LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANNING AGENCY

Matthew C. Boyer, *Executive Secretary*

Office:
1631 Alhambra Boulevard,
Suite 100

Phone: (916) 759-2268

Date Posted: January 10, 2019

To: THE LASSEN COUNTY TRANSPORATION COMMISSION:

Brian Moore (City Council)	Tom Hammond (Co. Supervisor)
Brian Wilson (City Council)	Jeff Hemphill (Co. Supervisor)
Joe Franco (City Council)	David Teeter (Co. Supervisor)

Subject: **REGULAR MEETING**

of the

LASSEN COUNTY TRANSPORTATION COMMISSION

A regular meeting of the Lassen County Transportation Commission has been scheduled for **Monday, January 14, 2019 at 1:00 p.m**. The meeting will be held at the City of Susanville Council Chambers, 66 North Lassen Street, Susanville, CA.

The Agenda is as follows.

Page **(1) CONVENE**

1.1 Pledge of Allegiance

1.2 Election of Chairperson and Vice-Chair Person

ACTION REQUESTED: BY MOTION, elect a Chairman and Vice-Chairman to preside at meetings of the Commission during calendar year 2019.

1.3 Adoption of the Agenda and Approval of the Consent Calendar: **Motion Required**

The Commission may make any necessary additions, deletions or corrections to the agenda including moving items to or from the Consent Calendar and adopt the agenda and the Consent Calendar with one single vote. A Commission member may request an item be removed from the Consent Calendar for discussion and separate Commission action. At the appropriate time as called by the Board Chair, members of the public may make a comment on matters on the Consent Calendar prior to Commission action.

1.31 Minutes Approval:

November 19, 2018 Special Meeting *

1.32 Contract with Michael Baker International for Triennial Performance Audits *

REQUESTED ACTION: Authorize the Executive Director and Legal Counsel to Execute and Agreement with Michael Baker International for Triennial Performance Audits for the period ending June 30, 2018.

1.33 City of Susanville Fiscal Year 2018/19 Claim for Article 3 Transportation Development Act Bicycle and Pedestrian Funds

REQUESTED ACTION: Approve the claim from the City of Susanville for Local Transportation Fund Article 3 Bicycle and Pedestrian funds.

(2) CORRESPONDENCE/PUBLIC COMMENT

(3) REPORTS

3.1 Reports from Caltrans, CHP, City of Susanville, County of Lassen, and LCTC Staff

- Caltrans Report
- California Highway Patrol (CHP) Report
- City of Susanville Report
- County of Lassen Report
- Susanville Indian Rancheria Report
- Executive Secretary Report (LCTC Staff)

(4) NEW BUSINESS

4.01 ANNOUNCEMENT OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

4.02 ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION

4.10 ACTION/DISCUSSION ITEMS

None

(5) INFORMATION ITEMS

5.01 Update – City of Susanville Active Transportation Program (Matt)

5.02 January 22, 2018 Presentation to Lassen County Board of Supervisors regarding Vehicle Speed Feedback Signs (John)

5.03 Update – US 395 Coalition Building and Implementation Plan (Matt)

5.04 Update – State Route 36 Complete Street and Safe Mobility Study (Matt)

5.05 Contract for Independent Auditing Services (Matt)

5.06 November, December 2018 Invoices for Executive and Staffing Services (Matt) ^

5.07 Annual Conflict of Interest Statements (Matt)

5.08 Lassen County Transportation Commission Meetings for Calendar Year 2019 (Matt) *

5.09 Grant Application - US 395 Strategic Corridor Investment Analysis (Matt) *

5.10 Presentation to the April 10-11 California Transportation Commission Town Hall Meeting in Butte County

(6) CORRESPONDENCE

6.01

(7) OTHER BUSINESS

7.1 Matters brought forth by the Commission

7.2 Next Regular Commission Meeting – **Monday, March 11, 2019 at 1:00 p.m.**

7.3 Adjourn

* Attachment
# Enclosure
^ Handout

ITEMS TENTATIVELY SCHEDULED FOR FUTURE MEETINGS:

March 2019

- Update to Conflict of Interest Policy to Include New Staff and Consultants
- Summary of All Prior Programming Actions for Commission-Controlled Funds
- Presentation of Susanville Indian Rancheria Long Range Transportation Plan
- Preliminary Local Transportation Fund and State Transit Assistance Fund Apportionments
- Unmet Transit Needs Determinations
- Fiscal Year 2017/18 Independent Audits
- Inter-Agency Agreement between LCTC and Lassen County Auditor's Office
- FY 2017/18 Local Transportation Fund – Article 8

May 2019

- Final Local Transportation Fund and State Transit Assistance Fund Apportionments
- Local Transportation Fund and State Transit Assistance Fund Claims
- Approval of Fiscal Year 2019/2020 Overall Work Program and Budget
- Approval of County-Format Budgets

LASSEN COUNTY TRANSPORTATION COMMISSION

MINUTES

Special Commission Meeting

November 19, 2018

City of Susanville City Council Chambers
66 North Lassen Street, Susanville, CA

1:00 P.M. Open Session

1:00 P.M. OPEN SESSION

1. Convene

The Chair called the meeting to order at 1:00 P.M. and the Pledge of Allegiance to the Flag was recited.

Roll Call: **Present:** Franco, Hammond, Hemphill, Moore, Teeter, Wilson
Absent: None

1.2 Adoption of Agenda and Approval of Consent Calendar:

It was moved by Commissioner Hammond and seconded by Commissioner Hemphill that the Commission adopt the agenda and approve the Consent Calendar with one modification to move the Closed Door Session to the end of the LTSA meeting. The motion was passed by the following vote:

AYES: Franco, Hammond, Hemphill, Moore, Teeter, Wilson
NOES: None
ABSENT: None
ABSTAIN: None

1.21 Minutes Approval of October 1, 2018 Special Meeting

Adopted Minutes of the October 1, 2018 Special Meeting.

1.22 Adopt Resolution19-05 approving Amendment #1 to the Fiscal Year 2018/2019 Overall Work Program and Budget.

Adopted Resolution19-05 approving Amendment #1 to the Fiscal Year 2018/2019 Overall Work Program and Budget.

1.23 Adopt National Highway System Pavement & Bridge Targets

Adopted statewide pavement and bridge targets for the National Highway System.

1.24 Approve County Auditor Format Budgets

Adopted budgets for the Local Transportation Fund, State Transit Assistance Fund, Funds in Trust, and the Commission Operating Budget, in the format requested by the County Auditor, consistent with prior Commission approvals.

2. CORRESPENDENCE/PUBLIC COMMENT

No written communications were received. There was no public comment.

Public Comment: Erik Sandeen with the Lassen County Fish and Game Commission reported on an effort to build a dedicated animal highway undercrossing on 395 near Janesville. He added that Caltrans and CHP data regarding wildlife vs automobile/truck collisions supports the idea. He noted that this was still in the planning phase, and he would be looking for LCTC and Lassen County support.

3. REPORTS

3.1 Caltrans

Mike Mogen – CAPM – winter suspension of the SR 36 CAPM project. He noted that work on eliminating curb islands, removing the ones that have been poured, and not making new ones was being wrapped up. And that the ADA ramp on lower Antelope was nearing completion as well.

Other updates:

Worley Ranch – repairs to the curb -- on SR 44 (near the burn area) will go next summer.

SR 139 – paving project – is in the preliminary scoping phase –may want to partner with the city to do some ADA compliance (ramps, sidewalks, etc) as part of the job.

SR 36 Chester Causeway –paving project – early planning phase – likely 2023/24 construction.

Town Hill (top of) – commercial vehicle inspection facility – very early planning phase – working with the city and CHP at this point. LCTC may want this to be a mandatory brake check facility? The Commission answered in the affirmative.

Wildlife fencing – 3 miles of fencing near the Nevada border – is still two years from implementation.

The commission discussed on-going collisions at the Janesville Grade. Mike responded that Caltrans is constantly review accident data to see if there are trends, or unusually high number of incidents. They will continue to monitor the situation in that area.

3.2 CHP

Lieutenant Sarah Richards confirmed Mike Mogen's report regarding the commercial vehicle inspection facility at the top of Townhill. She added that its primary purpose will be for checking brakes.

Lt. Richards also reported that DUI and other activities (folks evading the CHP) are up for the last year. DUI arrests were up 70%, and higher than normal blood alcohol levels were being seen as well.

She also reported that the division will likely be short staffed over the winter.

3.3 City of Susanville

Dan Newton reported on water line work on Main Street – Spring Street to city limits – but that most of it was in the shoulder and should not impact travel lanes. Local street projects (SC 4 & 5, and FD) are progressing as planned. Will likely be in construction next year.

He also noted that the Magic Country Christmas event will be closing a part of Main Street on December 1 from 5 pm to 7 pm.

3.4 Lassen County

No Report was provided.

3.5 Susanville Indian Rancheria

No report was provided.

3.6 Executive Secretary

The Executive Secretary introduced new staff members Steve Borroum and Deanne Gillick to the Commission. He commented on the previous discussion

on wildlife impacts and that UC Davis had made a report on the issue in 2018. He mentioned a meeting at District 2 on freight movement and direct references to SR 395, and how it facilitates both local and regional freight movement and as an alternative to I5. He added that retailers like Amazon on Walmart want more than one route.

3.7 Summary of Commission Financial Activities

No items of note.

4. New Business

4.01 Announcement of Items to be Discussed in Closed Session (moved to end of agenda)

Pursuant to Government Code section 54957:
PUBLIC EMPLOYEE PERFORMANCE EVAULATION
Title: Executive Secretary

4.02 Announcement of Action Taken in Closed Session (moved to end of Agenda)

No action was taken.

4.10 Action/Discussion Items

4.11 Supplemental Allocation for Skyline Boulevard – Phase 2 Project

Larry Millar, Lassen County, reported to the Commission that construction bids for Phase 2 of the Skyline Boulevard project had come in substantially higher than the engineers estimate ($6,474,000) by $1,550,000. Mr. Millar noted that the higher than expected bid was trending for public works departments throughout the state. The Executive Secretary reported that it was unlikely that Lassen County would be able to provide the additional funds, that there were potential financial exposure to Lassen County associated with terminating the project at this point, and therefore he requested the Commission direct him to work with the California Transportation Commission to process a supplemental allocation for Construct in the amount of $1,550,000.00. The requested action was supported by Mr. Millar.

It was moved by Commissioner Hammond and seconded by Commissioner Wilson to approve the item as presented. The motion was passed with the following vote:

AYES: Franco, Hammond, Moore, Teeter, Wilson

NOES: Hemphill
ABSENT: None
ABSTAIN: None

4.12 Approval of Contract for US 395 Coalition and Implementation Plan

The Executive Secretary recommended that the Commission authorize the Executive Secretary to execute a contract with Mark Thomas, for an amount not to exceed $99,671.00, to prepare the US 395 Coalition and Implementation Plan. The Commission discussed potentially emphasizing particular segments of the corridor as part of this effort, as it related to goods movement/parallel capacity, and public safety. Commissioner Hammond stressed the need for a strong coalition with Washoe County, and presenting to their Board of Commissioners as soon as practicable.

It was moved by Commissioner Franco and seconded by Commissioner Hemphill to approve the item as presented. The motion was passed with the following vote:

AYES: Franco, Hammond, Hemphill, Moore, Teeter, Wilson
NOES: None
ABSENT: None
ABSTAIN: None

4.13 Authorization to Execute Contract on Independent Auditing Services

The Executive Secretary recommended that the Commission authorize him to execute a contract for Independent Auditing Services in an amount not to exceed $25,000.00.

It was motioned by Commissioner Franco and seconded by Commissioner Hammond to approve the item as presented. The motion was passed by the following vote:

AYES: Franco, Hammond, Hemphill, Moore, Teeter, Wilson
NOES: None
ABSENT: None
ABSTAIN: None

4.14 Vehicle Speed Feedback Signs

The Executive Secretary requested the Commission to direct staff to work with County of Lassen staff to present a status report to the Board of Supervisors, with one option being the County assuming responsibility for the on-going maintenance and operation of the existing unincorporated

vehicle speed feedback signs. Staff added that a request to Caltrans District 2 to share in the maintenance of the signs on SR 395 (Shaffer Elementary) did not receive a positive response, but outreach to the various school districts, and other sources will continue to be looked into.

