



CALIFORNIA TRANSPORTATION COMMISSION

Procedures for Allocating Funds and Selecting Projects for the Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program

Resolution G-97-05, Replacing Resolution G-94-14

- 1.1 WHEREAS, Section 2411 of the Streets and Highways Code requires that the Department of Transportation (Caltrans), after conferring with the cities and the counties, shall recommend state and local projects and take such other action within the powers conferred on it by law as to comply with Streets and Highways Code Chapter 9, Federal Aid for Bridge Reconstruction and Replacement, as fully as applicable federal laws, rules, or regulations permit; and
- 1.2 WHEREAS, Section 2413 of the California Streets and Highways Code states that the Department of Transportation may allocate to the counties and the cities federal funds received for approved bridge reconstruction or replacement projects on county roads or city streets in accordance with procedures promulgated by the Director in cooperation with the counties and the cities and approved by the Commission; and
- 1.3 WHEREAS, A joint City-County-State-Federal Advisory Committee has developed and is in agreement on policy and procedures to comply with said Section 2413; and
- 1.4 WHEREAS, These procedures have been revised this year to develop a multi-year program, review the selection criteria for bridge projects, and develop a structured process to approve or disapprove cost changes and changes in the scheduling of projects to encourage timely use of funds; and
- 1.5 WHEREAS, The Director of the Department of Transportation has promulgated these procedures.
- 2.1 NOW THEREFORE, BE IT RESOLVED, that the attached procedures for allocating funds and selecting projects for the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program as proposed by said committee and promulgated by the Director of the Department of Transportation are hereby approved; and
- 2.2 NOW THEREFORE, BE IT FURTHER RESOLVED, that Resolution G-94-14 is hereby replaced.

**Procedures for Allocating Funds and Selecting Projects for the
Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program
As Approved by Caltrans in Consultation with the
Joint City-County-State Advisory Committee**

- 1) **Division of Funds** - After deductions for State Planning and Research Program and eligible bridge projects of the State Department of Parks and Recreation and Forestry, the division of Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program funds allocated to California annually, based on the current ratios of needs, shall be 45 percent for the State, 55 percent for Local Agency use.

Funds will be distributed to on-system and off-system bridges as required by the Federal Regulations. Obligation of funds will be in accordance with policies adopted by the California Department of Transportation (Caltrans) in consultation with the HBRR Advisory Committee.

- 2) **Eligible Projects** - Federal HBRR Program funds may be applied to eligible items for project development and construction of HBRR projects and for FHWA mandatory biennial inspections for existing bridges. Funds for the HBRR Program can be either for projects on the Federal-aid system or for projects located on public roads and off the Federal-aid system. The categories of projects eligible for the HBRR Program are as follows: Bridge Replacement, Rehabilitation, Painting, Low-Water Crossing, Barrier Rail, and Seismic Retrofit.

Bridge Replacement project candidates selected for the HBRR Program shall be Structurally Deficient or Functionally Obsolete (SD/FO), shall have a Sufficiency Rating (SR) below 50, and shall be selected from bridges shown on the Federal Eligible Bridge List (EBL).

Bridge Rehabilitation project candidates must be selected from bridges of an individual agency's inventory of the portion of the Federal Eligible Bridge List representing bridges with a SR less than or equal to 80.

Painting project candidates may be any local agency steel bridge with a paint code of four, five or equivalent, as described in the section regarding Paint Condition Codes from ABME Structure Maintenance Procedures.

Low-Water Crossing Projects will require the legislative body of the local agency to adopt a resolution which finds that the specific low-water crossing replacement project is more critical to the local economy and traffic service than the replacement or rehabilitation of any other bridge on the EBL. Eligible bridge projects will be prioritized based on the formula and established by Caltrans in consultation with the HBRR Advisory Committee.

Seismic retrofit projects will be selected from bridges on the mandatory seismic retrofit lists established by Caltrans.

Barrier Rail Replacement candidate projects will be selected with the priority to replace obsolete barrier rail on bridges with long-life expectancy. Barrier rail replacement candidates will be prioritized based on the formula established by Caltrans in consultation with the HBRR Advisory Committee.

- 3) **Programming, Scheduling and Cost Control** - The HBRR Program will be a multi-year program, that is updated periodically, on a schedule that meets the needs of the regional agencies and MPOs in building their Regional and Federal Statewide Transportation Improvement Program. Local agencies must monitor their previously approved projects and submit status reports on these projects in order to justify additional candidate projects. Caltrans, using guidelines developed in consultation with the HBRR Advisory Committee, will approve or disapprove cost changes and changes in the scheduling of projects to encourage timely use of funds. A sufficient number of projects will be programmed for funding to use all available funds each year.
- 4) **Rehabilitation Versus Replacement** - Cost comparisons will be required to demonstrate that the decision for bridge rehabilitation is more cost effective than replacement, or vice versa.
- 5) **Temporary Loan of Allocated Funds** - Should sufficient local agency projects not be available for advertising, State projects may be substituted for local projects providing that during following years sufficient local projects are funded in order to restore the agreed upon ratio between local and State projects. The reverse may also be done if sufficient State projects are not available.
- 6) **Cost-Effective Test for Low Traffic Volume Sites** - For bridges with ADT less than 200, a requirement for participation will be that the legislative body of the local agency shall adopt a resolution which finds that the bridge is:
 1. Very significant to the local economy and/or,
 2. Critically needed for emergency access and/or,
 3. Required for school bus transportation and/or,
 4. Required for some other stated specific significant local need.

For each finding, the resolution shall state that there is no reasonable alternative route.