

DEPARTMENT OF TRANSPORTATION**DIVISION OF LOCAL ASSISTANCE**

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May 12, 2016

**ALL CITIES AND COUNTIES IN CALIFORNIA, METROPOLITAN PLANNING
ORGANIZATIONS, AND REGIONAL TRANSPORTATION PLANNING AGENCIES**

Dear Directors and Finance Departments:

This letter serves as an advance notice to inform you that, at the recommendation of the Local Highway Bridge Program Advisory Committee (Committee), the California Department of Transportation (Caltrans) will be making changes to its Local Highway Bridge Program (HBP) Guidelines that will affect the eligibilities of certain bridge projects for federal funding under the HBP program. These changes will take effect on October 1, 2016.

Projects currently programmed and applications received prior to October 1, 2016, will continue to follow the existing HBP Guidelines.

Effective October 1, 2016, the following categories of bridge projects will NOT be eligible for HBP funding:

- Bridges that are not in the National Bridge Inventory. This will effectively exclude replacement of low-water crossings from receiving HBP funding.
- Bridges that are Functionally Obsolete due to bridge deck geometrics.
- Bridges that were NOT designed and constructed to acceptable standards, resulting in substandard facilities for such conditions as flood flows. The Committee may grant an exception to this policy after due consideration.
- Bridge Preventative Maintenance Program (BPMP) projects under \$100,000. For smaller BPMP projects, local agencies are encouraged to use non-federal funds and accumulate Bridge Investment Credits to use as a match for future HBP funded projects. The Committee may grant an exception to this policy after due consideration.

Background:

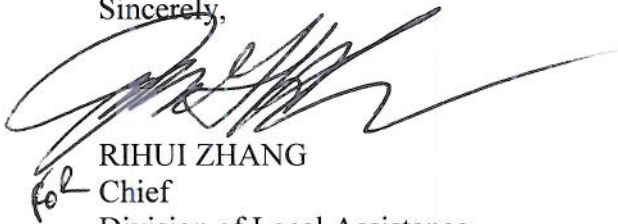
On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 made significant changes to the Federal-Aid Highway Programs. Under MAP-21, there is no longer a separate HBP funding program. Bridge replacement and rehabilitation projects continue to be eligible for federal funding under the newly created National Highway Performance Program (NHPP) and Surface Transportation Program (STP). In California, the State decided to continue funding the Local Highway Bridge Program using a combination of NHPP and STP funding at the pre-MAP-21 funding level.

However, the pre-MAP-21 federal regulations governing the eligibility determination of HBP projects have changed with the Federal Highway Administration's MAP-21 implementing regulation and guidance. For example, bridge deck geometrics are no longer considered a factor in establishing bridge sufficiency rating. This means that Functional Obsolete is no longer reported in bridge inspection reports.

Another cornerstone of MAP-21 is the transition to a performance- and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. For infrastructures such as roads and bridges, the goal is to maintain the highway infrastructure asset system in a state of good repair. When it comes to bridges, a good state of repair is defined by the bridge's structural conditions. This drives the Committee's decision to focus limited HBP funding on replacing and rehabilitating structurally deficient bridges.

Caltrans HBP managers are available to answer questions you may have regarding these future changes to the HBP Guidelines. Contact Linda Newton at (916) 651-0022, Reza Fereshtehnejad at (916) 651-6876, or Eileen Crawford at (916) 653-5740.

Sincerely,



RIHUI ZHANG
Chief
Division of Local Assistance

- c: District Deputy Directors for Planning and Local Assistance, Caltrans
District Local Assistance Engineers, Caltrans
Office Chiefs, Division of Local Assistance, Caltrans
Local Highway Bridge Program Advisory Committee