It was moved by Commissioner Hemphill and seconded by Commissioner Hammond to approve the item as presented. The motion was passed by the following vote:

AYES:	Franco, Hammond, Hemphill, Moore, Teeter, Wilson
NOES:	None
ABSENT:	None
ABSTAIN:	None

5. Information Items

5.01 Caltrans Discretionary Strategic Partnerships Grant Application: US 395

5.02 Update: State Route 36 Complete Street and Safety Mobility Study

The Commission was informed that City of Susanville staff assisting the consultant with this effort, can now charge some of their time to the project grant.

5.03 October 2018 Invoice for Executive and Staffing Services

5.04 Summary of Commission Activities: October 2018

5.05 Final 2018 State Route 36 Capital Maintenance (CAPM) Project Update

6. Correspondence

6.01 Letter to Don Reynolds regarding Discontinuation of Services

7. Other Business

7.1 Matter brought forth by the Commission

7.2 Next Regular Commission Meeting

Next Regular meeting of the LCTC will be Monday, January 14, 2019 at 1:00 p.m.

7.3 Adjourn

The meeting was adjourned at 2:46 p.m. reconvened at 3:10 p.m. to Item 4.01 - Closed Session – Executive Secretary Evaluation – Item 4.02 -- No reportable action was taken.

Submitted for approval by:

_____

Matthew C. Boyer
Executive Secretary

LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

Matthew C. Boyer, Executive Secretary
Matthew C. Boyer & Associates

1631 Alhambra Boulevard
Suite 100
Sacramento, CA 95816

PH: (530) 953-8857

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 1.22**

Date: January 9, 2019

From: Matthew C. Boyer, Executive Secretary

Subject: Contract with Michael Baker International for Triennial Performance Audits

REQUESTED ACTION
Authorize the Executive Director and Legal Counsel to Execute and Agreement with Michael Baker International for Triennial Performance Audits for the period ending June 30, 2018.

PAST ACTION
In June 2017, the Commission approved an agreement with Don Reynolds CPA to prepare Triennial Performance Audits of the Lassen County Transportation Commission (LCTC) and the Lassen Transit Services Agency (LTSA). That contract was 1 year early as the three-year performance audit period didn't end until June 30, 2018.

At your November 2018 meeting staff noted that there was no agreement in effect at the time and the previously-selected firm was non-responsive to communications.

DISCUSSION
Staff issued a Request for Proposals. One proposal was received, from Michael Baker International (MBI)

A committee consisting of the following individuals reviewed the proposal and contacted MBI's references.

John Cleric, Senior Planner, LCTC Staff
Genevieve Evans, LCTC Staff (subconsultant from LSC Transportation, transit planning experts)
David Knaut, Transit Planner, LTSA staff

The panel determined that interviewing the MBI team was unnecessary given their extensive experience and strong references.

The MBI cost proposal of $24,538 is within the adopted budget for this work.

Attached is the MBI cost proposal and technical work proposal. Legal Counsel is preparing an agreement for signature. A kick-off meeting is scheduled for January 15, 2019.

ALTERNATIVES
Commission to provide direction to staff.

Attachment

Request for Proposals

LASSEN COUNTY TRANSPORTATION COMMISSION

Preparation of Triennial Transit Performance Audits

Submitted By:

Michael Baker INTERNATIONAL

December 14, 2018

Request for Proposals

LASSEN COUNTY TRANSPORTATION COMMISSION

Preparation of Triennial Transit Performance Audits

Submitted To:

Lassen County Transportation Commission
c/o Matthew C. Boyer
Matthew C. Boyer & Associates
1631 Alhambra Boulevard, Suite 100
Sacramento, CA 95816

Submitted By:

Michael Baker International
Contact: Derek Wong

2729 Prospect Park Drive, Suite 220
Rancho Cordova, CA 95670
Office: (530) 601-2508
TF: (866) 828-6762
www.mbakerintl.com

Michael Baker
INTERNATIONAL

Michael Baker
INTERNATIONAL

We Make a Difference

December 14, 2018

Matthew C. Boyer, Executive Secretary
LASSEN COUNTY TRANSPORTATION COMMISSION
c/o Matthew C. Boyer & Associates
1631 Alhambra Blvd, Suite 100
Sacramento, CA 95816

RE: PREPARATION OF TRIENNIAL TRANSIT PERFORMANCE AUDITS

Dear Mr. Boyer:

We are pleased to submit this proposal to the Lassen County Transportation Commission (LCTC) for conducting a triennial performance audit of LCTC and Lassen Transit Service Agency for the latest three-year period ending June 30, 2018. The Michael Baker International team is uniquely structured as an independent third party as required by state law to conduct the audit. From our recent experiences providing Transportation Development Act (TDA) performance audit services for similar rural transportation planning agencies and public transit systems, we offer a strong combination of performance auditing and operations functional review.

The person authorized to bind Michael Baker International contractually is:

Thomas G. Tracy, Associate Vice President
Michael Baker International
2729 Prospect Park Drive, Suite 220
Rancho Cordova, CA 95670
(916) 231-3358
Tom.Tracy@mbakerintl.com

If selected to interview, we confirm the availability of key team members including the identified project manager on January 7, 2019. We respectfully request that the interview be held by telephone. The Michael Baker team has no conflicts of interest. Requested modifications or exceptions to the Standard Professional Services Agreement are noted in a separate section of the proposal.

We appreciate the opportunity to propose on this project, and we look forward to answering any questions you may have. Project Manager Derek Wong, AICP, may be contacted at (530) 601-2508, or by email at dwong@mbakerintl.com, in the event any clarification is needed regarding the contents of our proposal. The proposal is a firm offer for at least a 90-day period.

Sincerely,

Thomas G. Tracy
Associate Vice President

Derek Wong, AICP
TDA Project Manager

TABLE OF CONTENTS

A. INTRODUCTION

The Lassen County Transportation Commission (LCTC) was formed in 1971 with the establishment of the Transportation Development Act (TDA). LCTC is made up of three members of the Lassen County Board of Supervisors and three members of the Susanville City Council. The LCTC is the Regional Transportation Planning Agency (RTPA) responsible for regional transportation planning in Lassen County.

Regional transportation planning activities are funded through the Local Transportation Fund (LTF), the State Transit Assistance (STA) Fund, and a variety of grant type funding programs. The activities of the LCTC are defined in the annual Overall Work Program and the Regional Transportation Plan adopted every five years. These guiding documents help establish project priorities as well as short- and long-term planning goals. The scope of LCTC activities includes planning for transportation infrastructure projects, community transit services, public transportation, and pedestrian and bicycle facilities.

Lassen Transit Service Agency (LTSA) is the institutional organization that provides public transportation services in Lassen County. Lassen County was the operator of the public transportation system known as the Lassen Rural Bus (LRB), governed by three members of the Lassen County Board of Supervisors and three members of the City of Susanville City Council. On July 12, 2001, a Joint Powers Agreement (JPA) was signed between the County of Lassen and the City of Susanville, creating the LTSA, which is charged with the administration and operation of LRB public transportation services in Lassen County under the LCTC. The commission allocates and distributes the TDA funding for the LRB service operations. In addition to TDA funds, LTSA receives funding through several resources, including the federal government and the state of California.

Public transit services include a fixed route with complementary paratransit service within the city limits of Susanville. In addition to fixed-route services, the LRB system provides commuter service to the communities of Westwood and Chester (West County Commuter) and Herlong/Doyle (South County Commuter). Commuter service is also provided into Susanville from Herlong traveling through Standish and Litchfield (East County Commuter). The Dial-a-Ride Program is available to qualified persons. The LRB Riders Guide is available for route times, route maps, fare information.

B. TECHNICAL APPROACH

Michael Baker proposes a clearly defined work plan that we believe addresses the dual needs of meeting all audit requirements and providing substantive value to LCTC and the audited transit operator. Our work program specifies the data elements to be sampled, documents to be reviewed, techniques that will be used, and administrative and operational management expertise that will be employed.

The tasks contained in the LCTC audit include:

- Holding a kickoff meeting to discuss the audit process and initiate data collection.
- Determining compliance with the 14 statutory and regulatory requirements listed in the Caltrans Performance Audit Guidebook.
- Following up on prior audit recommendations.

- Conducting a detailed functional review per the Caltrans guidebook with respect to the management of transit claimants, TDA fund allocation, grants management, short-range transit plans and programming, productivity oversight of transit service, marketing alternative transportation, and reporting responsibilities.
- Developing a set of findings and recommendations intended to improve upon the administration and oversight of the TDA.

The tasks contained in the transit operator audit include:

- Holding a kickoff meeting (jointly with LCTC) to discuss the audit process and initiate data collection.
- Determining compliance with the 11 statutory and regulatory requirements listed in the Caltrans Performance Audit Guidebook.
- Following up on prior audit recommendations.
- Verifying performance indicators and comparing against goals by quantifying trends using at least the minimum five required indicators stipulated by state statute. Other indicators could be developed for specific review of certain functions should the audit deem them necessary to determine trends in service.
- Reviewing operator functions in detail per the Caltrans guidebook, including general administration, operations, maintenance, planning, and marketing.
- Developing a set of findings and recommendations intended to improve upon the administration and oversight of the TDA.

As part of our auditing standards, each audited entity will be fully reviewed in compliance with the requirements under the *Transportation Development Act Statutes and California Code of Regulations*, July 2018, published by Caltrans, and the *Caltrans Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities, 3rd Edition*, September 2008. We have knowledge of and expertise in these compliance requirements and will follow the auditing procedures described by these documents as a normal part of our work efforts.

Separate scopes of work are presented below, one for LCTC and the second for LTSA. Both audits will be conducted in parallel for work efficiency purposes.

PERFORMANCE AUDIT OF LASSEN COUNTY TRANSPORTATION COMMISSION

Task 1: Kickoff and Data Collection

We will coordinate the kickoff meeting to introduce the Michael Baker team, review overall performance audit objectives, clarify any aspects of our work plan, schedule, or approach, clarify the roles and responsibilities of each audited entity and the consultant team, discuss the study schedule and progress reporting, and initiate the data collection effort.

As part of our initial communication, we will create a list of data needs and documents that traditionally have been used to help create a background assessment of the agency's performance and compliance over the past three years. Additional items may be identified as a result of the kickoff discussion. We will follow up with telephone calls to answer questions and clarify data needs.

Task 2: Evaluate Compliance with TDA Administrative Processes

The Caltrans Performance Audit Guidebook identifies a series of compliance requirements that RTPAs, such as LCTC, must meet.

These comprise 14 specific requirements found in the California Public Utilities Code and in the California Code of Regulations. Conformance with these requirements will be ascertained during this initial task.

With this in mind, we will review LCTC's previous performance audit, relevant accounting records, internal documents such as policy board meeting minutes and meeting minutes from relevant technical advisory committees, and other pertinent information. We will develop a table of the 14 compliance requirements and document LCTC's efforts to meet each requirement.

Task 3: Follow Up on Prior Performance Audit Recommendations

We will follow up on the course of action taken to implement the prior audit recommendations. If a recommendation has not been implemented, we will make a determination as to whether the recommendation is (a) no longer applicable, (b) infeasible, with a clear statement as to why, or (c) still valid and should still be implemented. For each determination, we will draw conclusions on the implementation status of these recommendations. If the prior recommendation still deserves merit, we will include the recommendation in the current audit report. We will document evidence of implementation. Evidence may be contained in operator reports, memorandums, and documents or obtained by direct observation. The evidence used to confirm implementation will meet the standards for performance audit fieldwork. We will assess the benefits provided (or likely to be provided) by the recommendation. Significant accomplishments in implementing prior recommendations will be recognized.

Task 4: Site Visit to Conduct Detailed Review of LCTC Functions

During this task, we will review LCTC's organizational effectiveness through an analysis of the following specific areas, as suggested in the Caltrans Performance Audit Guidebook:

- Administration and Management
- Planning and Regional Coordination
- Grants Management
- Maintenance
- TDA Claims Processing and Transit Oversight
- Marketing and Transportation Alternatives
- Unmet Transit Needs

Finally, we will interview LCTC staff to identify any administrative and management issues of concern. We will investigate potential issues and make findings and potential recommendations as part of the audit. This task may include interviews with members from LCTC's standing committees and/or board members. We will also interview external agencies on the local, regional, state, and/or federal level, if necessary, to clarify or validate the organizational effectiveness of LCTC's administrative duties.

