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HIGHWAY BRIDGE PROGRAM: CONDITION OF NATIONS BRIDGES SHOWS LIMITED IMPROVEMENT



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No binding. Book Condition: New. This item is printed on demand. Original publisher: Washington, D. C. : U. S. Govt. Accountability Office, 2010 OCLC Number: (OCoLC)658826823 Subject: Bridges -- United States -- Design and construction -- Finance. Excerpt: . . . transportation programs without reference to whether the cost share should vary by project or whether state and local governments could assume more responsibility. Once the federal interest has been determined, our principles suggest basing the federal share of the cost of the bridge project on the level of federal interest. Second, there is no clear tie between HBP funding and performance. HBP funds are apportioned to states without regard to program performance because the HBP formula is based on a calculation of needed repairs to deficient bridges, but the formula does not consider a states efforts or effectiveness in reducing its inventory of deficient bridges or controlling costs. Because the federal formula does not factor in other eligible no program activities, such as systematic preventive maintenance, there is of link between the apportionment formula and the states performance these activities. Without performance measures to link funding to eral performance, states lack an incentive to improve the return on the fed investment and are not held accountable for the results of their investments. Further, a bridges deficiency status and sufficiency rating s we may not be the best proxy for bridge safety or risk. For example, state visited in our prior work and officials we spoke with identified other ater priorities for bridge projects, such as seismic retrofitting, that are a gre safety concern for their bridge programs. Also, as states reduce the number of deficient bridges, they could become eligible for less HBP funding, which has created a potential disincentive for states to eliminate deficient bridges. Our work has...

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