

Bridge Preservation Funding and Roundtable Discussion 2013



Bridge Preservation

Innovation

Teamwork

2013 NEBPP Meeting
Portland, ME
September 25, 2013

Question:

How are proposed bridge projects funded under MAP-21?

Answer:

There are four main programs that provide funding for bridge projects.

National Highway
Performance
Program (NHPP)

Surface
Transportation
Program (STP)

Each of these
programs include
eligible activities and
Eligibility requirements

Congestion
Mitigation and Air
Quality
Improvement
Program (CMAQ)

Highway Safety
Improvement
Program (HSIP)

National Highway Performance Program- 23 USC 119

- Funds an enhanced National Highway System
- Combines NHS, IM and Bridge Programs from past legislation
- Requires a risk-based asset management plan
- States set targets for conditions and performance

National Highway Performance Program- 23 USC 119

Eligible Facility = Any facility on the NHS

Eligible Project = Supports the national performance goals and meets at least one listed purpose

NHS performance targets set by state as part of an asset management plan

- Law sets standard for NHS bridges -- no more than 10% of deck area may be structurally deficient
- Risk and performance based
- In line with national goals, specified in law (23 USC 150)

National Highway Performance Program- 23 USC 119

Eligible activities include:

- Construction, Replacement, Rehabilitation, Preservation, Inspection, Evaluation, Inspector Training
- Protection – scour countermeasures, seismic retrofits, impact protection, security, extreme events
- Costs associated with obtaining, updating, and licensing software and equipment required for asset management
- Inspection and evaluation of other infrastructure assets (signs, walls, drainage structures)

Surface Transportation Program- 23 USC 133

Eligible facility = Any existing facility including bridges and tunnels on public roads of all functional classifications

Eligible activities include:

- Construction of new bridge or tunnel on a Federal-aid Highway,
- Replacement, Rehabilitation, Preservation, Inspection, Evaluation on any public road
- Inspector Training
- Protection – scour countermeasures, seismic retrofits, impact protection, security, extreme events
- Inspection and evaluation of other infrastructure assets on a Federal-aid Highway (signs, walls, drainage structures)
- Application of de-icing chemicals

Question:

What if a State Doesn't have an approved Asset Management Plan?

Answer:

If no approved asset management plan in place, Federal share for NHPP will be limited to 65%

Question:

Does MAP-21 require agreements between State agencies and FHWA for the use of federal funds for preventive maintenance on highway bridges?

Answer:

MAP-21 doesn't require agreements; however, preventive maintenance activities are eligible for federal-aid funding provided that the activities are cost effective means of extending the useful life of a Federal-aid highway per 23 USC 116 (e).

Programmatic agreements between a state agencies and FHWA are encouraged for efficiency purposes. Lack of such agreements would require project approval on a case by case basis.

Question:

Since preservation is now eligible for Federal-aid funding, is routine maintenance eligible for Federal-aid funding?

Answer:

Although routine maintenance is a component of preservation; routine maintenance remains ineligible for Federal-aid funds, per 23 U.S.C. 116. Preventive maintenance remains eligible for Federal-aid funding.

Question:

Does MAP-21 mandate requirements for preservation programs?

Answer:

No. However, Section 1201 requires that the Metropolitan Planning Process “provide for consideration of projects and strategies that will ... emphasize the preservation of the existing transportation system.” It further states that preservation should be an integral part of the Statewide Transportation Improvement Program.

Question:

Is the Sufficiency Rating to be used to determine eligibility for MAP-21 funds?

Answer:

- No, the Sufficiency Rating is to only be applied to HBP funds.
- Any unobligated balances of HBP funds is still subject to the “old” program rules such as deficient status and $SR \leq 80$ for rehabilitation and $SR < 50$ for replacement.
- “New Classification” - MAP-21 requires FHWA to classify bridges according to serviceability, safety, and essentiality for public use...and based on that classification, assign each a risk-based priority



Roundtable Discussion

Please email the answers to each of the questions.
I will compile and forward all responses.

Question:

- a) What percentage of the total bridge budget is being invested in bridge preservation?

- b) What would be an adequate level of funding annually for your bridge preservation program?

Question:

- a) What are the top challenges that are impacting your agency's Bridge Preservation program?

- b) What are the steps being taken or your recommendations to mitigate these challenges?

Question:

What tools or mechanisms do you or your bridge program leadership use to communicate the benefits of bridge preservation?

Question:

What type of activities does your agency's Bridge Preservation program include?

Question:

Describe the typical process used in your agency to identify, conduct, and implement the results of BP related research.

Question:

- a)** What are the top challenges that are impacting the implementation of Bridge Preservation products or innovative technologies?
- b)** What are the steps being taken or your recommendations to mitigate these challenges?



Thanks