Task 5: Prepare Draft and Final Audit Reports

The report will describe and summarize findings and recommendations regarding the review of compliance requirements, a follow-up review of prior performance audit recommendations, and a detailed review of LCTC functions.

The report will be developed in a positive and easy-to-read manner to help management and staff improve operations and increase efficiency and cost-effectiveness.

We will organize the audit reports using the following areas as guidance:

Table of Contents

- Listing of chapter headings and major sections
- Tables and figures
- Associated page numbers

Executive Summary

- Synopsis of key findings and recommendations

Introduction

- Agency's recent history, administrative and policy structure, budget, staffing, and nature of services provided
- Overview of regulatory requirements
- Approach and methods used in conducting the audit

Audit Findings

- Compliance review results
- Status of prior recommendations
- Verification of performance indicators
- Results of functional review separated by subfunction

Conclusions and Recommendations

- Findings and recommendations
- Strategies and follow-up actions to address performance issues

An electronic PDF copy of the draft report will be provided for comment. Following review and comment on the draft, three hard copies and one electronic PDF copy of the final report will be provided. We will be available for a presentation to LCTC.

PERFORMANCE AUDIT OF LASSEN TRANSIT SERVICE AGENCY

Task 1: Kickoff and Data Collection

We will coordinate the kickoff with LCTC and LTSA to communicate work scope and schedule, understand project expectations, and answer questions. As part of our initial communication, we will create a list of data needs and documents that traditionally have been used to help create a background assessment of the transit operator's performance and compliance over the past three years. We will follow up with telephone calls to answer questions and clarify data needs.

Task 2: Determine Compliance with Statutory and Regulatory Requirements

During this task, we will focus our activities in three specific areas.

Discuss Compliance Requirements with the Operator. This first step involves meeting with the transit operator and discussing the 11 compliance requirements described in the Caltrans Performance Audit Guidebook.

Investigate Evidence of Compliance. Based on discussions with the operator, we will investigate evidence of compliance by collecting pertinent documents and records that show sufficient objective evidence to meet each of the 11 compliance requirements. Staff assistance from both the operator and LCTC will be utilized to obtain the most relevant data.

Disclose Results of the Compliance Review. We will document the methodology and results of the compliance review of the transit operator. The review will ensure that the evidence collected is objective and representative of the activities of the transit operator for the past three years.

Task 3: Follow Up on Prior Performance Audit Recommendations

We will follow up on the course of action taken by the operator to implement the prior audit recommendations.

If a recommendation has not been implemented, we will make a determination as to whether the recommendation is (a) no longer applicable, (b) infeasible, with a clear statement as to why, or (c) still valid and should still be implemented. For each determination, we will draw conclusions on the implementation status of these recommendations. If the prior recommendation still deserves merit, we will include the recommendation in the current audit report. We will document evidence of implementation. Evidence may be contained in operator reports, memorandums and documents, or obtained by direct observation. The evidence used to confirm implementation will meet the standards for performance audit fieldwork. We will assess the benefits provided (or likely to be provided) by the recommendation. Significant accomplishments in implementing prior recommendations will be recognized.

Task 4: Verify Performance Indicators

A triennial performance audit must include the verification of five performance measures. California Public Utilities Code Section 99246(d) requires that the performance indicators are:

- Operator's operating cost per passenger
- Operating cost per vehicle service hour
- Passengers per vehicle service hour
- Passengers per vehicle service mile
- Vehicle service hours per employee as defined in Section 99247 of the California Public Utilities Code

Though the farebox recovery ratio is not a required performance indicator under Section 99246(d), Section 99268 et seq. requires that the farebox ratio be calculated so that an operator's eligibility for funding can be determined. We will review farebox ratios as reflected in documents such as the State Controller's report, TDA claims, and annual fiscal audits. Farebox adjustments made effective by the passage of SB 508 in October 2015 will also be reviewed to determine what, if any, impacts the legislation has had on the farebox ratio.

We will create user-friendly tables to depict the trends over the recent three-year period, on a system-wide basis and by mode/type (e.g., fixed route, dial-a-ride). We will contrast these performance trends with other three-year trends that influence transit performance (e.g., Consumer Price Index). We will document the values used for the statistics and indicators, note the amount of change, and determine whether this change represents a positive or negative trend.

In addition to tables, we will include visual graphic representation via bar/line charts and data labels. The performance trends will reveal the symptoms of potential issues that will be reviewed in depth during the functional review audit, as well as changes in efficiencies and effectiveness.

Task 5: Site Visit to Conduct Operator Functional Review

The review of operator functions can be divided into two parts—an initial review and a detailed review. The initial review will provide us with an understanding of the operator's characteristics and the functions performed by the agency. Operator characteristics include general data such as a description of the entity providing service, mode of service (bus, van, etc.), type of service (e.g., fixed-route, dial-a-ride), and size of operations. We will also review documents such as transit plans and annual reports, in addition to having discussions with appropriate staff, to obtain a clear view of the general functions of the transit operator.

Each function, in turn, can be broken into several subfunctional areas for a detailed review as described by the following, as suggested in the Caltrans Performance Audit Guidebook:

- General Management and Organization
- Scheduling, Dispatch, and Operations
- Service Planning
- Maintenance
- Personnel Management and Training
- Administration and Financial Controls
- Marketing and Public Information

We will describe the improvements and changes made over the past three years in each of the functions. We will also review events and/or activities that may have occurred either before or after the audit period, as necessary, to digest the impacts during the audit period. We will identify any functional concerns and evaluate them using such methods as calculating additional performance indicators that would be applicable to the functional concern. From the functional review, we will then provide a set of clear and concise recommendations for improvement with a clear timeline for implementation and identify the potential cost savings/benefit and responsible party for follow-up.

Task 6: Prepare Draft and Final Audit Reports

The report will describe and summarize findings and recommendations regarding the review of compliance requirements, a follow-up review of prior performance audit recommendations, a verification of performance indicators, and a detailed review of transit operator functions.

The report will be developed in a positive and easy-to-read manner to help management, the administrators, and the operator to improve operations and increase efficiency and cost-effectiveness. The organization of the report will follow an example similar to the one shown in Task 5 of the LCTC audit.

An electronic PDF copy of the draft report will be provided for comment. Following review and comment on the draft, three hard copies and one electronic PDF copy of the final report will be provided. We will be available for a presentation to LCTC.

Project Schedule

During the conduct of the audits, there are several activities identified with the following estimated dates (assuming receiving a Notice to Proceed (NTP) by January 14, 2019). While we intend to perform the work within the time period stated in the Request for Proposals, given the nature of this project—which includes coordination with the various agencies and site visits—we are suggesting an alternative time frame for deliverables that will continue to meet LCTC and Caltrans timelines. We will work with LCTC to request from Caltrans an extension beyond the deadline of June 30, 2019, and receive Caltrans's approval of a 90-day extension for completion of the final report. This is consistent with the TDA fiscal and compliance audits, which can have an approved 90-day extension per the statute.

LCTC SCHEDULE

Audit Tasks	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19	Jul '19	Aug '19	Sep '19	Oct '19
Task 1 - Kickoff and Data Collection	★									
Task 2 - Evaluate Compliance with TDA Administrative Processes										
Task 3 - Follow Up on Prior Performance Audit Recommendations										
Task 4 - Site Visit to Conduct Detailed Review of LCTC Functions										
Task 5 - Prepare Draft and Final Audit Reports								Draft	Final	Presentation
Meetings and Interviews	★					★				★

TRANSIT OPERATOR AUDIT SCHEDULE

Audit Tasks	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19	Jul '19	Aug '19	Sep '19	Oct '19
Task 1 - Kickoff and Data Collection	★									
Task 2 - Determine Compliance with Statutory and Regulatory Requirements										
Task 3 - Follow Up on Prior Performance Audit Recommendations										
Task 4 - Verify Performance Indicators										
Task 5 - Site Visit to Conduct Operator Functional Reviews										
Task 6 - Prepare Draft and Final Audit Reports								Draft	Final	Presentation
Meetings and Interviews	★					★				★

C. PROJECT MANAGEMENT

Successful completion of the project in a timely and cost-effective manner requires that the project team be equipped with a wide range of management tools and skills. Michael Baker has developed these management tools and skills through our extensive experience in managing a variety of projects. As part of our corporate philosophy, quality control is emphasized and implemented during each phase of a project.

As a practical matter, all study assumptions, numerical data, and written narratives are carefully reviewed by the project manager and a technical editor prior to being submitted to the client. Michael Baker takes great pride in our ability to write clear, concise reports that are supported with well-documented information and charts and tables to illustrate ideas and conclusions, allowing the client to easily understand and use the material.

Project budgets and expenditures are tracked through our Oracle time entry and billing system, enabling a review of costs daily, weekly, and monthly. The project manager is responsible per company policy for reviewing on a regular basis the PM financial reports generated by the Oracle project tracker. We will keep the LCTC project manager updated on project status and immediately notify the LCTC project manager of issues which need further attention. Updates will occur at least once a month.

D. CONSULTANT STAFF

The project team will include Derek Wong, AICP, and Rick Williams, AICP. Michael Baker will not cause substitution of the project manager without prior approval by the LCTC Executive Secretary. Resumes are contained in the appendices.

DEREK WONG, AICP, TDA PROJECT MANAGER

Derek has 23 years of direct TDA performance audit experience and knowledge of TDA guidelines, enabling him to bring unique and applicable skills to the performance audit. Because TDA performance audits are conducted in cycles for all RTPAs, Derek manages these audits on a regular basis for agencies throughout the state and has built a wealth of knowledge about efficient and effective practices for implementing transportation programs.

Derek participated on an expert panel to discuss TDA at the spring 2015 CalACT conference in Yosemite. He developed the curriculum and was the lead trainer on Caltrans- and CalACT-funded training workshops that focused on TDA audit education, performance measurement and monitoring, and transit financial analysis.

He has been the lead staff on numerous triennial performance audits of RTPAs, consolidated transportation services agencies, and transit operators in rural and urban settings, including in metropolitan areas. Several RTPAs have retained Michael Baker for multiple audit cycles.

For most of these clients, Derek conducted TDA audits of both the planning agency and multiple transit agencies, ranging from small rural dial-a-ride operators to larger fixed-route providers. Because many of these planning agencies administer the TDA program over a large and diverse service area, the audits of the various types and sizes of operators have given him a wealth of experience with a range of transit issues.

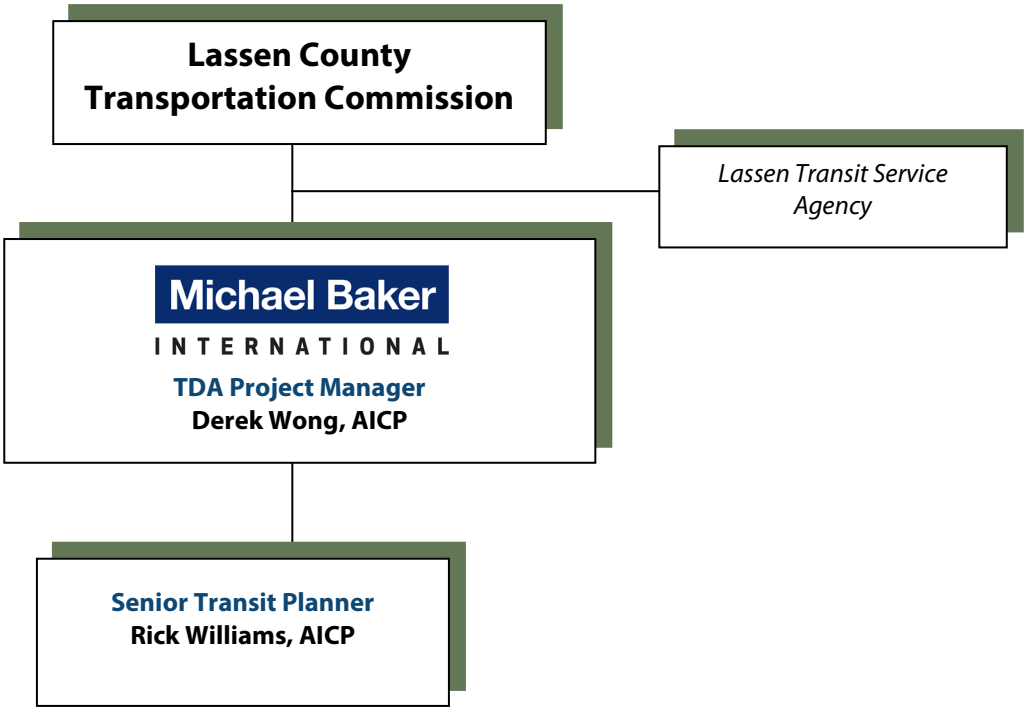
He provides analyses related to the efficiency and economy of transit systems and develops strategies and recommendations for improvements that further the goals of the system. He has a BS in transportation planning from UC Davis and an MBA from California Polytechnic State University, San Luis Obispo. He is a member of the American Institute of Certified Planners (AICP).

