

## Federal Emergency Management Agency Region 9 Roads and Bridges Quick Guide

Please review the following guidelines for reimbursement of road and bridge repair costs that may be incurred as a result of a disaster. Road and bridge repair is often essential after a storm. Many times, priority is given to roadway repairs for access to emergency and essential services. Road and bridge work can be critically important, however proper documentation for FEMA reimbursement will be required.

### The Public Assistance Program and Policy Guide (FP 104-009-2/June 2020 page 168) states:

- Eligible **Road and Bridge** work includes repair to surfaces, bases, shoulders, ditches, drainage structures such as culverts, low water crossings, and associated facilities, such as lighting, guardrails, sidewalks, and signs. Damage to the road must be disaster-related to be eligible for repair and must not be under the specific authority of another Federal Agency such as FHWA. Normal maintenance is not eligible. Work to repair potholes or fatigue cracking is generally ineligible as this type of damage is rarely caused directly by one incident.
- **Bridges:** Permanent Work to restore roads and bridges is eligible unless restoration is under the specific authority of another Federal Agency such as FHWA. Eligible work includes repairs to decking, guardrails, girders, pavement, abutments, piers, slope protection, approaches, and associated facilities such as lighting, sidewalks, and signs.

### Eligibility Requirements

You must be an Eligible Applicant as defined in the Public Assistance Program and Policy Guide, page 42, and have the legal responsibility (see page 52) to perform road and bridge repairs. [https://www.fema.gov/sites/default/files/documents/fema\\_pappg-v4-updated-links\\_policy\\_6-1-2020.pdf](https://www.fema.gov/sites/default/files/documents/fema_pappg-v4-updated-links_policy_6-1-2020.pdf)

### Documentation Requirements

[Under Section 106 of the National Historic Preservation Act](#) and [Executive Order 13175](#), FEMA must consult with the State Historic Preservation Officer (SHPO) and Tribal Governments prior to work commencing when work is occurring within previously undisturbed ground or if a private borrow pit is utilized for fill. In order to do this, the Applicant must provide the following information:

- Location of the borrow pit or regularly maintained stock pile (latitude and longitude in decimal degrees),
- Verification of whether the pit has been expanded outside of its original footprint or permitted area,
- Location of the ground disturbance (latitude and longitude in decimal degrees),
- Horizontal limits and vertical depths of ground disturbance,
- Location of equipment staging area if it is to be placed on previously undisturbed ground.

[Under the Clean Water Act \(CWA\)](#) and the [Endangered Species Act \(ESA\)](#), work in water may require permits through the U.S. Army Corps of Engineers and state agencies as well as consultation with the U.S. Fish and Wildlife Service for threatened and endangered species and their habitats.

### Potential Agency Coordination

- Individual projects may require FEMA to consult with U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), California Office of Historic Preservation, or Tribal Governments.
- Other projects may potentially require the Applicant to coordinate with the following agencies: U.S. Army Corps of Engineers (USACE), California Department of Transportation (Caltrans), California Department of Environmental Protection: State Water Resources Control Board, or the Local Floodplain Administrator.
- To request technical assistance prior to beginning work, please contact the state emergency management agency and FEMA.