NBI Item 41 Structure Open, Posted, or Closed to Traffic will be utilized to determine the sort order. The sort will be:

1. K = bridge closed to traffic



2. D = bridge open, would be posted or closed except for temporary shoring
3. P = bridge posted for load
4. R = bridge posted with restrictions not load.

PRIORITY 3:

Scour countermeasure projects or rehabilitation of scour critical bridges (NBI Item 113=3).

PRIORITY 4:

Projects that are eligible for replacement. Structurally Deficient with a sufficiency rating less than 50.

PRIORITY 5:

Projects that are eligible for rehabilitation. Structurally Deficient with a sufficiency rating 80 or less.

PRIORITY 6:

Bridge Preventive Maintenance Plan Projects.

PRIORITY 7:

Projects that are Functionally Obsolete with application dated prior to October 1, 2016.

PRIORITY 8:

Low water crossing projects with application dated prior to October 1, 2016.

Each of these 8 priorities may have two additional levels of prioritization within each priority depending upon the number of projects in each priority.

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The second level of prioritization will be based upon the length of bypass or detour, in miles. This is documented in NBI Item 19. The detour length will be ordered longest to shortest.

The third level of prioritization will be based upon the future ADT on the route. This is documented in the NBI Item 114. The Future ADT will be ordered highest to lowest.

Once the priority list is finalized, it must be taken to the HBP Advisory Committee, in February of even numbered years, for establishment of a funding cutoff line. The funding cutoff line determines which new projects will be accepted into the HBP. Only projects above the cutoff line will be accepted into the HBP. All projects below the cutoff line will have the application returned to the DLAE.

The new projects above the cutoff line will be initially shown in the March financially constrained HBP lists of even numbered years. The PE phase for new projects will not be allowed to utilize Expedited Project Selection Procedures for advancing the initial project authorization to proceed. The PE funding must be authorized in the year programmed.

Functionally Obsolete and Low Water Crossing applications received prior to October 1, 2016 will remain eligible. A list of these project applications will be developed and these projects will remain eligible, so long as the local agency notifies Caltrans in writing by June 30 of even numbered years that they want the project to remain eligible. The list will be managed by the HBP until no eligible project remains.

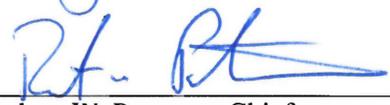


IV. BACKGROUND

Local Assistance Program Guidelines Chapter 6, (Highway Bridge Program), defines eligibility requirements, programming policy and procedures for programming the Federal Statewide Transportation Improvement Program (FSTIP) in compliance with federal regulations. This policy makes changes to Section 6.7, Project Programming Policy and Procedure, and adds a Project Prioritization Policy for new project application submittals.

Programming of HBP projects is managed through a 15-year plan. The demand for local agency projects in the HPB has exceeded the 15-year plan by several years. To achieve a prudent level of programming, the Division of Local Assistance has recommended policy changes to the HBP Advisory committee regarding how new projects are allowed into the HBP and metering when new projects receive an authorization to proceed. The HBP Advisory committee has approved DLA recommendations.

Recommended:  6-15-18
Linda Newton, HBP Program Manager Date

Approved:  6/15/18
Robert W. Peterson, Chief Date
Office of Federal Programs

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Attachments:

- Attachment 1 – March 2018 HBP Project Prioritization – On System
- Attachment 2 – March 2018 HBP Project Prioritization – Off System