



INYO COUNTY LOCAL TRANSPORTATION COMMISSION

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001



Michael Errante, Executive Director

AGENDA

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Inyo County Board of Supervisors' Chambers 224 N. Edwards St., Independence, CA 93526

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Anyone wishing to speak, please obtain a card from the Transportation Commission Secretary and indicate each item number you would like to discuss. Return the completed card to the Transportation Commission Secretary before the Commissioners consider the item(s) about which you wish to speak. You will be allowed to speak about any item before the Commission takes action on it.

Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Inyo County Local Transportation Commission. No cards need be submitted in order to speak during the "Public Comment" period.

PUBLIC NOTICE: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Transportation Commission Secretary at (760) 878-0201. Notification 48 hours prior to the meeting will enable the Inyo County Local Transportation Commission to make reasonable arrangements to ensure accessibility to this meeting (28CFR 35. 102-35. ADA Title II).

April 17, 2019

9:00 a.m. Open Meeting

ITEM NO. 1 Roll Call

ITEM NO. 2 Public Comment

ACTION ITEMS

ITEM NO. 3 Secretary of the Local Transportation Commission - Request approval of the minutes of the meeting of March 20, 2019.

ITEM NO. 4 Request Commission: 1) receive a copy of the meeting notes of the Social Services Transit Advisory Council and 2) conduct a public hearing to gather input on unmet transit needs.

ITEM NO. 5 Request Commission approve Resolutions No. 2019-02 a resolution approving 1) the FY 2018-2019 Federal Exchange Program and State Match Program Agreement, Agreement No. X18-6134(025) with the California Department of Transportation in the amount of \$108,664, 2) apportioning and allocating Regional Surface Transportation Program funds to the County of Inyo and City of Bishop based on population, and 3) authorize the Executive Director to sign the Agreement.

INFORMATIONAL ITEMS

ITEM NO. 6 ESTA Report

ITEM NO. 7 Tribal Report

ITEM NO. 8 Caltrans Report

- The Caltrans District 9 Intelligent Transportation Systems (ITS) Master Plan presentation by System Metrics Group Inc.
- Wildlife Crossing Presentation
- 2019 District 9 Construction Map

ITEM NO. 9 City of Bishop Report

ITEM NO. 10 Executive Director's Report

- Highway Infrastructure Program (HIP) Apportionment

ITEM NO. 11 Reports from all members of the Inyo County LTC

CORRESPONDENCE

None

ADJOURNMENT



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MINUTES

INYO COUNTY LOCAL TRANSPORTATION COMMISSION

Bishop City Council Chambers
377 W. Line Street
Bishop, CA 93514

March 20, 2019

9:00 a.m. Doug Thompson called the meeting to order.

ITEM NO. 1 Roll Call

Commissioners Present:

- Bob Kimball
- Doug Thompson
- Rick Pucci
- Chris Costello
- Steven Muchovej
- Mark Tillemans

Others present:

- Mike Errante, Executive Director
- John Pinckney, Staff
- Cynthia Browning, Secretary
- Mark Heckman, Caltrans
- Jill Batchelder, Caltrans
- Beth Himelhoch, IMAH
- David Grah, PW Director City of Bishop
- Phil Moores, ESTA

ITEM NO. 2 Public Comment- None

ACTION ITEMS:

ITEM NO. 3 Secretary of the Local Transportation Commission- Request approval of the minutes of the meeting of January 22, 2019

*Motion to approve the minutes was made by Commissioner Rick Pucci and seconded by Commissioner Chris Costello.

ITEM NO. 4 Request Commission approve Resolution No. 2019-01 authorizing the execution of the Low Carbon Transit Operations Program (LCTOP) and allocating \$34,308 of FY 2018-2019 funds toward the purchase of an electric bus.

*Phil Moore, Executive Director of ESTA talked about funds that came through this commission for the purchase of new vehicles for ESTA. His recommendation before the Commission is that they approve allocating the funds and also appoint an authorized agent to execute the documents. Phil stated that coordination needs to happen with the Airport to have a place to charge ESTA's vehicles overnight. He also said that he had met with SCE and it was calculated that ESTA will need 3000 kilowatt battery capacity charging per night. SCE will start including ESTA, and the charging challenge in their plans and considerations. Phil said that SCE will bring electricity to the facility and provide allowances in construction that will save money. In conclusion Phil said that the whole process will take several years. John Pinckney stated that there are limitations on how many years you can accrue the funds without using them.

*Motion to approve was made by Commissioner Mark Tillemans and seconded by Commissioner Chris Costello. All in favor 6-0

ITEM NO. 5 Introduction by LTC staff to the Draft Overall Work Program for Fiscal Year 2019-2020 and provide feedback.

John Pinkney stated that the overall work program is an annual document. It is similar to what was proposed last year with no significant changes. The state has allocated \$230,000.00 next year for Inyo County LTC for Rural Planning Assistance. It has to encompass planning activities and is not for project specific funds. It has been submitted to Caltrans for their review and input as well as all of the Tribes and the City of Bishop. John said that he is asking for input to be submitted back to him by April 26th so that he can bring a final draft to the Commission for the proposed May 15th meeting.

No questions were asked

ITEM NO. 6 Receive the second quarter invoice of the Rural Planning Assistance funds in Fiscal Year 2018-2019

John Pinckney gave a brief description and stated that the Inyo County Local Transportation Commission staff has invoiced the state for reimbursement of Rural Planning Assistance (RPA) funds in the amount of \$58,327.59 for the 2nd quarter of FY 2018-2019. This reimbursement request is for work completed in accordance with the FY 2018-2019 Overall Work Program. John stated that the invoice is in the packet.

ITEM NO. 7 ESTA REPORT

Phil stated that he is working with John and Jerry of Mono County in the town of Mammoth Lakes on the Short Range Transit Plan. The hope is to apply for the FTA 5304 grant funds in the fall to help with that plan. Anticipated amount is \$110,000 on the upper end.

Phil also said that Caltrans has helped ESTA with getting new vehicles. Next year 62 % of the fleet will be beyond its useful life and in two years 72 % of ESTA's fleet will be beyond its useful life. It is very expensive to keep the vehicles running at that point. Phil also stated that he has prepared a letter for John and all of our funding partners for ESTA to think about when you are applying for money and looking at your budgets, how you might assist ESTA.

Phil added that ESTA is installing onboard video cameras for part of their fleet. The cameras will be helpful in investigating accidents and customer complaints.

Commissioner Chris Costello asked Phil how the program for training and licensing commercial drivers is going. Phil said that ESTA is contracting now with a certified tester. Hopefully around June ESTA will have someone from their organization certified to conduct the tests.

ITEM NO. 8 TRIBAL REPORT

None

ITEM NO. 9 CALTRANS REPORT

Jill Batchelder of Caltrans said that the Eastern Sierra Corridor Freight study is complete. The report should be uploaded to the website shortly. The parking portion of the study was very impactful. The consultant has already reached out to some private trucking companies to talk to them about the parking in the area to see if something can be generated throughout the valley.

Jill went on to report that the Intelligent Transportation Study (ITS) has begun. The System Metrix Group will be coming to make a presentation in regard to the electronic components that are on the roadways.

Jill reported on Projects in the Bishop Area:

The N. See Vee project has been delayed due to the weather. They are waiting for the striping and signal testing.

The S. See Vee project will come out of winter suspension on April 15th.

May is Bike Month. Caltrans is working together with CHP, First 5, Kern Regional and other agencies to have Family Fun Day that will take place at the Bishop Park. It is a way to bring the community together.

The truck study recommendation regarding trucks driving in the left lane is not complete yet. The study will pick up in the spring. The communities involved will be Lone Pine, Independence and Big Pine.

Mark Heckman of Caltrans added more information regarding the Intelligent Transportation Study (ITS). He stated that the goal for this study is to look at intelligent items that are nationwide including the National Park and Death Valley. Next month the contractor will be here to solicit the commissions input on items you would like to see in Inyo and Mono County. The ITS is similar to the Freight Study and will continue for two years. Mark stated that most of the project is internal but the public can get involved.

ITEM NO. 10 CITY OF BISHOP REPORT

David Grah, PW Director City of Bishop reported that the Seibu to School Path project has finally come through and building should start late summer.

The Spruce /Hanby /Yaney sidewalks project is in final design.

The West Jay Street extension project is expected to start middle to late summer.