RICK WILLIAMS, AICP, SENIOR TRANSIT PLANNER

Rick has been a technical analyst on numerous performance audits for over 10 years, including for rural RTPAs and transit operators. His audit experience covers small and large transit operators within the boundaries of an RTPA. Rick's experience includes serving as a transportation planner for the Kings County Association of Governments. His experience encompasses both transportation and land use planning. He was the lead planner assigned to update the Kings County Transit Development Plan. Rick administered the TDA and Federal Transit Administration Sections 5310 and 5311 transit allocation programs for agencies and jurisdictions in Kings County. He also prepared transportation planning grant applications and coordinated Social Service Transit Advisory Council hearings for the purpose of determining unmet transit needs in Kings County.

ORGANIZATION CHART

The organization chart below indicates the role of the project team and its relationship to LCTC and LTSA. Derek Wong will serve as the consultant project manager and Rick Williams will provide technical assistance.



Time and Services Proposal

Total work hours to complete the project: 193.

- Derek Wong: **83**

  Specific responsibilities: Derek will be responsible for the quality of all work products submitted to LCTC and LTSA. He will manage all aspects of the performance audit and provide the lead on each task, including conducting interviews, data analysis, functional review, and development of recommendations for improvement.

- Rick Williams: **102**

  Specific responsibilities: Rick will provide technical analysis and support in all aspects of the performance audit, including conducting interviews, data analysis, functional review, and development of recommendations for improvement.

- Technical Edit/Administrative Assistance: **8**

  Specific responsibilities: Report proofing, editing, and formatting.

E. CONSULTANT QUALIFICATIONS AND REFERENCES

BRIEF HISTORY OF FIRM

Michael Baker International offers a comprehensive range of innovative services and solutions in support of federal, state, and municipal governments. Founded in 1940, with continued growth and expansion over the past 75+ years, the company specializes in engineering design, planning, transportation, public finance, environmental, program management, and full life-cycle support services. With offices nationwide, including 11 offices in California and a major hub in Rancho Cordova in Northern California, services are provided for a broad range of projects and capabilities, including highways, airports, bridges, rail, and transit systems. Staff collaborate among various technical disciplines to prepare customized deliverables to achieve client satisfaction.

Our knowledge of relevant transportation laws affecting triennial performance audits and transportation in general has been instrumental in our success. Michael Baker's TDA triennial performance audit experience is based on a focused practice area that meets the requirements of law for an independent assessment of the administration and expenditure of TDA revenues. Our personnel assigned to this project are very familiar with the TDA law and state and federal laws guiding transit allocations.

REFERENCES

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS, TRIENNIAL PERFORMANCE AUDIT, 2017

Michael Baker completed the most recent performance audit of HCAOG and the public transit systems, including the regional provider Humboldt Transit Authority, covering through fiscal year 2016. The audits reviewed each agency's compliance with state requirements and improvements in the delivery of their respective services. Recommendations were made to improve the transit agency's efficiency and economy in the provision of public transportation services. The HCAOG audit included recommendations to further its administrative efficiencies in administering the transit programs funded by TDA.

Consultant Staff: Derek Wong was the project manager/lead analyst, and Rick Williams was the project analyst.

Contact:
Marcella Clem, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
marcella.clem@hcaog.net

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, TRIENNIAL PERFORMANCE AUDIT, 2018

Michael Baker completed the most recent performance audit of SBCTA and the five transit operators in San Bernardino County. The audits, covering through fiscal year 2017, ranged in scope and depth, considering that the audited agencies included rural operators and urban transit providers. Each audit was customized to address each operator's performance indicators and functional issues. Work efforts included compliance with TDA provisions, implementation of prior audit recommendations, and review of service planning and marketing. Recommendations were made for each transit operator that sought to improve data collection and reporting, as well as coordination of program administration with SBCTA.

Consultant Staff: Derek Wong was the project manager/lead analyst, and Rick Williams was the project analyst.

Contact:
Nancy Strickert, Management Analyst III
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
(909) 884-8276
nstrickert@gosbcta.com

CALAVERAS COUNCIL OF GOVERNMENTS, TRIENNIAL PERFORMANCE AUDIT, 2018

Michael Baker completed the most recent performance audit of CCOG and Calaveras Transit covering through fiscal year 2017. The audits reviewed each agency's compliance with state requirements and improvements in the delivery of their respective services. Recommendations were made to improve the transit agency's efficiency and economy in the provision of public transportation services. The CCOG audit included recommendations to further its administrative efficiencies in administering the transit programs funded by TDA.

Consultant Staff: Derek Wong was the project manager/lead analyst, and Rick Williams was the project analyst.

Contact:
Amber Collins, Executive Director
Calaveras Council of Governments
444 East St. Charles Street/Highway 49
San Andreas, CA 95249
(209) 754-2094, ext. 102
acollins@calacog.org

IMPERIAL COUNTY TRANSPORTATION COMMISSION, TRIENNIAL PERFORMANCE AUDIT, 2017

Michael Baker completed the most recent TDA triennial performance audit of ICTC and the transit operators, including a countywide regional transit system, covering through fiscal year 2016. ICTC's performance audit was intended to describe how well the regional agency was meeting its administrative and planning obligations under the TDA and to evaluate its organizational management and efficiency. The operator audits included review of TDA compliance and transit management, as well as an assessment of performance against TDA indicators, including farebox recovery ratios and other standards. Recommendations were made to enhance each agency's administration and use of TDA and certain provisions of the statute.

Consultant Staff: Derek Wong was the project manager/lead analyst, and Rick Williams was the project analyst.

Contact:
Kathi Williams, Program Manager
Imperial County Transportation Commission
1503 N. Imperial Avenue, Suite 104
El Centro, CA 92243
(760) 592-4494
KathiWilliams@ImperialCTC.org

Michael Baker's Affirmative Action Plan

Michael Baker is an equal opportunity employer and makes employment decisions only on the basis of merit. The following excerpts are taken directly from our most recent annual Company Policy Bulletin regarding our stance toward discrimination in the workplace:

Michael Baker does not and will not discriminate against any applicant employee, customer or vendor on the basis of race, religion, color, national origin, sex, age, sexual orientation/gender identity, status as a protected veteran, an individual with a disability, or any other category protected by applicable federal, state, or local laws at all levels of employment. In addition, Michael Baker is committed to a policy of taking affirmative action to employ and advance in employment qualified protected veteran employees.

Such affirmative action shall apply to all employment practices, including (but not limited to) hiring, upgrading, demotion or transfer, recruitment, recruitment advertising, layoff or termination, rates of pay or other forms of compensation. This policy also applies to selection for training, including apprenticeship and on-the-job training. Decisions related to personnel policies and practices shall be made on the basis of an individual's capacity to perform a particular job and the feasibility of any necessary job accommodation.

Michael Baker will make every effort to provide reasonable accommodations to any physical and mental limitations of individuals with disabilities and to disabled veterans. As a federal contractor, Michael Baker develops and maintains affirmative action programs for minorities, females, protected veterans and individuals with disabilities and seeks compliance with all related laws, rules and regulations pertaining to these initiatives. We also participate in the E-Verify program to validate the legal work authorization of all newly hired and current employees to ensure our compliance with immigration policies.

Michael Baker's Disadvantaged Business Policy

Although Michael Baker cannot qualify as a disadvantaged business entity, we are sensitive to the needs of our clients regarding the hiring of such certified firms to team with Michael Baker on projects. Michael Baker typically has the staff and capability to perform most projects in-house. However, when subconsultants are needed to provide technical services outside our areas of expertise, our policy in such cases is to hire the best firm for the job, regardless of their status, as quality of service is vital to Michael Baker.

Our clients sometimes have designated goals that are either part of their municipal code or are from Caltrans guidelines. In such cases, Michael Baker ensures that we comply by using federal and state databases and word-of-mouth to locate firms who are reputable and appropriately qualified to meet our client's needs. Michael Baker has hired certified disadvantaged or small business firms on projects which require specialized graphic design and printing, translation services for media and public outreach events, land use design, construction design and management, technical studies such as air quality or noise quality for environmental projects, and technical data collection for transportation-related projects.

CONFLICT OF INTEREST

Michael Baker provides services to public and private clients nationwide and has a major presence in California where much of our work is with municipalities. We adhere to an objective third-party approach to our services; therefore, outside of business contractual arrangements, we have no financial interest with any of our clientele. This approach eliminates the potential for any conflicts of interest between Michael Baker and any project affiliates. After reasonable investigation this proposer is not aware of any potential for conflict of interest in performing the work for LCTC as described. Further, we will take steps to avoid any appearance of such conflict of interest.

EXCEPTIONS TO THE LCTC CONTRACT

As permitted by the RFP instructions in Section VIII found on pages 6-7, we respectfully request consideration of the contract comments below. Please note that we are more than willing to discuss any of concern.

Contracting With Michael Baker

Michael Baker has reviewed the LCTC Standard Agreement included in the RFP and is willing to use this form of agreement. As permitted by the proposal submittal instructions, we respectfully request consideration of limited modifications as follows below. We will work with LCTC to quickly come to agreement on terms.

Section 8 (Termination), Subsection "b (3)":

We understand the need of a client to be able to terminate an agreement, but wish to clarify the final sentence of Subsection b (3) as follows, because we have explained in these contract comments that there are certain requirements which are outside of our control to effect: "However if this Agreement is terminated because the work of Contractor does not materially meet the terms or standards specified in this Agreement, then LCTC shall be obligated to compensate Contractor only for that portion of Contractor's services which were performed in material accordance with such terms and standards."

Section 14 (Indemnity):

We are prepared to be responsible for our errors and understand our obligation to indemnify our clientele. However, we cannot be responsible for the actions of parties outside our control, such as our client. Additionally, we need to ensure that this section is insurable under design professional liability insurance which provides coverage to the extent of the policy-holder's negligent acts, errors or omissions. We feel it is in the best interests of both parties that our insurance carrier does not deny coverage due to the wording in the indemnification section.

Therefore the following reasonable modifications are requested: (1) modification of the phrase "arising out of or in any way connected with the performance of this Agreement, excepting only Losses caused by the sole, active negligence or willful misconduct of an Indemnitee." to "to the extent caused by a negligent act, error, or omission of Contractor in the performance of this Agreement, excepting only Losses caused by the negligence or willful misconduct of an Indemnitee."; and

(2) addition of: "Notwithstanding the foregoing or any other provision to the contrary, Contractor shall not be required to provide a defense to LCTC for Losses of a professional nature as defined in Contractor's professional liability policy, except that this shall not affect the Contractor's obligation to pay reasonable attorney's fees as part of Contractor's indemnity obligation to LCTC, nor shall it affect Contractor's duty to defend LCTC if such a defense is available under any of Contractor's other insurance policies."

