



Expires – Upon Issuance of LPP

## Local Assistance Highway Bridge Program LAPG Chapter 6 Update

### I. BACKGROUND

Local Assistance Program Guidelines Chapter 6 (LAPG Chapter 6), Highway Bridge Program (HBP), defines eligibility requirements, programming policy, and procedures for programming the Federal Statewide Transportation Improvement Program (FSTIP) in compliance with federal regulations. This update makes changes to multiple sections of the guidelines for projects currently programmed for funds in the FSTIP.

Programming of the HBP is managed through a 15-year plan. The demand for local agency projects in the HBP has exceeded the 15-year plan. To ensure equitable distribution of funds and success of project delivery, the Division of Local Assistance (DLA) HBP Managers have recommended updates to LAPG Chapter 6 to the HBP Advisory Committee regarding policy updates. The HBP Advisory Committee has concurred with the recommendations.

### II. POLICY

This LAPG Chapter 6 update applies to programmed and future projects to address fund and delivery management. The intent is to maximize the use of funds towards structural safety and provide clarity on programming guidelines. The HBP Advisory Committee has recommended these policy revisions to the DLA regarding LAPG Chapter 6.

The policy revisions are documented in Office Bulletin Attachment 1 and will supersede the previous version of the LAPG Chapter 6 upon publication of this Office Bulletin.

LAPG Chapter 6 Revisions:

- Section 6.1 – Redefine high cost bridge projects to be projects with Right of Way total costs in excess of \$20 million or Construction total costs in excess of \$35 million. These projects will be limited to the previous cap of \$20 million of programming per year. *This policy revision takes effect immediately.*
- Section 6.1 – Addition of a definition of “Mid-Level” bridge projects. This mid-level definition would be for Construction total costs between \$15 million and \$35 million. Construction programming would split the over two federal fiscal years. *This policy revision takes effect immediately.*
- Section 6.1 – Revise the federal/local reimbursement ratio for all HBP projects to 80% HBP/20% local for on-federal aid system projects and 88.53% HBP/11.47% local for off-federal aid system projects. *This applies to projects without an authorization to proceed in the PE phase by March 30, 2021.*
- Section 6.3 – All bridge projects start as rehabilitation or Bridge Preventative Maintenance Plan (BPMP) projects. Proposed replacements must be justified and approved by HBP Managers. *This applies to projects without E-76 for PE.*

- Section 6.4 – Local agencies must include construction cost escalation factors with project programming documents. Escalation factors shall be CTC approved escalation factor. *This policy revision takes effect immediately.*
- Section 6.4 – All bridges are only funded at the cost of the most cost-effective solution. HBP will not participate in aesthetics treatments above the 2% cap of bridge construction cost, except historic bridge projects. *This policy revision takes effect immediately.*
- Section 6.5 – Only minimum AASHTO standards and/or NACTO guidelines are eligible for HBP participation. *This policy revision takes effect immediately. Projects with approved exceptions exceeding guidelines are exempt.*
- Section 6.6 – Project Prioritization Policy to change BPMP's priority from 6 to 3, to encourage local bridge owners to keep their bridges in good condition. *This policy revision takes effect immediately.*
- Section 6.7 – High Cost Bridge projects over \$50 million of R/W or construction require a scoping document to get into the program, paid for by the local agency. The scoping document must consist of preliminary design developed by the agency that includes a 30% plans and estimate. Funding for future high cost bridge projects will be limited to the 30% estimate, unless recommended by the HBP AC. Caltrans to provide standard outline and format of scoping document. *This policy revision takes effect immediately.*
- Section 6.7 – Clarification of bridge projects with Preliminary Engineering time extensions. If an agency has a project with PE over 10, with or without a time extension, HBP Managers will not program new bridge projects for the agency. *This policy revision takes effect immediately.*
- Section 6.7 – All projects are required to submit an annual status report that provides project updates. The status report will replace the current annual survey. *This policy revision takes effect immediately.*
- Section 6.7 – All changes to programmed project costs must be submitted to DLA using the LAPG 6-D form. *This policy revision takes effect immediately.*
- Section 6.8 – All projects must have a Field Review, Type Selection Report, Hydraulic/Geotechnical Report reviewed by HBP Managers and/or Structure Local Assistance. *This policy revision has implementation requirements outlined in LAPG Chapter 6.*

### III. PROCEDURE

Projects will be evaluated regarding LAPG Chapter 6 as an ongoing effort of HBP management. The implementation of each policy revision is explained within each reform revision.

### IV. APPLICABILITY/IMPACTS

This Office Bulletin applies to Local Assistance bridge projects funded through the federal Local HBP as authorized by the Streets and Highways Code 2400-2414. LAPG Chapter 6 is subject to annual review and recommendation of the Local Assistance



Highway Bridge Program Advisory Committee. Members include the Department (Chair), representatives from the League of California Cities, California State Association of Counties, California Association of Councils of Governments, California Transportation Commission, and the Federal Highway Administration.

Recommended: Original Signature by 05/25/21  
Andy Chou, HBP Manager \_\_\_\_\_ Date \_\_\_\_\_

Approved: Original Signature by 05/25/21  
Robert W. Peterson, Chief \_\_\_\_\_ Date \_\_\_\_\_  
Office of Federal Programs

Attachments:  
Attachment 1 – LAPG Chapter 6