ITEM NO. 11 EXECUTIVE DIRECTORS REPORT

Michael Errante, PW Director, reported on North Round Valley Bridge. Mike stated that Revisions were made to the length of North Round Valley Bridge and because of this more funds have been requested.

The hope is to have North Round Valley, Carrol and Walker Bridge under construction in the next year.

ITEM NO. 12 REPORTS FROM ALL MEMEBERS OF THE INYO COUNTY LTC

John Pinckney reported on the South Lake Rd., Federal Lands Access Program (FLAP) project. The FHWA contacted John and wants to go to bid with that project at the end of the summer. We are programmed for 21/22 for that match. John said he talked to local assistance and the CTC and they had indicated that since it is 87 ½ % Federal funding they would not want to miss out on it and we should submit an allocation request. John went on to say that we may go to the August meeting with this.

John also stated that the Olancha Cartago grant was submitted on March 4th. Chances are slim but we are hopeful.

CORRESPONDENCE:

Commissioner Rick Pucci asked Mark Heckman of Caltrans about the deer overpass in Mono County. Rick wanted to know if the Inyo LTC had any authority to make comments regarding it. Mark stated that Caltrans is in the process of developing a stewardship group. He also stated that it is in its infancy stages. Mark encouraged Inyo County to be an active participant.

ADJOURNMENT:

Meeting was adjourned at 10:00 AM



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Michael Errante
Executive Director

Meeting Notes INYO COUNTY LOCAL TRANSPORTATION COMMISSION Social Services Transit Advisory Council (SSTAC)

Caltrans Headquarters
The Coffee Room
500 S Main Street
Bishop, CA 93514

SSTAC Meeting February 28, 2019
Meeting called to order: 10:05 AM

In Attendance:

Mike Errante, Inyo County LTC Executive Director
John Pinckney, Inyo County LTC Staff
Cynthia Browning, Inyo County LTC staff
Rick Franz, Caltrans District 9
Phil Moores, ESTA
Beth Himelhoch, Inyo-Mono Agency for the Handicapped
Jenny Park, Inyo-Mono Agency for the Handicapped
Rhiannon Baker, Inyo County HHS/ESAAA
Dan David, Northern Inyo Hospital
Oscar Espazza, Northern Inyo Hospital
David Weaver, Bishop Paiute Tribe
Arlene Calahan, Director of Independent Living Center

John Pinckney, LTC Staff

John started the meeting by stating the purpose of the meeting and introducing himself. He stated that the State requires, through the Transportation Development Act, that we allocate the funding for the unmet transit needs if they are reasonable. The LTC is required to have this initial meeting as well as two public hearings

which are generally at the LTC Transportation Commission's regularly scheduled meetings.

*John asked for introductions around the room.

Dan David- Northern Inyo Hospital (NIH)

Dan talked about the transit needs of patients who need transportation for their Dr. Appointments as well as getting home from hospital stays. He said that this need was originally brought to the Hospital Board and it was suggested that he bring it up at a Transportation meeting. Doing so blossomed into anonymous donations which funded two wheelchair accessible vans. The vans were put into place in 2016 and are designed to transport patients in a range of 60 miles to their Dr. appointments. NIH vans do not cross the state border because of insurance limitations.

Oscar Espazza- (NIH),

Oscar is the only paid driver at the hospital and NIH has 10 volunteer drivers. Oscar stated that the number of drives went from approximately 35 in Sept of 2018 to 146 in January of 2019. These drives were for patients that no longer drive, cannot drive, and/or do not have family to help. Dan stated that they have a triage mechanism in place that asks the questions needed to make sure they are qualified to receive the service.

Phil Moores of ESTA shared an idea that ESTA return to an alternating fixed route in Bishop that would go back and forth and hit all the major points. He said that they have 5 vehicles doing Dial-a -Ride around Bishop. If they used 2 of the 5 vehicles to do a circulator for the people that are not disabled & that don't have special needs and use the other 3 vehicles for just picking up people who are eligible in a paratransit way, they may be able to increase the capacity of servicing people in the area.

Dan of NIH also stated that their service has volunteers from the community to help with transporting people to their appointments but they always need more. To find out about how to be a volunteer call Oscar Espazza at 760-873-2055

Beth Himelhoch-IMAH

Beth stated that they also transport adults with disabilities to their Dr. appointments. She went on to say that their needs are still the same. They have a need for their adults that live in Lone Pine to come to Bishop for social events but she understands that there is not enough funding to support this type of program. Beth also said that Manzanar hired one of their developmentally disabled adults; he has been working there now for over 2 years.

Arlene Calahan- ESTA Rider

Arlene stated that the waits for Dial-a-Ride busses are very long. Overall though, she said the service is much appreciated and good.

David Weaver, Assistant Transportation Planner for the Bishop Paiute Tribe:

David stated that last year the Tribal Public Works office was broken into and vouchers were stolen. He said they finally have that fixed and going full force again.

The biggest thing faced on the reservation is getting their bus stops ADA compliant. He says they are working on the CALTRANS sustainability grant. Through this grant he hopes to make all these bus stops ADA compliant to help the disabled and elderly keep sheltered from the weather. Toiyabe does routes every Tuesday to DV. The Dialysis clinic has a separate system for their patients. He says the Elders and the disabled utilize Dial a Ride a lot. David said that the tribe is sending 7 of their employees to get their passenger endorsements.

Rhiannon Baker, HHS asked David if the tribe has a transportation Service. David replied, no not within the tribe, but that they acquired a van from ESTA which has been sitting because no one had their passenger endorsement. Rhiannon asked if it was the plan to use the vehicle once the endorsements go through. He said there have not been talks about a fixed route at this time.

Rhiannon Baker, HHS

Rhiannon stated that ESAAA program is a program that transports seniors to their doctor's appointments to Reno, Palmdale, and Loma Linda. The requirement is that they have to prove they cannot take themselves to their appointments. They need to schedule ahead of time. This service is only for the elderly, not the disabled. County vehicles are used.

Rick Franz, Caltrans

Rick stated that if anyone has any leads for grants, let him know and he will keep an eye out for them. He checks with the FTA, FHWA, and the Federal Register every day to see what grants are available.

*John Pinckney thanked everyone for a great turnout.

Meeting Adjourned at 11:00A.M



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Clint Quilter
Executive Director

STAFF REPORT

MEETING: April 17, 2019

PREPARED BY: John Pinckney, Transportation Planner

SUBJECT: Regional Surface Transportation Program Federal Exchange Program for FY 2018/2019

Recommended Action

Approve Resolution No. 2019-02 which memorializes the following actions:

1. The FY 2018/2019 Federal Apportionment Exchange Program and State Match Program Agreement, Agreement No. X19-6134(027) with the California Department of Transportation in the amount of \$127,723.
2. Apportion and allocate the funds to the County of Inyo and City of Bishop based on population, and
3. Authorize the Executive Director to sign the Agreement.

SUMMARY DISCUSSION:

Section 182.6 of the Streets and Highways Code allows counties of less than 200,000 people to exchange Regional Surface Transportation Programs (RSTP) Federal funds provided under the "Fixing America's Surface Transportation" (FAST) act for unrestricted State Highway Account funds. In addition, Section 182.9 of the Streets and Highways Code requires the allocation of unobligated State Matching moneys from the State Highway Account to counties choosing to exchange their Federal funds. The State funds are not restricted, whereas the Federal funds are restricted to work on roads that have a Federal designation (otherwise known as "On-System" Roads). Consequently, the exchange for State funds allows the County and City a greater degree of discretion and flexibility in how the funds are spent on maintenance of County and City roads.

In order to streamline the exchange of funds, Caltrans offers the exchange directly to eligible counties and Regional Transportation Planning Agencies and prepares the Fund Exchange Agreement in advance.

Annually, this agreement is usually received during the fourth quarter of the current County fiscal year and it normally takes somewhere between four and six months to complete processing of the agreement and invoice and to receive actual payment of the RSTP funds. As a result, the funds are usually received during the following fiscal year. The County and City should budgeting the 2018/2019 funds for expenditure during the 2019/2020 fiscal year.

Apportionment to LTC

RSTP funds are allocated by the State based on two formulas set forth under Section 182.6(d)(1) and (d)(2) of the Streets and Highways Code. The 182.6(d)(2) funds are allocated to County Road / Public Works Department in a population adjusted amount not less than 110% of the 1991 apportionment. The additional 182.6(d)(1) funds that we are currently discussing are to be distributed by the Local Transportation Commission.