Section 15 (Insurance Requirements), Subsection "a"

For over twelve years, Michael Baker has carried the following deductibles: $100,000 Automobile; $250,000 Commercial General; and $500,000 Workers Compensation, of which we request approval. Subsection "b" – Because most carriers will provide advance notice for cancellation of a policy only by regular mail delivery, we cannot fully comply with the terms of Subsection "b", and would therefore request that words such as "suspended", "voided", "by either party", "reduced in coverage or in limits", certified" and "return receipt requested" be omitted. Subsection "d", Paragraph (1) – Due to the policies of carriers as explained previously, the Standard Acord certificates currently approved for use contain cancellation wording which states: "Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions." We cannot effect change of this wording, nor can we say that carriers will provide advance notice for "reduction in coverage", as explained previously. Subsection "e" – We request removal of this clause as our corporate offices are concerned about releasing full policies of insurance outside the company due to security and confidentiality issues. We will, however, be able to provide the commonly accepted current Standard Acord certificate with endorsements issued by the carriers to evidence proper insurance coverage.

Section 33 (Ownership; Permission)

We agree that any work product will become the property of our client, but do not wish to take on liability for reuse or modification by others outside our control for purposes other than the project for which the work product was prepared. For this reason, we request the addition of the following paragraph to a logical place in this section: "Any reuse by LCTC of any such materials on any project other than the project which is the subject of this Agreement without Contractor's prior written consent shall be at the sole risk of LCTC and LCTC agrees to indemnify and hold harmless Contractor from all costs, losses, and expenses, including legal fees, incurred as a result of any such use or decision by LCTC."

Addition of new clauses

We request the addition of the two following clauses, common to the professional services agreements into which Michael Baker enters to address circumstances outside of the consultant's reasonable control which are not already addressed in a contract:

"Waiver of Consequential Damages: Neither party shall have any claim or right against the other, whether in contract, warranty, tort (including negligence), strict liability or otherwise, for any special, indirect, incidental, or consequential damages of any kind or nature whatsoever, such as but not limited

to loss of revenue, loss of profits on revenue, loss of customers or contracts, loss of use of equipment or loss of data, work interruption, increased cost of work or cost of any financing, howsoever caused, even if same were reasonably foreseeable."

"Force Majeure: Neither party shall have any claim or right against the other for any failure of performance where such failure of performance is caused by or is the result of causes beyond the reasonable control of the other party due to any occurrence commonly known as a 'force majeure,' including, but not limited to: acts of God; fire, flood, or other natural catastrophe; acts of any governmental body; labor dispute or shortage; national emergency; insurrection; riot; or war."

These requested changes reflect the terms of our existing policies and experience. Michael Baker is happy to discuss any concerns LCTC may have with these requests and is open to alternative suggestions.

APPENDIX: RÉSUMÉS

Michael Baker
INTERNATIONAL

Michael Baker
INTERNATIONAL

Derek Wong, AICP
Project Manager

Mr. Wong has 23 years of project management and consulting experience specializing in Transportation Development Act (TDA) performance audits, infrastructure financing of public facilities, and transit financial management. He has conducted TDA triennial performance audits for both urban and rural clients throughout the state. He has managed complex engagements that require the identification and analysis of revenues and costs for local and regional projects and programs, including for the transportation and development communities. Mr. Wong has developed various revenue strategies and funding mechanisms that involve consensus building with local community stakeholders and governing boards to bridge funding shortfalls for capital facilities and ongoing operations.

Professional Affiliations and Service

- American Institute of Certified Planners
- American Planning Association, Sacramento Valley Section Division Director, Section Membership Director, Section Treasurer

Team Member since 2005

Education

MBA | California Polytechnic State University, San Luis Obispo

BS, Environmental Policy Analysis and Planning, Emphasis on Transportation Policy | University of California, Davis

Relevant Project Experience

TDA Triennial Performance Audits. Conducting performance audits of various regional transportation planning agencies and transit operators in California for 23 years. Managed or currently managing performance audits of RTPAs and public transit operators as required by the state TDA. Reviewed the efficiency and effectiveness of operations, maintenance, and management. Developed findings and recommendations to improve future service provision. Select rural clients include Humboldt County Association of Governments, Mendocino Council of Governments, Modoc County Transportation Commission, Shasta Regional Transportation Agency, and Del Norte Local Transportation Commission.

CalACT 2015 Spring Conference, Yosemite, TDA Presenter. Participated on expert panel to discuss TDA and application to RTPAs and transit operators. Presented historical perspective, statutory provisions, and new legislation. Interpreted TDA language to assist with practical practice.

California Department of Transportation (Caltrans), TDA Instructor. Retained by Caltrans over a three-year period to develop curriculum and provide instruction to transportation professionals on TDA performance audits. Conducted a series of workshops throughout California, including in Fresno, Sacramento, and Redding.

Michael Baker
INTERNATIONAL

Santa Barbara County Association of Governments, TDA Manual Update. Prepare update of agency LTF and STA claim manuals through review and structural edits to claims process and description of TDA provisions in light of new legislation and administration of the law.

San Bernardino Associated Governments, TDA Guidebook Update and Training. Managed update to the Transportation Development Act guidebook, including legislative updates, performance measures, and procedural language that improves SANBAG's administration of the TDA fund. Prepared workshop presentations for SANBAG staff and transit operators on TDA claim process and implementation of the statute. Prepared update of claim forms and simplified TDA statute descriptions and requirements to reflect new legislation and administration of the law.

Inyo/Mono Local Transportation Commissions, TDA Transit Roles and Responsibilities Study. Analyzed responsibility of the regional transit operator for operational decisions as well as statutory and procedural requirements for Transportation Development Act functions. The study responded to a series of questions posed by the transit operator and the LTCs relevant to the administration, implementation, and funding of public transportation service in Inyo and Mono counties.

Stanislaus County, Comprehensive Operations Analysis. Managed a COA study that undertook a full analysis of transit services and provided system-wide recommendations and an implementation plan. Conducted ride checks, on-board survey, and interviews to prepare performance analysis and service improvement plan. Technology integration was an aspect of the analysis.

Solano Transportation Authority, Transit Sustainability Study. Conducted a study that focused on existing financial conditions and performance trends of six Solano County transit operators. Assessed operations and capital expenditures and determined the relative financial sustainability to continue current services.

Antelope Valley Transit Authority, Transit Cost Allocation Study. Managed the development of indirect labor cost rates for general and administrative cost allocations for AVTA, located in Lancaster. The allocations were factored into the calculation of total costs that could be applied to government grants, fees, federal reimbursements, and other billings. Also developed a modal cost allocation plan.

San Bernardino Associated Governments, Transit Cost Allocation Study. Managed the development of indirect labor cost rates for general and administrative cost allocations for Omnitrans transit. The allocations are factored into the calculation of billable hourly rates that could be applied to government grants, fees, federal reimbursements, and other billings. Also developed a modal cost allocation plan that spreads indirect and direct cost among transit service modes using performance statistics as the basis for the allocation.

Humboldt County Association of Governments, Transit Development Plan. Managed the short-range transit plans for eight transit systems in Humboldt County. Conducted existing conditions assessment, on-board surveys, and interviews with each transit operator's staff. A financial operations and capital plan was developed providing projections for near-term operations and asset replacement.

Rick J. Williams, AICP

Senior Transit Analyst

Mr. Williams has 18 years of multidisciplinary experience in the private and public sectors specializing in public affairs outreach and transportation planning encompassing transit financial management and Transportation Development Act (TDA) performance audits. He has conducted TDA triennial performance audits for both urban and rural clients throughout the state. Mr. Williams is also experienced in developing and implementing multicultural public outreach and marketing campaigns for general plan updates, specific plans, and transportation plans using communication tools such as fact sheets, press releases, e-mail blasts, meeting facilitation, intercept interviews, public service announcements, website copy, and summary reports. His expertise includes being bilingual in Spanish. He has a proven ability to work collaboratively with policymakers and stakeholders as well as to forge strong working relationships and partnerships in multidisciplinary project teams.

Professional Affiliations

- American Planning Association
- American Institute of Certified Planners

Team Member since 2005

Education

BA, Management and Organizational Development | Fresno Pacific University, Fresno, CA

AA, Travel-Tourism/Geography | West Los Angeles College, Culver City, CA

Relevant Project Experience

TDA Triennial Performance Audits. Conducted performance audits of various regional transportation planning agencies and transit operators in California for over 10 years as required by the state Transportation Development Act. Reviewed the efficiency and effectiveness of operations, maintenance, and management. Developed findings and recommendations to improve future service provision. Select clients include:

- Mendocino Council of Governments
- Humboldt County Association of Governments
- Del Norte Local Transportation Commission
- Shasta Regional Transportation Agency

Michael Baker
INTERNATIONAL

City of Wasco Transit, Title VI Report. Managed the preparation of the federally required Title VI report detailing the assurances of the City's transit program for receipt of federal transit grant funding.

County of Stanislaus, Comprehensive Operations Analysis. Participated in a COA study that undertook a full analysis of transit services and provided system-wide recommendations and an implementation plan. Conducted analysis of ride checks, on-board surveys, and interviews to prepare performance analysis and service improvement plan. Technology integration was an aspect of the COA.

San Bernardino Associated Governments, TDA Guidebook Update and Training. Managed update to the Transportation Development Act guidebook, including legislative updates, performance measures, and procedural language that improves SANBAG's administration of the TDA fund.

Humboldt County Association of Governments, Dial-A-Ride/Dial-A-Lift Consolidation Study. Involved in developing and coordinating the study's public outreach plan to social service agencies, Native American tribal governments, and paratransit providers. Outreach deliverables included fact sheets, press releases, stakeholder interviews, and a public outreach summary report. Michael Baker International developed several alternative models to streamline the administration and delivery of dial-a-ride/dial-a-lift transit services in the greater Humboldt Bay area.

Regional Transportation Commission of Washoe County, Nevada, BRT Marketing Strategy. As project manager, developed an effective marketing strategy that included conducting a communications audit and key findings report and developing/creating taglines, web banners, and 60-second radio advertising spots. Target groups included seniors, persons with disabilities, low-income groups, and businesses. Michael Baker developed a comprehensive marketing strategy for the implementation of the Bus Rapid Transit service in Reno, known as RTC RAPID.

Metropolitan Transportation Commission, Transportation 2035, Public Involvement Program. Part of public involvement efforts for MTC's Transportation 2035 Regional Transportation Plan update to engage environmental justice communities and others with a history of nonparticipation in transportation planning. Assisted in facilitation efforts at the Change in Motion regional summit, public workshops, and focus groups. Planned and coordinated intercept interviews at various public locations throughout MTC's nine-county area. Prepared written summaries and findings of the first and second phases of the public outreach program.

COST PROPOSAL

Michael Baker International proposes to provide the scope of services for a not-to-exceed amount of $24,538. A detailed cost breakdown showing staff hours and rates, and direct materials cost, is shown below using the Sample Cost Proposal format from the RFP.

Note: Mark-ups are Not Allowed

Consultant: Michael Baker, International Date: December 14, 2018

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Project Manager	Derek Wong	83	$58	$ 4,814
Senior Transit Analyst	Rick Williams	102	$38	$ 3,876
Tech/Admin Assistant	Ana Cotham/Suzanne Wirth	8	$27	$ 216
				$ -
				$ -
				$ -

a) TOTAL DIRECT LABOR COSTS $ 8,906

COMBINED FRINGE BENEFITS AND OVERHEAD

b) Rate: 141.44% c) TOTAL RATE [(a) x (b)] $ 12,597

d) TOTAL DIRECT LABOR AND FRINGE BENEFITS AND OVERHEAD [(a) + (c)] $ 21,503

INDIRECT COSTS * (included in overhead above)

e) Indirect Cost Rate (ICR): _____ f) TOTAL INDIRECT COSTS [(d) x (e)] $

FEE (Profit)

g) Rate: 10% h) TOTAL FIXED PROFIT $ 2,150

OTHER DIRECT COSTS:

i) Travel/Mileage Costs (supported by actual costs) $ 800

j) Supplies $ -

k) Copies/Express Mail $ 85

l) Subconsultant costs (attach detailed cost proposal in same format as prime consultant for each subconsultant) $ -

m) TOTAL OTHER DIRECT COSTS [(i) + (j) + (k) + (l)] $ 885

TOTAL COST [(d) + (f) + (h) + (m)] $ 24,538

* Prior to requesting reimbursement of indirect costs, Consultant must have an Indirect Cost Rate (ICR) developed in accordance with Code of Federal Regulations (CFR) Title 48 - Federal Acquisition Regulations System, Part 31 - Contract Cost Principles and Procedures.

LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

Matthew C. Boyer, Executive Secretary
Matthew C. Boyer & Associates

1631 Alhambra Boulevard
Suite 100
Sacramento, CA 95816

PH: (530) 953-8857

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 1.33**

Date: January 8, 2019

From: Matthew C. Boyer, Executive Secretary

Subject: City of Susanville Fiscal Year 2018/19 Claim for Article 3 Transportation Development Act Bicycle and Pedestrian Funds

REQUESTED ACTION
Approve the claim from the City of Susanville for Local Transportation Fund Article 3 Bicycle and Pedestrian funds.

PAST ACTION
Each year the Lassen County Transportation Commission (LCTC) approved final apportionments for the upcoming fiscal year receipts of Local Transportation Funds (LTF). Each recipient of apportioned funds then submits a claim to the LCTC for approval.

DISCUSSION
The LCTC's adopted apportionment for fiscal year 2018/2019 LTF includes $6,259.16 for the City of Susanville's to be used for Bicycle and Pedestrian funds.

Attached is the City's claim form, consistent with State law.

ALTERNATIVES
Commission to provide direction to staff.

Attachment

CLAIM

Transportation Development Act (TDA)

For Fiscal Year 2018/2019 Funds

TO: LASSEN COUNTY TRANSPORTATION COMMISSION
1631 Alhambra Blvd. Ste. 100
Sacramento, CA 95816

FROM: City of Susanville
66 N. Lassen St.
Susanville, CA 96130

The City of Susanville hereby requests, in accordance with chapter 1400 Statutes 1971 and applicable rules, that this Local Transportation Fund (LTF) annual transportation claim be approved for fiscal year 2018/2019, in the following amounts for the following purposes:

Article and Section of TDA	Purpose	Amount
Article 3, Section 99234	Pedestrian & Bicycle Facilities Construction/maintenance of bicycling trails, bicycle safety education programs, development of a comprehensive bicycle & pedestrian facilities plan.	$6,259.16

Pursuant to section 6630 of the Transportation Development Act, this Statement lists the purpose and amount for the claim and the article and section that authorizes the claim for the specified purpose

Approval of this claim, this application, and payment by the County Auditor is subject to such moneys being on hand and available for distribution, and to the provisions that such moneys will only be used in accordance with the terms of the allocation instructions.

APPROVED

By: _____
Matthew C. Boyer
LCTC Executive Secretary
Approval Date: _____

SUBMITTED

By: DC Gibbs
Daniel Gibbs
City Engineer
Submittal Date: 12/14/18

Lassen County Transportation Commission Meetings for Calendar Year 2019

Technical Advisory Committee (1:30 p.m. start time)

- January 7, 2019 (1-time date change due to Holidays)
- February 25, 2019
- April 29, 2019
- June 24, 2019
- August 26, 2019
- November 4, 2019 (moved from November 11 [Veterans Day])

Lassen County Transportation Commission (1 p.m. start time)

- January 14, 2019
- March 11, 2019
- May 13, 2019
- July 8, 2019
- September 9, 2019
- November 18, 2019 (moved from November 11 [Veterans Day]

FY 2019-20

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING

STRATEGIC PARTNERSHIPS GRANT APPLICATION

Select one: ☑ Strategic Partnerships (FHWA SPR Part I) ☐ Strategic Partnerships – Transit (FTA 5304)

PROJECT TITLE	US 395 Strategic Corridor Investment Analysis
PROJECT LOCATION (city and county)	Lassen County

	APPLICANT	**SUB-APPLICANT**	**SUB-APPLICANT**
Organization	Lassen County Transportation Commission		
Mailing Address	1631 Alhambra Blvd, Suite 100		
City	Sacramento		
Zip Code	95816		
Executive Director/designee and title	Matt Boyer, Executive Secretary		
E-mail Address	matt@mcbandassociates.com		
Contact Person and title	Matt Boyer, Executive Secretary		
Contact E-mail Address	matt@mcbandassociates.com		
Phone Number	(916) 759-2268		

FUNDING INFORMATION
Use the Match Calculator to complete this section.
Match Calculator

Grant Funds Requested	**Local Match - Cash**	**Local Match - In-Kind**	**Total Project Cost**
$ 195,700	$ 48,443	$	$ 244,143

Specific Source of Local Match and Name of Provider
(i.e., local transportation funds, local sales tax, special bond measures, etc.)

Local transportation funds

FY 2019-20
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
STRATEGIC PARTNERSHIPS GRANT APPLICATION

LEGISLATIVE INFORMATION* Please list the legislative members in the project area. Attach additional pages if necessary.			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Ted Gaines	1	Brian Dahle	1
	-		-
	-		-
	-		-
	-		-
	-		-

***Use the following link to determine the legislators.**
http://findyourrep.legislature.ca.gov/ (search by address)

1A. Project Timeframe (Start and End Dates): July 15, 2019 to May 15, 2020

1B. Project Area Boundaries: US 395 from Halleluja Junction (SR 70 intersection) to Susanville (SR 36 intersection)

1C. Project Description: Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. **150 words maximum (20 points):**

US 395 Strategic Corridor Investment Analysis will build upon previous efforts by LCTC and Caltrans to prioritize investments on US 395. Caltrans has recently completed the Transportation Concept Report for the highway and LCTC has provided support through community engagement. Efforts for the project will include an economic analysis along the corridor, identify project segments based upon logical termini, prepare programming level cost estimates, and prioritize segments for future delivery. The project will continue the coalition building and coordination efforts currently underway by LCTC. The coalition consisting of local, regional, state, and federal governments as well as industry groups will steer project decisions on this regionally and nationally significant freight movement corridor. The result will be a corridor segment prioritization based upon technical data and stakeholder support to advance into the Project Development Process.

2. **Project Justification:** Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project. This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, and describe the impact of not funding the project. **Do not exceed the space provided. (20 points):**

US 395 is the primary north-south corridor in eastern California, traveling through multiple Caltrans Districts and rural communities. The highway provides interstate connection between Nevada and Oregon within Caltrans District 2, a distance of 203 miles. The corridor travels through various land uses including agriculture, commercial, industrial, institutional, and open space, as well as by lakes, through mountain passes, and over numerous waterways. The highway is generally a two-lane conventional highway through the majority of the District, with a section of four-lane divided expressway between the Nevada border and Hallelujah Junction (interchange with SR 70). The highway is designated as a National Highway System Congressional High Priority Corridor and part of the Strategic Highway Network (STRAHNET).

The corridor is a significant goods movement corridor in the region. US 395 is the only viable route for freight as rail is not an option. US 395 is a STAA route, identified in the California Freight Mobility Plan - Tier 3 Freight Route as part of the 299/44/36/395 Arcata to Reno route, and a freight route in Oregon and Nevada. The highway serves as an alternate north-south corridor to US 101 and I-5, creating system redundancy which has benefits for the greater economy. There are limited locations for vehicles to safely overtake and pass trucks. This has created unsafe conditions for motorists.

US 395 has experienced severe congestion as a result of neighboring highway closures. During the 2017 winter storm events, I-80 and US 50 were both closed at times. These closures routed freight traffic onto US 395 and the corridor saw heavier truck traffic and major delays. Similarly, when I-5 was closed during the 2018 Carr Fire caused trucks to US 395 as a parallel north-south route. Traffic backups along US 395 during this event extended beyond 0.5 miles, resulting in major delays. The highway is not designed to effectively accommodate the increase in vehicles that results from climate change-impacted events.

Following the severe winter storms in 2017 major employers, including Walmart, calculated lost profits in the tens of millions of dollars due to the frequent and prolonged closures of I-80 over Donner Summit. Similarly, the prolonged closure of I-5 due to the Carr Fire had a major impact on inter-state freight movement. During both events, US 395 in Lassen County became a lifeline for time-sensitive and priority movement of goods. Walmart recently announced plans to use the SR 44/US 395 corridor as a major element of its daily movement of goods and other employers are contemplating similar adjustments as the implications of climate change on business operations are being fully understood and embedded in logistics. Improvements to US 395 create redundancy in the highway freight system.

US 395 is the primary highway connecting many communities and activity centers within the District. The corridor is used as a commuter route between Susanville and Reno, Nevada, connecting workers to employment centers. This includes large employers such as the Sierra Army Depot, Federal Correctional Institute Herlong, High Desert State Prison, California Correctional Center, multiple hospitals and healthcare facilities, distribution and fulfillment centers (Amazon and Sherwin-Williams), entertainment venues and casinos, and local government agencies. There are also National and State Parks adjacent to the highway that have recreational and logging use. In addition to single occupancy vehicles, there is also transit and vanpools that utilize the corridor. Lassen Rural Bus East County Route and Modoc County Sage Stage Reno Route use the highway. There are also approximately 80 vanpools that travel to the Sierra Army Depot. As the area grows, the highway will become increasingly important to commute and intraregional travel.

Due to the lack of safe passing areas and freight volumes, the corridor has experienced safety issues. There are differential speed limit of 55 mph for trucks and 65 mph for vehicles which results in vehicle backups behind trucks. There are also limited passing opportunities, This, coupled with the topography, creates potentially unsafe passing

(2. Project Justification Continued)

conditions. From 2007 to 2017, there were 347 collisions along the highway in Lassen County. A number of these collisions head ons, side swipes, and hit objects as a result of passing or unsafe speeds (TIMS). US 395 also has limited locations for safe pedestrian crossings, this limits mobility and access for non-motorized users. There are also vehicle and truck collisions with wildlife crossing the highway. Interstate deer herds cross the highway at various locations along the US 395 because of the lack of fencing and safe wildlife crossings.

The corridor is particularly important to the Sierra Army Depot. The section of US 395 between Reno, Nevada at Herlong, California is included in the nation's STRAHNET. STRAHNET is a system of public highways that is a key deterrent in United States strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. A significant volume of trucks, vanpools, and vehicles access the military installation. Improvements to the highway will further enable mobility to and from the Army Depot.

This segment of US 395 is located in within low-income communities identified by AB 1550. Lassen County has a population of 30,870, a median household income of $51,457, and 17.6% below the poverty line. Improvements to the corridor will support economic develop efforts in eastern California by providing improved goods movement and improved mobility and safety.

Caltrans District 2 recently completed a comprehensive new US 395 Transportation Concept Report (TCR). The TCR defines states that "two major changes to the existing US 395 facility type are recommended," including upgrade of the existing two-lane conventional highway to a four-lane divided expressway from Hallelujah Junction to the SR 36 junction in Susanville. Since the 1980's, LCTC has identified the desire to widen US 395 to a four-lane divided expressway. This cross section presents delivery and funding challenges and may take upwards of 30 years to implement. The TCR also discusses additional non-capital strategies.

LCTC believes that this vision is critical and overdue. However, a variety of factors make it unlikely this vision can be achieved without a strong partnership between Caltrans District 2 and Headquarters, and the affected regional transportation planning agencies. It is also unlikely that progress can be made without a broad stakeholder coalition that includes additional public, private, and non-profit partners. To this end, LCTC has begun an effort to form a stakeholder coalition to build support for the widening of US 395. The coalition will consist of Caltrans, Nevada DOT, LCTC, Washoe RTC, counties of Lassen and Washoe, City of Susanville, California Governor's Military Council, California Governor's Office of Planning and Research, US Office of Economic Adjustment, Sierra Army Depot, Department of Defense, Federal Highway Administration, Amazon, FedEx, UPS, Tesla, California and Nevada state elected officials, the Susanville Indian Rancheria, and trucking associations. Many of these members have committed to join the coalition and have provided letters of support for the US 395 Strategic Corridor Investment Analysis.

LCTC, working with Caltrans as the highway owner/operator, is leading the stakeholder coalition effort which will carry forward for this project. LCTC and Caltrans believe their collective buy-in is critical to building support for and advancing the project. The stakeholders will be driving this project, working with the project team to make critical decisions on facility design features and segment priorities. There is urgency by the stakeholders to make progress.

