

**Draft Local Assistance
Highway Bridge Program (HBP) Advisory Committee Meeting
June 20, 2024 – Action Items and Summary**

Attendees:

Dee Lam, DLA
Matt Randall, Placer County
Umer Ahmed, Riverside County
Michael Chung, San Joaquin County
Mark Neuberger, CSAC
Jesse Gothan, City of Sacramento
Daniel Hawk, FHWA
Chris Long, FHWA
Kenneth Kao, MTC
Vanessa Schoenewald, SBCTA

Jaeden Gales, CTC
Jon Pray, CTC
Sujaya Kalainesan, DLA
Robert Peterson, DLA
Andy Chou, DLA
Roberta Jensen, DLA
Karen Nguyen, DLA
Jim Foster, SLA
Thomas Cheng, DLAE D6

Decisions

No decisions were made.

Action Items

All completed or closed Action Items will be removed from the list for the next meeting summary.

Item Number	Status	Who	Action	Date Created	Target Date
A114	Open	All	Updates to LAPG 6-A scoping document	4/18/19	2024
	Open	HBP	Provide unit cost trends	06/2024	08/2024

Discussions

1. Welcome and Introductions

Dee Lam welcomed Karen Nguyen as the new Highway Bridge Manager to join the team.

2. Agenda Review

No revisions to the agenda.

3. Review of 2/15/2024 Draft Action and Summary

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A114, Local Assistance Program Guidelines (LAPG) 6-A & 6-D draft changes - This action item is still open. Other functional units are working on developing the PDFs. Earliest draft release is anticipated to be this Fall.

A committee member reiterated concerns about the large funding request made by the Golden Gate Bridge, Highway and Transportation District (GGBHTD) presentation on February 15, 2024 and the impacts it would have on the HBP. The committee member also noted the amount of funds the project has already received and the award of \$400 million of BIP funds. HBP managers shared that the request discussion is now at the upper management level.

The latest version of the BPMP Guidelines are online as of April 2024. The updates can be found on the HBP website.

4. Financial Status

HBP Managers shared the current FFY 23/24 report as of 06/12/2024 with the following points:

- HBP has approximately \$620 million of apportionment available this FFY between core apportionment and BFP funds.
- De-obligations to date are approximately \$18.7 million, which provides additional capacity.
- Approximately \$367 million has already been obligated since the start of the FFY.
- A reminder that OA delivery will appear artificially low because obligations utilizing BFP funding will not count towards the tracked OA delivery for the local OA pool. However, the HBP is still on track to deliver 100% of OA by the end of the FFY.
- BFP funds have their own OA, apportionment, and timely use of funds. BFP has a 3-year obligation deadline and a 5-year expenditure deadline. HBP has been utilizing BFP funds first because the program wants to maximize the use of available funds.

A comment was made about cost increase trends on all projects in construction and asked if HBP has documented any data on these trends. HBP managers confirmed that the program does have this data for bridge replacement projects because the data is provided to FHWA every year. HBP managers will share this information with the Committee as an agenda item for the August HBP Advisory Committee Meeting.

A question was asked about the BFP fund status and if the 60/40 split for State/Local BFP funds will be re-considered. Local Assistance shared that CalSTA runs a public

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meeting regarding IIJA at the beginning of the FFY, and this may be a place to express the need for local bridge funds with the discussion of the 60/40 split. A CalSTA [webpage link](#) was shared for split action plans. The webpage will be updated next FFY for the split discussions.

HBP managers emphasized the need for agencies to deliver their projects. HBP Managers produce a monthly delivery report that is available on the website at [Highway Bridge Program | Caltrans](#)

5. Local Agency Bridge Seismic Screening

The LBSRP manager provided an update that HBP programmed \$3.7 million under FFY 23/24 for the second non-mandatory screening of the California local National Bridge Inventory (NBI) to be completed by the Division of Engineering Services (DES) and the Office of Earthquake Engineering and Research (OEEAR). The screening is scheduled to begin in July 2024.

The screening will include seismic vulnerabilities that were not screened for in the previous mandatory program. The screening will take about 2 years and will result in a list of bridges that will need further analysis to determine if they are vulnerable to collapse in a maximum credible earthquake.

6. Review New Action Items

Caltrans to follow up with Budgets to discuss the BFP State/Local split.

9. Round Table

A CSAC committee member provided an update for the Local Streets and Roads Needs Assessment.

- The Needs Assessment Committee conducted interviews and it was a close competition between two firms: Nichols Consulting Engineers (NCE) and GHD Inc. The committee plans to award the contract to NCE with Consor. The funds have been programmed, and obligation is expected soon. The target completion date for the Needs Assessment report is 2026.

FHWA shared some announcements.

- FHWA is working with Caltrans SM&I on identifying storage and hazardous materials, leases, and sub-leases on the State Highway.

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- Federal Highways will be doing a federal programs risk analysis and will work with HBP managers on gathering information.
- The FHWA California Division Office (CADO) structural engineer position closes on Monday, June 24.

The next meeting is scheduled for Thursday, August 22.