LTC Apportionment to City and County

The table below shows options for the apportionment of the funds to the City and the County. In the last several years the LTC allocated the funds to the City and County via a population based formula. The options for the allocation of these funds are included for reference.

Regional Surface Transportation Program							
Apportionment Option							
Agency	Population (2010 Census)	Percent	Amount	Federal Aid Routes	Percent	Amount	Average of Previous Two Amounts
City of Bishop	3,879	20.9%	\$26,694	5.5 miles	1.5%	\$1,916	\$14,305
County of Inyo	14,667	79.1%	\$101,029	358.2 miles	98.5%	\$125,807	\$113,418
Total	18,546	100%	\$127,723	363.7	100%	\$127,723	\$127,723

Other transportation planning agencies allocate the funds via a variety of ways. Since the funding is specifically related to Federal Aid Routes, some comparable jurisdictions base their RSTP allocations on the relative percentage of Federal Aid Routes. El Dorado County Transportation Commission doubles the amount of funds going to Placerville due to a “County seat offset” where a high percentage of the County’s traffic is funneled into Placerville. This would be similar to the City of Bishop’s position. Some jurisdictions allocate the funds to specific projects. Other jurisdictions calculate the allocation to smaller entities by averaging the Federal Aid Route proportion with the population percentage. Another factor is the relatively small amount of funds the City of Bishop is receiving. It is for this reason that staff would recommend allocating the funds based on the relative population between the City of Bishop and the County.

Each agency is required by the RSTP Exchange agreement to establish a special account for the purposes of depositing all RSTP Exchange funds in their budget a) for cities within their Special Gas Tax Streets Improvement Fund and b) for counties within their County Road Fund.

ALTERNATIVES:

The Commission could use another allocation formula. This discussion could be continued to a later date.

OTHER AGENCY INVOLVEMENT:

Caltrans will process the Agreement and make payment of the funds.

Attachment:

- Draft Resolution No. 2019-02
- FY 2018/2019 Federal Apportionment Exchange Program and State Match Program Agreement, No. X19-6134(027) [two copies of signature page]
- Correspondence from State providing direction

**INYO COUNTY LOCAL TRANSPORTATION COMMISSION
RESOLUTION No. 2019-02**

**A RESOLUTION APPORTIONING AND ALLOCATING
REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDS
FOR THE FISCAL YEAR 2018-2019**

WHEREAS, the Inyo County Local Transportation Commission (ICLTC) is the designated transportation planning agency pursuant to Government Code Sections 29532 and 29535, and by action of the Secretary of Business, Transportation and Housing, and, as such, has the responsibility to allocate Regional Surface Transportation Program funds (RSTP); and

WHEREAS, the California Department of Transportation provides the option to the ICLTC to participate in the RSTP Federal Exchange Program for FY 2018-2019; and

WHEREAS, the California Department of Transportation has allocated **\$127,723** of RSTP funds to the ICLTC to be allocated to eligible local jurisdictions; and

WHEREAS, based on the 2010 census population for Inyo County where 79.1% of the County resides in unincorporated parts of the County and 20.9% of the residents reside in the City of Bishop, the following disbursements will be made, **\$101,029** of RSTP funds will be apportioned to Inyo County and **\$26,694** will be apportioned to the City of Bishop.

NOW, THEREFORE BE IN RESOLVED that the Inyo County Local Transportation Commission approves the following:

1. The FY 2018-2019 RSTP Federal Exchange Program and State Match Program Agreement, No. X19-6134(027) with the California Department of Transportation in the amount of **\$127,723**.
2. **\$101,029** of RSTP funds are allocated to the County of Inyo and **\$26,694** are allocated to the City of Bishop.
3. The Executive Director is authorized to execute this agreement.

Passed and adopted this 17th day of April, 2019, by the following vote:

Ayes:
Noes:
Abstain:
Absent:

(Chair, Inyo County Local Transportation Commission)

Attest:

Executive Director, Inyo County Local Transportation Commission

FEDERAL APPORTIONMENT EXCHANGE PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING AGENCY

District: 09
Agency: Inyo County Transportation Commission

Agreement No. X19-6134(027)
AMS Adv ID:0919000047

THIS AGREEMENT is made on _____, by Inyo County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of federal apportionments made available to STATE for allocation to transportation projects in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program [RSTP/RSTBGP] funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP/RSTBGP apportionment:

\$127,723.00 for Fiscal Year 2018/2019

The above referenced portion of RTPA's estimated annual RSTP/RSTBGP apportionment is equal to the estimated total RSTP/RSTBGP apportionment less (a) the estimated minimum annual RSTP/RSTBGP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP/RSTBGP minimum apportionment, and (c) those RSTP/RSTBGP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP/RSTBGP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Inyo County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer

| Date

| \$ 127,723.00

Jessamine Pelos

4/8/2019

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP/RSTBGP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$127,723.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP/RSTBGP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other public transportation agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP/RSTBGP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed In writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA
Department of Transportation

Inyo County Transportation Commission

By: _____
Office of Project Implementation
Division of Local Assistance

Date: _____

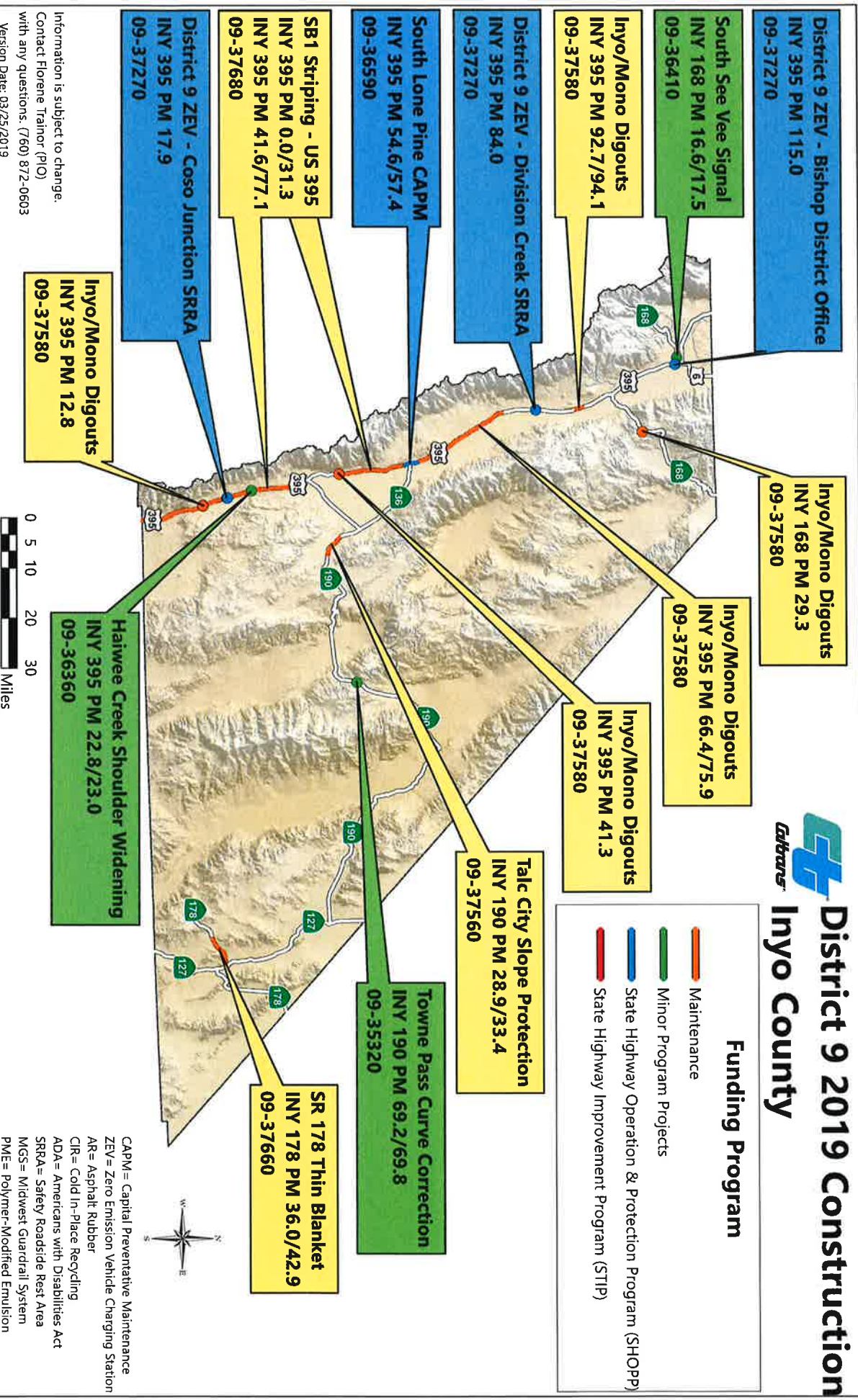
By: _____
Title: _____

Date: _____

District 9 2019 Construction Inyo County

Funding Program

- Maintenance
- Minor Program Projects
- State Highway Operation & Protection Program (SHOPP)
- State Highway Improvement Program (STIP)