The risk of not funding the grant is a stagnant highway through California rural communities that doesn't address current and future needs. As rural community, Lassen County is in need of growth and resources that meet the needs of the population. Without the funding, it will risk the advancement of the corridor project. This may continue contribute to a lack of growth and income levels as well as a highway system that lacks redundancy.

Through funding this grant, LCTC will receive the investment the community needs. This will allow for the economic investment study to show the benefits that US 395 provides to Lassen County. It will allow LCTC to develop more detailed program level costs, project segmentation, and a prioritization strategy. These technical efforts will be combined with the continuation of the stakeholder coalition to guide the project.

3. Grant Specific Objectives: Explain how the proposed project addresses the grant specific objectives of the Strategic Partnerships and Strategic Partnerships - Transit grant program. Applicants should integrate the following Grant Program Considerations (Grant Application Guide, Pages 4-10) in the responses for 3A-3D below, as applicable:

- California Transportation Plan (CTP) 2040
- 2017 RTP Guidelines and Promoting Sustainable Communities in California
- Complete Streets and Smart Mobility Framework
- Climate Ready Transportation
- Addressing Environmental Justice and Disadvantaged Communities
- California Sustainable Freight Action Plan

3A. Explain how the proposal accomplishes the Federal Planning Factors (Grant Application Guide, Page 19) and achieve the Caltrans Mission and the Grant Program Overarching Objectives on Page 4. Applicants should list and explain how the proposed project intends to accomplish the applicable Federal Planning Factors and Grant Program Overarching Objectives, as well as the Caltrans Mission. **Do not exceed the space provided. (5 points):**

- Freight Movement. The movement of freight and people is a key component to this project. The highway is identified as a freight route and carries roughly 18% trucks. The improvements will allow US 395 to become a more competitive freight corridor by increasing efficient and fright capacity. This is consistent with the goals policy identified in the California Sustainable Freight Action Plan (CSFAP), Grant Program Overarching Objectives - Mobility, and the "increase accessibility and mobility of people and freight" Federal Planning Factor.

- Highway Safety. The project will analyze collisions along the US 395 corridor. Improvements will be identified to address safety and safety will be one of the factors in prioritizing the corridor phases. This will improve public safety as identified in the CTP 2040. This is also consistent with the Grant Program Overarching Objectives - Safety and "increase the safety of the transportation system for motorized and non-motorized users" Federal Planning Factor.

- Transportation System Sustainability and Reliability. The project will provide system redundancy for cars and goods movement. This will contribute to the freight systems resilience and climate adaptation due to extreme weather events. This will also improve highway system reliability by providing an improved alternate route to I-5 and US 101. This is consistent with the principals identified in the CSFAP, Grant Program Overarching Objectives - Sustainability, and the "improve the resiliency and reliability of the transportation system" Federal Planning Factor.

- Economic Vitality. The project includes an economic analysis of the US 395 corridor and its importance to the regional and local economy. This study will also demonstrate how improvements to the highway will benefit the economic future of Lassen County. This is consistent with the principals identified in the CSFAP, Grant Program Overarching Objectives - Economy, and the "support economic vitality of the metropolitan area" Federal Planning Factor.

- Disadvantaged Community Investment. The project provide a much needed investment in the future of this rural, low-income community. This is consistent with the Grant Program Overarching Objectives - Social Equity.

- Caltrans Mission. The project is consistent with the Caltrans mission statement. The project will improve US 395 by planning improvements to address safety concerns and to provide a sustainable and efficient transportation system that is climate ready. The project will demonstrate how the highway improvements will enhance the economy and livability in Lassen County through people and goods movement.

3B. Explain how the proposal partners with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State highway system (or multimodal transportation system for transit-focused projects). Applicants should clearly define how Caltrans will be a partner in the proposed project, as appropriate for the project. **Do not exceed the space provided. (5 points):**

Caltrans and LCTC have been working together on the US 395 corridor. The two agencies have worked together to hold community meetings about the US 395 TCR. Caltrans is also involved and a member of the stakeholder coalition. Caltrans District 2 has expressed their support of LCTC's efforts to advance the US 395 improvements. This partnership will continue through the proposed project and build upon the foundation of the previous efforts.

Caltrans will continue their role on the coalition and provide LCTC with available corridor information. Caltrans will assist LCTC by highlighting constraints and challenges along the highway route and assisting with corridor prioritization. The collaboration of Caltrans and LCTC will verify the project addresses regional and statewide needs, freight efficiency and highway safety as identified in the CTP 2040 and CSFAP.

3C. Explain how the proposal strengthens government-to-government relationships. Applicants should outline the entities involved with the proposed project and how partnerships will be strengthened as a result. **Do not exceed the space provided. (5 points):**

The relationship between Caltrans District 2 and LCTC is very positive. Over the last 12 months, the partnership has strengthened. LCTC has taken an active role in advancing studies and improvements along the State Highway System that are consistent with the CTP 2040, Complete Streets and Smart Mobility Framework, and CSFAP. LCTC has cooperated with Caltrans District 2 on the SR 36 CAPM project, SR 36 Complete Streets and Safe Mobility Plan, US 395 TCR, and US 395 Stakeholder Coalition and Implementation Plan. The relationship between LCTC and Caltrans will continue to strengthen through the ongoing US 395 coalition efforts and this proposed project. There is urgency by both agencies to advance the US 395 corridor improvements.

This proposed project also benefits additional government-to-government relationships. The US 395 stakeholder coalition is composed of wide range government agencies, including Nevada DOT, Washoe RTC, and the Susanville Indian Rancheria. The coalition members will be working in partnership to advance project development and support for the US 395 improvements. The continuation of the stakeholder coalition will enhance the trust and cooperation amongst the broad coalition. This will prove extremely beneficial as all government agencies involved will have a common goal and purpose.

3D. Explain how the proposal results in programmed system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort. **Do not exceed the space provided. (5 points):**

The US 395 Strategic Corridor Investment Analysis will successfully position the highway corridor for further project development and implementation. The proposed project will further gather data and refine the corridor design, developing a better understanding of design elements, project costs, right of way requirements, and environmental constraints. This information will be used to bridge the gap between the US 395 TCR and future Project Initiation Documents (PIDs).

A key component of the project is the corridor segmentation and prioritization. The project will involve the development of project segments that have logical termini. The segments will then be analyzed to determine priority investments. LCTC, Caltrans District 2, and other stakeholders will have a large role in determining project priorities and identifying the segment(s) to move forward to project development. LCTC will also continue its active role in investing potential funding sources for segment project development and construction activities.

It is anticipated that the priority corridor investment will be identified by 2020 and programmed in the State Transportation Improvement Program (STIP). Development of the PID would begin in 2020.

4.	**Project Management (40 points): See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 47- 53), also online at: http://www.dot.ca.gov/hq/tpp/grants.html.**
	4A. Scope of Work in required Microsoft Word format (20 points)
	4B. Project Timeline in required Microsoft Excel format (20 points)

FY 2019-20

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING

STRATEGIC PARTNERSHIPS GRANT APPLICATION

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Signature of Authorized Official (Applicant)	Matthew C. Boyer *Print Name*
Executive Secretary *Title*	11/30/18 *Date*
Signature of Authorized Official (Sub-Applicant)	*Print Name*
Title	*Date*
Signature of Authorized Official (Sub-Applicant)	*Print Name*
Title	*Date*

SCOPE OF WORK: US 395 Strategic Corridor Investment Analysis

INTRODUCTION:

US 395 is the primary north-south corridor in eastern California, traveling through multiple Caltrans Districts and rural communities. The highway provides interstate connection between Nevada and Oregon within Caltrans District 2, a distance of 203 miles. The corridor travels through various land uses including agriculture, commercial, industrial, institutional, and open space, as well as by lakes, through mountain passes, and over numerous waterways. The highway is generally a two-lane conventional highway through the majority of the District, with a section of four-lane divided expressway between the Nevada border and Hallelujah Junction (interchange with SR 70). The highway is designated as a National Highway System Congressional High Priority Corridor and part of the Strategic Highway Network (STRAHNET).

The corridor is a significant goods movement corridor in the region. US 395 is the only viable route for freight as rail is not an option. US 395 is a STAA route, identified in the California Freight Mobility Plan - Tier 3 Freight Route as part of the 299/44/36/395 Arcata to Reno route, and a freight route in Oregon and Nevada. The highway serves as an alternate north-south corridor to US 101 and I-5, creating system redundancy which has benefits for the greater economy. There are limited locations for vehicles to safely overtake and pass trucks. This has created unsafe conditions for motorists.

US 395 has experienced severe congestion because of neighboring highway closures. During the winter storm events of 2017, I-80 and US 50 were both closed at times. These closures routed freight traffic onto US 395 and the corridor saw heavier truck traffic and major delays. Similarly, when I-5 was closed during the 2018 Delta Fire caused trucks to US 395 as a parallel north-south route. Traffic backups along US 395 during this event extended beyond 0.5 miles, resulting in major delays. The highway is not designed to effectively accommodate the increase in vehicles that results from climate change-impacted events.

Following the severe winter storms in 2017 major employers, including Walmart, calculated lost profits in the tens of millions of dollars due to the frequent and prolonged closures of I-80 over Donner Summit. Similarly, the prolonged closure of I-5 due to the Carr Fire had a major impact on inter-state freight movement. During both events, US 395 in Lassen County became a lifeline for time-sensitive and priority movement of goods. Walmart recently announced plans to use the SR 44/US 395 corridor as a major element of its daily movement of goods and other employers are contemplating similar adjustments as the implications of climate change on business operations are being fully understood and embedded in logistics. Improvements to US 395 create redundancy in the highway freight system.

US 395 is the primary highway connecting many communities and activity centers within the District. The corridor is used as a commuter route between Susanville and Reno, Nevada, connecting workers to employment centers. This includes large employers such as the Sierra Army Depot, Federal Correctional Institute Herlong, High Desert State Prison, California Correctional Center, multiple hospitals and healthcare facilities, distribution and fulfillment centers (Amazon and Sherwin-Williams), entertainment venues and casinos, and local government agencies. There are also National and State Parks adjacent to the highway that have recreational and logging use. In addition to single occupancy vehicles, there is also transit and vanpools that utilize the corridor. Lassen Rural Bus East County Route and Modoc County Sage Stage Reno Route use the highway. There are also approximately 80 vanpools that travel to the Sierra Army

Depot. As the area grows, the highway will become increasingly important to commute and intraregional travel.

The US 395 corridor experiences safety issues, in addition to the other impacts. From 2007 to 2017, there were a total of 347 collisions in Lassen County. These collisions include head-ons, side swipes, and hit objects because of passing or unsafe speeds. Eight of the collisions resulted in fatalities and there was a recent fatality that occurred in 2018. 11.5% of the collisions involved trucks. The topography and limited passing lane opportunities contribute to the number of accidents and fatalities. Improvements to the US 395 corridor will reduce the number of collisions and fatalities along the corridor.

The purpose of the US 395 Strategic Corridor Investment Analysis is to build upon the efforts of the US 395 TCR and ongoing US 395 Stakeholder Coalition to advance corridor improvements. This study will further detail the technical engineering, cost, right of way, and environmental constraints of US 395 from Hallelujah Junction (interchange with SR 70) to the SR 36 intersection. The project will also include an economic study along the corridor to determine the economic impacts from improving the highway. The project will segment the corridor and develop a priority for implementation.

There is urgency to advance the US 395 corridor improvements by the agencies. There recent highway closure events have caused impacts to highway mobility and freight movement along the corridor. This could cause impacts to the STRAHNET route on US 395 to the Sierra Army Depot. The highway impacts also result in economic impacts that are felt statewide.

Lassen County is located eastern California along the Sierra Nevada Mountains. Lassen County has a population of 31,163, a median household income of $51,457, and 17.6% below the poverty line. This rural county has incomes below the statewide average of $63,783 (*US Census Bureau, American Community Survey and Puerto Rico Community Survey, 5-Year Estimates*). The majority of both counites is identified as a low-income community as defined by Assembly Bill 1550 (AB 1550).