District 9 ZEV - Bishop District Office
 INY 395 PM 115.0
 09-37270

South See Vee Signal
 INY 168 PM 16.6/17.5
 09-36410

Inyo/Mono Digtouts
 INY 395 PM 92.7/94.1
 09-37580

District 9 ZEV - Division Creek SRRA
 INY 395 PM 84.0
 09-37270

South Lone Pine CAPM
 INY 395 PM 54.6/57.4
 09-36590

SB1 Striping - US 395
 INY 395 PM 0.0/31.3
 INY 395 PM 41.6/77.1
 09-37680

District 9 ZEV - Coso Junction SRRA
 INY 395 PM 17.9
 09-37270

Inyo/Mono Digtouts
 INY 168 PM 29.3
 09-37580

Inyo/Mono Digtouts
 INY 395 PM 66.4/75.9
 09-37580

Inyo/Mono Digtouts
 INY 395 PM 41.3
 09-37580

Talc City Slope Protection
 INY 190 PM 28.9/33.4
 09-37560

Towne Pass Curve Correction
 INY 190 PM 69.2/69.8
 09-35320

SR 178 Thin Blanket
 INY 178 PM 36.0/42.9
 09-37660

Inyo/Mono Digtouts
 INY 395 PM 12.8
 09-37580

Haiwee Creek Shoulder Widening
 INY 395 PM 22.8/23.0
 09-36360



Information is subject to change.
 Contact Florene Trainor (PIO)
 with any questions. (760) 872-0603
 Version Date: 03/25/2019

CAPM = Capital Preventative Maintenance
 ZEV = Zero Emission Vehicle Charging Station
 AR = Asphalt Rubber
 CR = Cold In-Place Recycling
 ADA = Americans with Disabilities Act
 SRRA = Safety Roadside Rest Area
 MGS = Midwest Guardrail System
 PME = Polymer-Modified Emulsion

HIGHWAY INFRASTRUCTURE PROGRAM APPORTIONMENT DISTRIBUTION

Rural non-MPO Area ONLY

1	2	3	4	5	6
Rural Non-MPO Counties	FFY 2017/18 Apportionment ¹ (Obligate by 9/30/2021)	FFY 2018/19 Apportionment ² (Obligate by 9/30/2022)	Total Apportionment Available for Programming (Col 2 + Col 3)	Programmed Amount	Unobligated Balance (Col 4 - Col 5)
Alpine	\$ 3,048	\$ 4,294	\$ 7,342		\$ 7,342
Amador	\$ 98,811	\$ 139,217	\$ 238,028		\$ 238,028
Calaveras	\$ 118,233	\$ 166,581	\$ 284,814		\$ 284,814
Colusa	\$ 55,562	\$ 78,284	\$ 133,846		\$ 133,846
Del Norte	\$ 74,216	\$ 104,566	\$ 178,782		\$ 178,782
Glenn	\$ 72,950	\$ 102,782	\$ 175,733		\$ 175,733
Humboldt	\$ 349,222	\$ 492,029	\$ 841,250		\$ 841,250
Inyo	\$ 48,110	\$ 67,783	\$ 115,893		\$ 115,893
Lake	\$ 167,746	\$ 236,342	\$ 404,087		\$ 404,087
Lassen	\$ 90,520	\$ 127,536	\$ 218,057		\$ 218,057
Mariposa	\$ 47,344	\$ 66,705	\$ 114,049		\$ 114,049
Mendocino	\$ 227,866	\$ 321,047	\$ 548,913		\$ 548,913
Modoc	\$ 25,126	\$ 35,401	\$ 60,527		\$ 60,527
Mono	\$ 36,841	\$ 51,906	\$ 88,747		\$ 88,747
Nevada	\$ 256,201	\$ 360,969	\$ 617,170		\$ 617,170
Plumas	\$ 51,900	\$ 73,123	\$ 125,022		\$ 125,022
Sierra	\$ 8,405	\$ 11,842	\$ 20,247		\$ 20,247
Siskiyou	\$ 116,474	\$ 164,103	\$ 280,577		\$ 280,577
Tehama	\$ 164,628	\$ 231,949	\$ 396,576		\$ 396,576
Trinity	\$ 35,762	\$ 50,386	\$ 86,148		\$ 86,148
Tuolumne	\$ 143,621	\$ 202,352	\$ 345,972		\$ 345,972
Statewide Total	\$ 2,192,585	\$ 3,089,197	\$ 5,281,782		\$ 5,281,782

Notes:

1. FFY 2017/18 Apportionment; Obligate by 9/30/2021 or lapse. Source FHWA N4510.826, 4/25/2018
2. FFY 2018/19 Apportionment; Obligate by 9/30/2022 or lapse; Source FHWA 4510.835, 3/15/2018

Highway Infrastructure Program Funds Fact Sheet

BACKGROUND

- Made up of two apportionments
 - FHWA Notice N4510.826 issued April 25, 2018 and FHWA Notice N4510.835 issued March 15, 2019
 - <http://www.fhwa.dot.gov/legsregs/directives/notices/n4510826/>
 - www.fhwa.dot.gov/legsregs/directives/notices/n4510835/
- Total of \$4.709 billion appropriated for distribution to the States by formula
- Distributed to States in the same ratio as the FY 2018 and FY 2019 formula obligation limitations, respectively
- Suballocated within State:
 - By population (Local Agency portion, 53% in 2018 and 54% in 2019)
 - Urbanized areas > 200,000 population
 - Areas > 5,000 to 200,000 population
 - Areas 5,000 population or less
 - Any Area (State portion, 47% in 2018 and 46% in 2019)
 - Funding Distribution from CT Transportation Programming
 - www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/hip-2018.pdf
- FHWA Highway Infrastructure Program Guidance
 - www.fhwa.dot.gov/federalaid/projects.pdf#page=78

AVAILABILITY OF FUNDS

- The **2018 Apportioned HIP funds** must **obligate by September 30, 2021** and **expend by September 30, 2026**.
- The **2019 Apportioned HIP funds** must **obligate by September 30, 2022** and **expend by September 30, 2027**.
- Funds are not subject to Obligation Limitation. As such, HIP obligations do not count against the Region's/State's balance of formula OA.
- Federal share according to 23 USC 120
 - 90% on interstate, 80% otherwise, subject to sliding scale
 - 100% for certain safety projects

ELIGIBILITY

- Projects eligible according to 23 USC 133(b)(1)(A); e.g. construction of roads, bridges and tunnels.
- PROJECTS MUST BE ON THE FEDERAL-AID SYSTEM. No projects on roads classified as a local road or rural minor collector unless:
 - on a Federal-aid highway system on January 1, 1991
 - for bridges (except new bridge at new location)
 - approved by the Secretary
- Rural minor collectors are differentiated from urban minor collectors using the latest (2010) U.S. Census Maps
 - www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html
- For **2019 Apportioned funds**, eligibility also includes "elimination of hazards and the installation of protective devices at railway-highway crossings."

REQUIREMENTS

- Programming and expenditure of funds must be consistent with 23 U.S.C. 134 and 135
 - Projects must be consistent with the Long-Range Statewide Transportation Plan & Metropolitan Transportation Plans
 - HIP funds must be programmed for projects identified in the FTIP/FSTIP prior to obligation
- Disadvantaged Business Enterprises (DBE) rules apply

MISCELLANEOUS

- HIP funds CANNOT be exchanged for State Cash (unlike RSTP funds, per Streets and Highways Code 182.6)
- Follow Local Assistance Procedures Manual to process HIP funding requests.

Q and A

1. Will DLA be allowing Toll Credit to be used for the HIP?
 - a. Yes, the decision to use Toll Credit on a specific project, however, resides with the programming entity (MPO/RTPAs, Bridge/Safety Program coordinators). With the relatively short time frame for which these funds are available, toll credits will help use them faster.
2. Can HIP be used for Safety/ATP projects off the Fed-Aid system?
 - a. No, the 2018 guidelines say the funds cannot be used on local roads and rural minor collectors (off fed-aid system). "Pursuant to section 133(c) of title 23, U.S.C., projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except; (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); and (2) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1) allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors does not apply to these funds."
3. Will we have to end up segregating the costs on projects for reporting purposes?
 - a. Yes, costs will need to be segregated on engineer's estimates for dissimilar fund eligibilities as applicable. No special reporting requirements have identified. Separate fund line entries for the HIP funds will be required on the E-76s, Finance Letters, invoices, etc., to allow tracking of the funds usage.
4. Can HIP funds be added to existing projects?
 - a. Yes, eligibility and programming requirements apply.
5. Are Ferry projects eligible under the Highway Infrastructure Program?
 - a. No, see eligibility requirements for more information on what is eligible for HIP funds.
6. Are HIP funds only for the Construction phase of work?
 - a. No, HIP fund may also be used on PE and RW phases of work, so long as the work leads directly to a constructed project.
7. Can HIP funds be used for a Planning Report or Planning Study?
 - a. No, HIP funds must be used to construct a project; hence HIP funds cannot be used for planning reports or planning studies for future projects.
8. How are HIP funds awarded to local agencies?
 - a. The HIP funding distribution among the states is determined by FHWA. Once California receives its distribution, Caltrans Programming further apportions the funding per the population distribution, as required by the HIP. MPOs or RTPAs award the specific HIP projects, in accordance with 133(d)(3) of title 23, U.S.C. MPOs and RTPAs are responsible for programming the HIP projects within their jurisdictions into the FTIP/FSTIP prior to fund obligation.
9. Were additional funds set aside from the second appropriation? If so, who may qualify for those funds?
 - a. Yes, the 2019 Act set aside \$3.25B for other non-HIP programs/activities. This includes bridge replacement and rehabilitation program (\$475M), the Territorial Highway Program (\$5M) and the Nationally Significant Federal Lands and Tribal Projects program (\$25M). Any funding California received from these set asides are not part of the HIP, hence, eligibility and award for these are administered via the rules of each of their respective programs.



U.S. Department
of Transportation
**Federal Highway
Administration**

Notice

Subject:

**APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM
FUNDS PURSUANT TO THE DEPARTMENT OF TRANSPORTATION
APPROPRIATIONS ACT, 2019**

Classification Code	Date	Office of Primary Interest
N4510.835	March 15, 2019	HCFB-10

1. **What is the purpose of this Notice?** The Department of Transportation Appropriations Act, 2019, title I of division G, Public Law (Pub. L.) 116-6, appropriated \$3,250,000,000 for Highway Infrastructure Programs. Of such amount, \$2,729,000,000 shall be set aside and apportioned for activities eligible under section 133(b)(1)(A) of title 23, United States Code (U.S.C.), and for the elimination of hazards and the installation of protective devices at railway-highway crossings, and \$475,000,000 shall be set aside for a bridge replacement and rehabilitation program.

The remainder of the \$3,250,000,000 appropriated shall be set aside pursuant to the Act for other activities that are not the subject of this Notice. This includes \$16,000,000 set aside for activities eligible under the Puerto Rico Highway Program as described in 23 U.S.C. 165(b)(2)(C); \$5,000,000 set aside for activities eligible under the Territorial Highway Program as described in 23 U.S.C. 165(c)(6); and \$25,000,000 set aside for the Nationally Significant Federal Lands and Tribal Projects program under section 1123 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94.

This Notice transmits the certificate of apportionment for the Highway Infrastructure Program funds appropriated in fiscal year (FY) 2019 pursuant to the Department of Transportation Appropriations Act, 2019, for (1) activities eligible under 23 U.S.C. 133(b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings, and (2) the bridge replacement and rehabilitation program. The apportionment is effective immediately.

2. **What is the availability of these funds?**

- a. The funds resulting from this apportionment are available for obligation until September 30, 2022. Any amounts not obligated by the State on or before September 30, 2022, shall lapse.
- b. The funds resulting from this apportionment are available for obligation immediately and are not subject to any limitation on obligations.
- c. The Federal share payable shall be in accordance with section 120 of title 23, U.S.C., except as provided by another provision of law. However, the

application of the increased Federal share under 23 U.S.C. 120(c)(1) to funds from this apportionment is not subject to the cap on such uses that applies to funds apportioned under 23 U.S.C. 104.

- d. The program codes to be used when obligating these funds are as follows:

Program Code	Program Description	CFDA Number
Z904	Highway Infrastructure – 23 U.S.C. 133(b)(1)(A) activities in any area and for the elimination of hazards and the installation of protective devices at railway-highway crossings in any area	20.205
Z905	Highway Infrastructure – 23 U.S.C. 133(b)(1)(A) activities in urbanized areas with population over 200,000 and for the elimination of hazards and the installation of protective devices at railway-highway crossings in such areas	20.205
Z906	Highway Infrastructure – 23 U.S.C. 133(b)(1)(A) activities in areas with a population over 5,000 to 200,000 and for the elimination of hazards and the installation of protective devices at railway-highway crossings in such areas	20.205
Z907	Highway Infrastructure – 23 U.S.C. 133(b)(1)(A) activities in areas with a population 5,000 and under and for the elimination of hazards and the installation of protective devices at railway-highway crossings in such areas	20.205
Z908	Bridge Replacement and Rehabilitation	20.205

3. **What is the background information for the Highway Infrastructure Program funds for activities eligible under 23 U.S.C. 133(b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings?**
- a. The funds resulting from this apportionment are eligible to be obligated for activities eligible under section 133(b)(1)(A) of title 23, U.S.C. Eligibilities under section 133(b)(1)(A) are as follows: construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40, U.S.C. The funds may also be obligated for the elimination of hazards and the installation of protective devices at railway-highway crossings.
 - b. The funds available for distribution to the States have been apportioned to the States in the same ratio as the distribution of obligation authority under section 120(a)(5) of the Department of Transportation Appropriations Act, 2019.
 - c. The funds made available for activities eligible under section 133(b)(1)(A) of title 23, U.S.C., and for the elimination of hazards and the installation of protective devices at railway-highway crossings shall be suballocated by population in the manner described in section 133(d) of such title, except that the Transportation Alternatives set-aside described in section 133(h) of such title shall not apply.
 - d. The funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C.
 - e. Pursuant to section 133(c) of title 23, U.S.C., projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except; (1) for a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location); (2) for the elimination of hazards and the installation of protective devices at railway-highway crossings; and (3) as approved by the Secretary. Further, 23 U.S.C. 133(g)(1) allowing a portion of Surface Transportation Block Grant funds to be obligated on roads functionally classified as minor collectors does not apply to these funds.
 - f. Pursuant to section 133(d)(5) of title 23, U.S.C., programming and expenditure of funds for projects shall be consistent with sections 134 and 135 of title 23, U.S.C. Projects must be identified in the Statewide Transportation Improvement Program/Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s).

- g. States must coordinate with relevant metropolitan planning organizations or rural planning organizations as required under section 133(d)(3) of title 23, U.S.C.
- h. Section 1101(b) of the FAST Act, which deals with amounts for disadvantaged business enterprises, shall apply to funds resulting from this apportionment.

4. **What is the background information for the Bridge Replacement and Rehabilitation Program?**

- a. The funds resulting from this apportionment are available to States for which the percentage of total deck area of bridges classified as in poor condition is at least 7.5 percent as determined based on the National Bridge Inventory as of December 31, 2017. Qualifying States include: Alaska, Connecticut, Illinois, Iowa, Louisiana, Maine, Massachusetts, Michigan, Missouri, Montana, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Dakota, West Virginia, and Wyoming.
- b. The funds available for distribution to qualifying States have been apportioned in the proportion that the percentage of total deck area of bridges classified as in poor condition in each qualifying State bears to the sum of the percentages of total deck area of bridges classified as in poor condition in all qualifying States.
- c. The funds resulting from this apportionment shall be obligated on highway bridge replacement or rehabilitation projects on public roads in areas of a qualifying State that have a population of 200,000 or fewer individuals as calculated based on the latest available data from the decennial census conducted under section 141(a) of title 13, U.S.C.
- d. If a qualifying State has no bridges located in areas with a population of 200,000 or fewer individuals, or has insufficient bridge replacement or rehabilitation needs in areas of the State with a population of 200,000 or fewer individuals, the funds may be used for highway bridge replacement or rehabilitation projects on public roads in any area of the State.
- e. The funds shall be administered as if apportioned under chapter 1 of title 23, U.S.C.
- f. Section 1101(b) of the FAST Act, which deals with amounts for disadvantaged business enterprises, shall apply to funds resulting from this apportionment.

5. **What is the distribution of the Highway Infrastructure Program funds for activities eligible under 23 U.S.C. 133(b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings?**
- a. The Department of Transportation Appropriations Act, 2019, appropriates a total of \$2,729,000,000 in Highway Infrastructure Program funds for activities eligible under 23 U.S.C. 133(b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings.
 - b. The amount of funds available for distribution to the States is \$2,729,000,000. The attached tables show the State-by-State distribution of funds.
6. **What is the distribution of funds for the Bridge Replacement and Rehabilitation Program?**
- a. The Department of Transportation Appropriations Act, 2019, appropriates a total of \$475,000,000 in Highway Infrastructure Program funds for bridge replacement and rehabilitation.
 - b. The amount of funds available for distribution to the States is \$475,000,000. The attached table shows the State-by-State distribution of funds.
7. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Brandye L. Hendrickson
Deputy Administrator

Attachments

**CERTIFICATE OF APPORTIONMENT FROM
THE SUM OF \$3,204,000,000 APPROPRIATED
FOR (1) THE HIGHWAY INFRASTRUCTURE PROGRAMS FOR ACTIVITIES
ELIGIBLE UNDER SECTION 133(b)(1)(A) OF TITLE 23, UNITED STATES CODE,
AND FOR THE ELIMINATION OF HAZARDS AND THE INSTALLATION OF
PROTECTIVE DEVICES AT RAILWAY-HIGHWAY CROSSINGS, AND (2) FOR
BRIDGE REPLACEMENT AND REHABILITATION**

TO--

The Secretary of the Treasury of the United States and the State departments of transportation:

Pursuant to the Department of Transportation Appropriations Act, 2019, title I of division G, Pub. L. 116-6, and the delegation of authority from the Secretary of Transportation to the Federal Highway Deputy Administrator, Section 1.85 of title 49, Code of Federal Regulations, I certify—

First, that pursuant to the Department of Transportation Appropriations Act, 2019, title I of division G, Pub. L. 116-6, the amount appropriated for the Highway Infrastructure Program for activities eligible under section 133(b)(1)(A) of title 23, United States Code (U.S.C.), and for the elimination of hazards and the installation of protective devices at railway-highway crossings for the fiscal year ending September 30, 2019, is \$2,729,000,000.

Second, that I have computed the apportionment to each State and the District of Columbia of the amounts appropriated for the Highway Infrastructure Program for activities eligible under section 133(b)(1)(A) of title 23, U.S.C., and for the elimination of hazards and the installation of protective devices at railway-highway crossings, and further computed the suballocations distribution within each State and the District of Columbia in the manner provided by law.

Third, that pursuant to the Department of Transportation Appropriations Act, 2019, title I of division G, Pub. L. 116-6, the amount appropriated for the Highway Infrastructure Program for bridge replacement and rehabilitation for the fiscal year ending September 30, 2019, is \$475,000,000.

Fourth, that I have computed the apportionment to each qualifying State of the amounts appropriated for the Highway Infrastructure Program for bridge replacement and rehabilitation in the manner provided by law.

Fifth, that the sums that are hereby apportioned to each State and the District of Columbia, effective immediately, are respectively as follows:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

N4510.835 - TABLE 1

APPORTIONMENT OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b)(1)(A) OF TITLE 23, UNITED STATES CODE,
AND FOR THE ELIMINATION OF HAZARDS AND THE INSTALLATION OF PROTECTIVE DEVICES AT RAILWAY-HIGHWAY CROSSINGS
AND FOR THE BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2019, TITLE I OF DIVISION G, PUBLIC LAW 116-6

State	Activities Eligible Under Section 133(b)(1)(A) of Title 23, United States Code, and for the Elimination of Hazards and the Installation of Protective Devices at Railway-Highway Crossings					Bridge Replacement and Rehabilitation	Total
	Any Area	Urbanized Areas With a Population Over 200,000	Areas With a Population Over 5,000 to 200,000	Areas With a Population 5,000 and Under	Subtotal		
Alabama	24,271,700	10,097,088	6,209,457	12,186,321	52,764,566	-	52,764,566
Alaska	16,052,310	6,666,038	5,176,280	7,001,697	34,896,325	19,647,659	54,543,984
Arizona	23,431,128	19,245,109	5,136,162	3,124,835	50,937,234	-	50,937,234
Arkansas	16,565,878	5,113,551	5,192,075	9,141,274	36,012,778	-	36,012,778
California	117,661,715	111,469,109	19,212,526	7,442,988	255,786,338	-	255,786,338
Colorado	17,127,571	12,785,627	4,313,910	3,006,741	37,233,849	-	37,233,849
Connecticut	16,089,739	14,142,445	2,449,602	2,295,907	34,977,693	31,457,692	66,435,385
Delaware	5,417,278	3,411,000	1,812,899	1,135,515	11,776,692	-	11,776,692
Dist. of Col.	5,109,413	5,998,006	-	-	11,107,419	-	11,107,419
Florida	60,612,765	55,002,893	9,494,178	6,657,044	131,766,880	-	131,766,880
Georgia	41,335,934	26,698,012	8,792,103	13,034,678	89,860,727	-	89,860,727
Hawaii	5,415,760	3,750,448	1,987,124	620,059	11,773,391	-	11,773,391
Idaho	9,155,274	2,397,468	4,747,272	3,602,755	19,902,769	-	19,902,769
Illinois	45,538,759	38,966,383	7,423,772	7,068,388	98,997,302	24,388,389	123,385,691
Indiana	30,502,163	16,476,476	8,778,555	10,551,856	66,309,050	-	66,309,050
Iowa	15,724,859	4,008,512	7,044,183	7,406,922	34,184,476	25,268,011	59,452,487
Kansas	12,091,963	5,653,740	4,247,228	4,293,946	26,286,877	-	26,286,877
Kentucky	21,258,321	8,832,667	5,295,720	10,827,034	46,213,742	-	46,213,742
Louisiana	22,454,894	11,891,299	6,903,882	7,564,913	48,814,988	19,078,089	67,893,077
Maine	5,505,658	992,147	1,257,191	4,213,826	11,968,822	18,506,762	30,475,584
Maryland	19,251,848	16,500,244	3,008,640	3,091,112	41,851,844	-	41,851,844
Massachusetts	19,463,188	19,496,558	1,490,350	1,861,182	42,311,278	34,067,970	76,379,248
Michigan	33,718,452	22,243,982	6,716,948	10,621,601	73,300,983	20,238,663	93,539,646
Minnesota	20,874,587	12,246,245	4,856,914	7,401,791	45,379,537	-	45,379,537
Mississippi	15,474,772	4,216,498	4,030,320	9,919,218	33,640,808	-	33,640,808
Missouri	30,292,125	17,263,479	6,749,187	11,547,655	65,852,446	19,978,105	85,830,551
Montana	13,130,967	-	7,865,572	7,549,042	28,545,581	19,770,202	48,315,783
Nebraska	9,250,513	5,441,603	2,145,298	3,272,397	20,109,811	-	20,109,811
Nevada	11,632,619	11,848,404	892,495	914,784	25,288,302	-	25,288,302
New Hampshire	5,290,601	1,472,487	2,104,588	2,633,630	11,501,306	19,134,508	30,635,814
New Jersey	31,995,601	33,745,808	1,714,882	2,099,364	69,555,655	17,973,428	87,529,083
New Mexico	11,751,597	5,172,172	5,269,099	3,354,083	25,546,951	-	25,546,951
New York	53,795,821	49,905,387	5,059,187	8,187,041	116,947,436	25,040,703	141,988,139
North Carolina	33,386,241	17,978,142	7,343,879	13,870,523	72,578,785	22,426,710	95,005,495
North Dakota	7,946,613	-	5,370,222	3,958,411	17,275,246	-	17,275,246
Ohio	42,927,124	30,005,045	8,420,343	11,967,322	93,319,834	-	93,319,834
Oklahoma	20,290,903	9,632,313	5,414,700	8,772,742	44,110,658	-	44,110,658
Oregon	15,997,834	9,678,528	5,200,478	3,901,061	34,777,901	-	34,777,901
Pennsylvania	52,537,413	38,319,325	9,386,064	13,968,965	114,211,767	23,313,877	137,525,644
Rhode Island	7,000,979	7,434,092	-	784,448	15,219,519	54,506,803	69,726,322
South Carolina	21,424,474	10,147,266	6,206,593	8,796,611	46,374,944	-	46,374,944
South Dakota	9,026,803	-	5,542,075	5,054,606	19,623,484	20,786,208	40,409,692
Tennessee	27,048,232	13,621,890	6,940,143	11,190,240	58,800,505	-	58,800,505
Texas	112,345,281	86,657,471	22,794,064	22,432,056	244,228,872	-	244,228,872
Utah	11,114,074	9,677,468	1,976,148	1,393,340	24,161,030	-	24,161,030
Vermont	6,498,386	-	2,582,708	5,045,831	14,126,925	-	14,126,925
Virginia	32,579,001	23,131,469	5,305,798	9,807,647	70,823,915	-	70,823,915
Washington	21,704,770	15,223,494	5,768,202	4,487,816	47,184,282	-	47,184,282
West Virginia	13,985,172	994,685	6,366,445	9,056,245	30,402,547	32,202,324	62,604,871
Wisconsin	24,081,240	11,093,242	7,933,398	9,242,641	52,350,521	-	52,350,521
Wyoming	8,199,688	-	5,931,944	3,693,777	17,825,409	27,213,897	45,039,306
Total	1,255,340,001	846,745,315	285,860,803	341,053,881	2,729,000,000	475,000,000	3,204,000,000
Program Code	Z904	Z905	Z906	Z907		Z908	

APPROVED EFFECTIVE: March 15, 2019

Brandye L. Henderson
FEDERAL HIGHWAY DEPUTY ADMINISTRATOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b)(1)(A) OF TITLE 23, UNITED STATES CODE,
AND FOR THE ELIMINATION OF HAZARDS AND THE INSTALLATION OF PROTECTIVE DEVICES AT RAILWAY-HIGHWAY CROSSINGS
TO URBANIZED AREAS WITHIN A STATE WITH POPULATION OVER 200,000
PURSUANT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS ACT, 2019, TITLE I OF DIVISION G, PUBLIC LAW 116-6

STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Alabama	Birmingham	749,495	4,467,874
	Columbus	61,264	365,206
	Huntsville	286,692	1,709,023
	Mobile	326,183	1,944,435
	Montgomery	263,907	1,573,197
	Pensacola	<u>6,266</u>	<u>37,353</u>
	Total	1,693,807	10,097,088
Alaska	Anchorage	<u>251,243</u>	<u>6,666,038</u>
	Total	251,243	6,666,038
Arizona	Phoenix--Mesa	3,629,114	15,616,791
	Tucson	<u>843,168</u>	<u>3,628,318</u>
	Total	4,472,282	19,245,109
Arkansas	Fayetteville--Springdale--Rogers	295,081	1,967,960
	Little Rock	431,388	2,877,021
	Memphis	<u>40,270</u>	<u>268,570</u>
	Total	766,739	5,113,551
California	Antioch	277,634	1,029,370
	Bakersfield	523,994	1,942,786
	Concord	615,968	2,283,794
	Fresno	654,628	2,427,131
	Indio--Cathedral City	345,580	1,281,290
	Lake Tahoe (Bi-State MPO)	145,000	537,609
	Lancaster--Palmdale	341,219	1,265,121
	Los Angeles--Long Beach--Anaheim	12,150,996	45,051,638
	Mission Viejo--Lake Forest--San Clemente	583,681	2,164,085
	Modesto	358,172	1,327,976
	Murrieta--Temecula--Menifee	441,546	1,637,098
	Oxnard	367,260	1,361,671
	Reno	9	33
	Riverside--San Bernardino	1,932,666	7,165,649
	Sacramento	1,723,634	6,390,631
	San Diego	2,956,746	10,962,579
	San Francisco--Oakland	3,281,212	12,165,585
	San Jose	1,664,496	6,171,368
	Santa Clarita	258,653	958,995
	Santa Rosa	308,231	1,142,813
	Stockton	370,583	1,373,992
	Thousand Oaks	214,811	796,444
Victorville--Hesperia	328,454	1,217,792	
Visalia	<u>219,454</u>	<u>813,659</u>	
	Total	30,064,627	111,469,109
Colorado	Colorado Springs	559,409	2,236,467
	Denver--Aurora	2,374,203	9,491,852
	Fort Collins	<u>264,465</u>	<u>1,057,308</u>
	Total	3,198,077	12,785,627
Connecticut	Bridgeport--Stamford	877,630	4,637,993
	Hartford	924,859	4,887,583
	New Haven	562,839	2,974,423
	New York--Newark	114	602
	Norwich--New London	188,041	993,736
	Springfield	89,711	474,094
	Worcester	<u>32,928</u>	<u>174,014</u>
	Total	2,676,122	14,142,445
Delaware	Philadelphia	<u>481,625</u>	<u>3,411,000</u>
	Total	481,625	3,411,000
District of Columbia	Washington, DC	<u>601,723</u>	<u>5,998,006</u>
	Total	601,723	5,998,006
Florida	Bonita Springs	310,298	1,174,332
	Cape Coral	530,290	2,006,898
	Jacksonville	1,065,219	4,031,353
	Kissimmee	314,071	1,188,611
	Lakeland	262,596	993,802
	Miami	5,502,379	20,823,916
	Orlando	1,510,516	5,716,593
	Palm Bay--Melbourne	452,791	1,713,601
	Palm Coast--Daytona Beach--Port Orange	349,064	1,321,043
	Pensacola	333,801	1,263,280
	Port St. Lucie	376,047	1,423,161
	Sarasota--Bradenton	643,260	2,434,437
	Tallahassee	240,223	909,131
	Tampa--St. Petersburg	2,441,770	9,240,951
	Winter Haven	<u>201,289</u>	<u>761,784</u>
		Total	14,533,614

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DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b)(1)(A) OF TITLE 23, UNITED STATES CODE,
AND FOR THE ELIMINATION OF HAZARDS AND THE INSTALLATION OF PROTECTIVE DEVICES AT RAILWAY-HIGHWAY CROSSINGS
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STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Georgia	Atlanta	4,515,419	22,617,426
	Augusta-Richmond County	283,283	1,418,945
	Chattanooga	78,364	392,520
	Columbus	192,338	963,408
	Savannah	<u>260,677</u>	<u>1,305,713</u>
	Total	5,330,081	26,698,012
Hawaii	Honolulu	<u>802,459</u>	<u>3,750,448</u>
	Total	802,459	3,750,448
Idaho	Boise City	<u>349,684</u>	<u>2,397,468</u>
	Total	349,684	2,397,468
Illinois	Chicago	8,018,716	33,409,802
	Davenport	137,150	571,432
	Peoria	266,921	1,112,120
	Rockford	296,863	1,236,873
	Round Lake Beach--McHenry--Grayslake	259,811	1,082,497
	St. Louis	<u>372,895</u>	<u>1,553,659</u>
	Total	9,352,356	38,966,383
Indiana	Chicago	589,492	3,255,478
	Cincinnati	10,225	56,468
	Evansville	200,768	1,108,744
	Fort Wayne	313,492	1,731,264
	Indianapolis	1,487,483	8,214,646
	Louisville/Jefferson County	140,180	774,146
	South Bend	<u>241,870</u>	<u>1,335,730</u>
	Total	2,983,510	16,476,476
Iowa	Davenport	142,901	865,919
	Des Moines	450,070	2,727,233
	Omaha	<u>68,546</u>	<u>415,360</u>
	Total	661,517	4,008,512
Kansas	Kansas City	663,508	3,301,104
	Wichita	<u>472,870</u>	<u>2,352,636</u>
	Total	1,136,378	5,653,740
Kentucky	Cincinnati	328,060	1,886,652
	Evansville	28,583	164,379
	Huntington	56,594	325,468
	Lexington-Fayette	290,263	1,669,284
	Louisville/Jefferson County	<u>832,366</u>	<u>4,786,884</u>
	Total	1,535,866	8,832,667
Louisiana	Baton Rouge	594,309	3,455,715
	Lafayette	252,720	1,469,485
	New Orleans	899,703	5,231,482
	Shreveport	<u>298,317</u>	<u>1,734,617</u>
	Total	2,045,049	11,891,299
Maine	Portland	<u>203,914</u>	<u>992,147</u>
	Total	203,914	992,147
Maryland	Aberdeen--Bel Air South--Bel Air North	213,751	836,707
	Baltimore	2,203,663	8,626,020
	Philadelphia	48,690	190,592
	Washington, DC	<u>1,749,163</u>	<u>6,846,925</u>
	Total	4,215,267	16,500,244
Massachusetts	Barnstable Town	246,695	860,847
	Boston	4,087,709	14,264,147
	Nashua	7,318	25,536
	Providence	260,276	908,239
	Springfield	531,589	1,854,991
	Worcester	<u>453,586</u>	<u>1,582,798</u>
	Total	5,587,173	19,496,558
Michigan	Ann Arbor	306,022	1,225,573
	Detroit	3,734,090	14,954,484
	Flint	356,218	1,426,601
	Grand Rapids	569,935	2,282,506
	Kalamazoo	209,703	839,830
	Lansing	313,532	1,255,650
	South Bend	36,295	145,356
	Toledo	<u>28,461</u>	<u>113,982</u>
	Total	5,554,256	22,243,982

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DISTRIBUTION OF HIGHWAY INFRASTRUCTURE PROGRAM FUNDS FOR ACTIVITIES ELIGIBLE UNDER SECTION 133(b)(1)(A) OF TITLE 23, UNITED STATES CODE,
AND FOR THE ELIMINATION OF HAZARDS AND THE INSTALLATION OF PROTECTIVE DEVICES AT RAILWAY-HIGHWAY CROSSINGS
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STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Minnesota	Minneapolis--St. Paul	<u>2,650,614</u>	<u>12,246,245</u>
	Total	2,650,614	12,246,245
Mississippi	Gulfport	208,948	1,279,197
	Jackson	351,478	2,151,777
	Memphis	<u>128,310</u>	<u>785,524</u>
	Total	688,736	4,216,498
Missouri	Fayetteville--Springdale--Rogers	2	12
	Kansas City	855,909	5,082,112
	St. Louis	1,777,811	10,556,070
	Springfield	<u>273,724</u>	<u>1,625,285</u>
	Total	2,907,446	17,263,479
Nebraska	Lincoln	258,719	1,538,325
	Omaha	<u>656,462</u>	<u>3,901,278</u>
	Total	915,181	5,441,603
Nevada	Lake Tahoe (Bi-State MPO)	65,000	328,681
	Las Vegas--Henderson	1,886,011	9,536,857
	Reno	<u>392,132</u>	<u>1,982,866</u>
	Total	2,343,143	11,848,404
New Hampshire	Boston	93,038	438,925
	Nashua	<u>219,082</u>	<u>1,033,562</u>
	Total	312,120	1,472,487
New Jersey	Allentown	32,443	138,601
	Atlantic City	248,402	1,061,204
	New York--Newark	6,159,466	26,313,997
	Philadelphia	1,150,865	4,916,637
	Poughkeepsie--Newburgh	11,228	47,967
	Trenton	<u>296,668</u>	<u>1,267,402</u>
	Total	7,899,072	33,745,808
New Mexico	Albuquerque	741,318	4,966,419
	El Paso	<u>30,712</u>	<u>205,753</u>
	Total	772,030	5,172,172
New York	Albany--Schenectady	594,962	1,938,931
	Bridgeport--Stamford	45,681	148,871
	Buffalo	935,906	3,050,039
	New York--Newark	12,191,715	39,731,780
	Poughkeepsie--Newburgh	412,338	1,343,775
	Rochester	720,572	2,348,284
	Syracuse	<u>412,317</u>	<u>1,343,707</u>
	Total	15,313,491	49,905,387
North Carolina	Asheville	280,648	1,153,514
	Charlotte	1,180,484	4,852,001
	Concord	214,881	883,199
	Durham	347,602	1,428,706
	Fayetteville	310,282	1,275,315
	Greensboro	311,810	1,281,595
	Hickory	212,195	872,159
	Myrtle Beach--Socastee	20,279	83,350
	Raleigh	884,891	3,637,061
	Wilmington	219,957	904,063
	Winston-Salem	<u>391,024</u>	<u>1,607,179</u>
	Total	4,374,053	17,978,142
Ohio	Akron	569,499	2,487,634
	Canton	279,245	1,219,773
	Cincinnati	1,286,542	5,619,756
	Cleveland	1,780,673	7,778,174
	Columbus	1,368,035	5,975,726
	Dayton	724,091	3,162,909
	Huntington	33,775	147,533
	Toledo	479,182	2,093,119
	Youngstown	<u>348,073</u>	<u>1,520,421</u>
	Total	6,869,115	30,005,045
	Oklahoma	Oklahoma City	861,505
Tulsa		<u>655,479</u>	<u>4,162,060</u>
Total		1,516,984	9,632,313
Oregon	Eugene	247,421	1,212,867
	Portland	1,490,336	7,305,682
	Salem	<u>236,632</u>	<u>1,159,979</u>
	Total	1,974,389	9,678,528

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STATE	URBANIZED AREA	POPULATION	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Pennsylvania	Allentown	632,208	3,069,584
	Harrisburg	444,474	2,158,072
	Lancaster	402,004	1,951,866
	Philadelphia	3,760,387	18,257,953
	Pittsburgh	1,733,853	8,418,444
	Reading	266,254	1,292,753
	Scranton	381,502	1,852,322
	York	232,045	1,126,657
	Youngstown	<u>39,477</u>	<u>191,674</u>
	Total	7,892,204	38,319,325
Rhode Island	Boston	272	2,124
	Norwich--New London	21,149	165,133
	Providence	<u>930,680</u>	<u>7,266,835</u>
	Total	952,101	7,434,092
South Carolina	Augusta-Richmond County	103,504	562,804
	Charleston--North Charleston	548,404	2,981,953
	Charlotte	68,958	374,960
	Columbia	549,777	2,989,418
	Greenville	400,492	2,177,680
	Myrtle Beach--Socastee	<u>195,025</u>	<u>1,060,451</u>
		Total	1,866,160
Tennessee	Chattanooga	302,748	1,514,777
	Knoxville	558,696	2,795,395
	Memphis	891,481	4,460,460
	Nashville-Davidson	<u>969,587</u>	<u>4,851,258</u>
	Total	2,722,512	13,621,890
Texas	Austin	1,362,416	7,145,608
	Brownsville	217,585	1,141,191
	Conroe--The Woodlands	239,938	1,258,428
	Corpus Christi	320,069	1,678,700
	Dallas--Fort Worth--Arlington	5,121,892	26,863,330
	Denton--Lewisville	366,174	1,920,512
	El Paso	772,374	4,050,952
	Houston	4,944,332	25,932,063
	Killeen	217,630	1,141,427
	Laredo	235,730	1,236,358
	Lubbock	237,356	1,244,886
	McAllen	728,825	3,822,546
	San Antonio	<u>1,758,210</u>	<u>9,221,470</u>
		Total	16,522,531
Utah	Ogden--Layton	546,026	2,577,523
	Provo--Orem	482,819	2,279,154
	Salt Lake City--West Valley City	<u>1,021,243</u>	<u>4,820,791</u>
	Total	2,050,088	9,677,468
Virginia	Richmond	953,556	4,558,000
	Roanoke	210,111	1,004,331
	Virginia Beach	1,439,666	6,881,607
	Washington, DC	<u>2,235,884</u>	<u>10,687,531</u>
	Total	4,839,217	23,131,469
Washington	Kennebec--Pasco	210,975	799,391
	Portland	359,562	1,362,393
	Seattle	3,059,393	11,592,144
	Spokane	<u>387,847</u>	<u>1,469,566</u>
	Total	4,017,777	15,223,494
West Virginia	Huntington	<u>112,268</u>	<u>994,685</u>
		Total	112,268
Wisconsin	Appleton	216,154	1,074,474
	Green Bay	206,520	1,026,585
	Madison	401,661	1,996,605
	Milwaukee	1,376,476	6,842,286
	Minneapolis--St. Paul	276	1,372
	Round Lake Beach--McHenry--Grayslake	<u>30,562</u>	<u>151,920</u>
	Total	2,231,649	11,093,242
	GRAND TOTAL	190,240,250	846,745,315

PROGRAM CODE

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