The key component of the study will be the continuation of the stakeholder coalition. development and engagement of a broad stakeholder coalition. Their involvement is critical to developing a plan with broad support. The coalition will be driver for the project and development of the next steps. The group of stakeholders will consist of local, regional, state, and federal agencies; Department of Defense; state and federal elected officials; business associations; and major employers and distribution companies. The coalition will hold several workshops to discuss their needs, future involvement with the corridor, and the next steps to be taken to advance improvement of US 395. High-level technical information collected and prepared for the study will be used to inform the stakeholder coalition decision making.

Improving the highway is critical for the future economic success of eastern California, if not for the west coast as an alternate freight route during bad weather when I-80 closes. The highway serves as an economic lifeline to neighboring communities and beyond for Lassen County businesses and residents. It is used to move goods grown or manufactured in the region and move people to and from employment and activity centers. Future investment in US 395 will provide the highway access and mobility businesses need to thrive.

The result of the study will be a detailed and informed understanding of the corridor improvements and priority project segments. The study will position the priority segment(s) begin the Project Development Process.

RESPONSIBLE PARTIES: LCTC and Consultant

OVERALL PROJECT OBJECTIVES:

- Continue to engage with the stakeholders to drive the project direction.
- Develop segments based upon logical termini and associated capital investments and right of way and environmental constraints.
- Prepare an economic study to determine benefits of the corridor project.
- Revitalize the regional and local economy.
- Develop a funding plan.
- Identify priority segment(s) to advance to PID phase.

1. Consultant Procurement

Task 1.1 RFP for Consultant Services
LCTC will complete RFP process for selection of a consultant using Caltrans procurement procedures and forms.

- **Responsible Party:** LCTC

Task 1.2 Board Approval and Contract Execution
LCTC will schedule for a Board approval and contract execution.

- **Responsible Party:** LCTC

Task	Deliverable
1.1	*Procurement, Selection Checklist*
1.2	*Resolution Approving Consultant Contract, Executed Consultant Contract*

2. Project Initiation and Existing Conditions

Task 2.1 Project Kick-off and Monthly TAC Meetings
LCTC will meet with consultant to launch planning effort, review the project schedule, and identify TAC members, including Caltrans (District 2 Planning, Program/Project Management, and other functional units; Headquarter freight and other planning units; and, potentially, representatives from other Caltrans districts), LCTC, and other regional planning agencies. The consultant team will have monthly project team meetings with consultant and TAC as necessary to ensure good communication and coordination on upcoming tasks to ensure the project remains on schedule and within budget. The TAC will meet monthly to discuss the project, status of technical information, stakeholder coalition progress, and implementation plan.

Because the TAC is expected to include Caltrans representatives from a large geographic distance a conference call option will be provided to maximize participation. Caltrans staff will be invited to all TAC and stakeholder meetings.

For each monthly meeting, an agenda and supporting materials will be prepared and distributed in advance of each meeting. Meeting notes and action items will be prepared and distributed within one (1) week of the meeting.

- **Responsible Party:** LCTC and Consultant

Task 2.2 Meeting with Caltrans
LCTC and the Consultant team will meet with Caltrans to kick-off the project, discuss their goals for the project, discuss previous studies and reports for the corridor, and identify operations and maintenance needs.

- **Responsible Party:** LCTC and Consultant

Task	Deliverable
2.1	*Kick-Off Meeting and Monthly Meeting Agendas and Notes*
2.2	*Caltrans Meeting Notes*

3. Stakeholder and Community Engagement

Task 3.1 Stakeholder Workshops
LCTC and the consultant team will prepare and facilitate a series of three (3) stakeholder workshops during the project period. These meetings will continue discussion begun in the previous efforts. The workshops will be focused around key components to advance the corridor improvements. Workshop one will involve a discussion of the detailed technical information, including segmentation, costs, right of way requirements, and environmental constraints. Workshop two will be to share the results of the economic study of the corridor. Workshop three will involve discussion of the corridor segments, rankings, and determine prioritization of the segments.

- **Responsible Party:** LCTC and Consultant

Task 3.2 Community Engagement
LCTC and the consultant team will hold two (2) community workshops. The workshops will be planned during key project development stages. The community will be invited through extensive public outreach including local newspapers, websites, local radio, notification on buses, emails to distribution lists from previous LCTC projects, stakeholder coalition member staff, emails to homeowner groups and existing community group distribution lists. The community workshops will give the public the opportunity to understand the project improvements and provide feedback.

Community workshops will be supplemented with written and on-line surveys. To support a related planning effort for District 2 to update a Park-and-Ride study in the next three years, participants at the meetings and the respondents to the survey will be asked to answer questions about existing and potential Park-and-Ride facility usage. Surveys will be left on vehicles parked at formal and informal Park-and-Ride facilities to maximize data gathering.

- **Responsible Party:** LCTC and Consultant

Task	Deliverable
3.1	*Summary Notes from Stakeholder Workshops*
3.2	*Summary Notes from Community Engagement*

4. Economic Analysis

4.1 Characterize Socioeconomic Conditions and Economic Development Initiatives
The Consultant Team will compile and analyze existing information on the current and expected future socioeconomic conditions in the study area. Using data from the US. Census, California state agencies, Lassen County, and other local agencies, they will analyze employment by

industry, business establishments by industry, and wages – including current year, historic trends, and forecasts. To the extent possible given available data, the team will identify major employers in the study area, together with the number of employees and industry type of each business. The effort will identify “basic” and “non-basic” industries and firms, as the basic are considered the economic engines of the local economy.

The economic base analysis will be used to help understand how the study area communities interact in terms of employment and trade flows, which can then inform an assessment of the extent to which the transportation infrastructure supports these movements.

- **Responsible Party:** Consultant

4.2 Assess Construction Economic Impacts
Using the IMPLAN regional economic model, the consultant team will input data on investment amount, location, and duration. IMPLAN will be used to estimate the direct, indirect and induced impacts associated with the investments, including both the total jobs and economic activity. Employment results will be reported in annual job-years, (which are equivalent to full-time employees). Fiscal impacts will be reported in terms of gross state product and state and local taxes, on an annual basis.

- **Responsible Party:** Consultant

4.3 Operational Economic Impacts
The Consultant Team will estimate current and future travel speeds in the study area. Historic data on vehicle accidents and estimate future changes in accident rates that result from an improved facility will be developed. Future changes in vehicle operating costs, which are a function of vehicle speed, travel distance, and pavement condition will be estimated. If historic data is available on reliability (travel time variance), an estimate future changes in reliability that result from an improved facility will be developed.

Interviews with individuals such as planners, business owners, real estate agents, developers, or others with knowledge of local economic development issues. The stakeholder coalition members will contribute to the interviews as well. Interviews obtain first-hand predictions of the effects of transportation improvement projects. They are particularly useful for broadly assessing what impacts might be associated with a project.

The Consultant Team will use interviews and other methods to identify any economic development initiatives for the region. They will assess the transportation needs and investments relevant to each initiative.

- **Responsible Party:** Consultant

4.4 Economic Analysis Report
The Consultant Team will document the results of the Economic Analysis Report. The report will present background information on the economic characteristics of the region and current economic development initiatives. The report will describe the economic impacts expected to result from the project construction phases in terms of jobs and fiscal metrics. The report will discuss the expected user benefits of the US 395 improvements in terms of travel time, safety, transportation costs, and reliability. The report will then discuss the expected economic development benefits of the improvements and identify opportunities for maximizing economic benefits through project phasing and design changes.

- **Responsible Party:** Consultant

Task	Deliverable
4.1 – 4.4	*Economic Analysis Report*

5. Technical Analysis

Task 5.1 Traffic and Safety Analysis

The Consultant Team will review and assess existing traffic data along the project limits. This includes the Caltrans Traffic Book, TCR, and additional data. Traffic and truck counts will be obtained at key locations along the corridor. Existing counts from Caltrans permanent count stations along US 395 will be obtained. Performance deficiencies of the corridor will be identified. The Consultant Team will review safety data along the corridor and identify common collision types, severities and hot spot locations are discovered. A prioritization of segments will be developed by analyzing metrics, which includes crash rate and total number of collisions. The traffic and safety data will be used to support the conceptual geometric design. The Consultant team will develop the potential scope for the future traffic study. This information will be compiled into a memorandum to be included in the Investment Plan.

- **Responsible Party:** Consultant

Task 5.2 Environmental Analysis

The Consultant Team shall obtain and review readily available environmental information for the corridor. A corridor field walk shall also be conducted to confirm the environmental opportunities and constraints identified during the US 395 Coalition and Implementation Plan effort. Based upon the field walk and environmental constraints, the Consultant Team shall identify the anticipated level of future CEQA and NEPA environmental documents, technical studies, and permits. This information will be compiled into a memorandum to be included in the Investment Plan.

- **Responsible Party:** Consultant

Task 5.3 Right of Way Requirements

The Consultant shall prepare an exhibit of right of way along the US 395 corridor. This should focus on the Caltrans right of way boundary as well as identification of adjacent parcels within the rural areas of the highway alignment. Record maps and Lassen County GIS data will be gathered and reviewed. The GIS data will be refined using the record maps and incorporated into the right of way exhibit. This will be used to aid in the preparation of cost estimates and to aid in discussions with the stakeholder coalition.

- **Responsible Party:** Consultant

Task 5.4 Conceptual Design

The Consultant shall prepare conceptual level design of the project corridor. The design will build upon the efforts of the US 395 Coalition and Implementation Plan. The Consultant will have preliminary coordination with Caltrans to define big picture design elements including the facility classification and design standards to be used. This information will be used to develop the concept drawings. Plan view drawings to 1” = 100’ scale, typical cross sections, and conceptual intersection layouts will be prepared. Profiles will not be developed during this effort.

- **Responsible Party:** Consultant

Task 5.5 Cost Estimates
The Consultant shall prepare program-level cost estimates per segment. Cost estimates will include project development, right of way, and construction.

- **Responsible Party:** Consultant

Task 5.6 Segment Phasing and Funding
The Consultant shall develop project segments based upon design, traffic, and safety information and must meet logical termini. The segments will then be analyzed based upon quantitative and qualitative data. This includes cost, right of way requirements, environmental impacts, safety, economic information, and input from the stakeholder coalition.

The results of Tasks 5.1 to 5.5 will be used to phase and prioritize the project segments. This information includes the traffic and safety data, preliminary environmental analysis, right of way data, conceptual design, and cost estimates.

The Consultant will also prepare a listing of potential funding options for the segment phases. The funding options will be analyzed to determine the best fit for each segment and probably funding requests. Funding programs analyzed will consist of federal and state programs, including STIP, RSTP, SB 1 programs, BUILD, InFRA, and others.

- **Responsible Party:** Consultant

Task	Deliverable
5.1	*Traffic and Safety Memo*
5.2	*Preliminary Environmental Analysis Memo*
5.3	*Right of Way Map*
5.4	*Concept Design*
5.5	*Program Level Cost Estimates*
5.6	*Phasing and Funding Plan*

6. Investment Plan

Task 6.1 Draft Investment Plan
From Tasks 3, 4, and 5, Consultant will develop a strategic investment plan; identifying next steps needed to implement the Plan. The draft plan will include, at a minimum:

1. Goals and Objectives
2. Summary of Stakeholder and Community Engagement
3. Economic Analysis Report
4. Traffic and Safety
5. Preliminary Environmental Analysis
6. Right of Way Needs
7. Conceptual Design
8. Cost Estimates for Project Development, Right of Way and Construction
9. Segment Phasing and Funding
10. Recommended Next Steps

The Consultant will provide 15 hard copies of the Draft Plan for distribution to the Project Team, Caltrans, LCTC Board, and Lassen County. Electronic copies will be provided to all participating stakeholders in the coalition.

- **Responsible Party:** Consultant

Task 6.2 Final Implementation Plan
The Consultant team will incorporate feedback from the project stakeholder into a Final Plan. The Consultant will provide 1 CD of all final deliverables and 15 hard copies of the Final Plan for Project Team, Caltrans, LCTC Board, and Lassen County. Electronic copies will be provided to all participating stakeholders in the coalition.

- **Responsible Party:** Consultant

Task	Deliverable
6.1	*Draft Plan (15 hard copies); Project Team Review and Comments*
6.2	*Final Plan (1 CD of all final deliverables and 15 hard copies)*

7. Grant Management

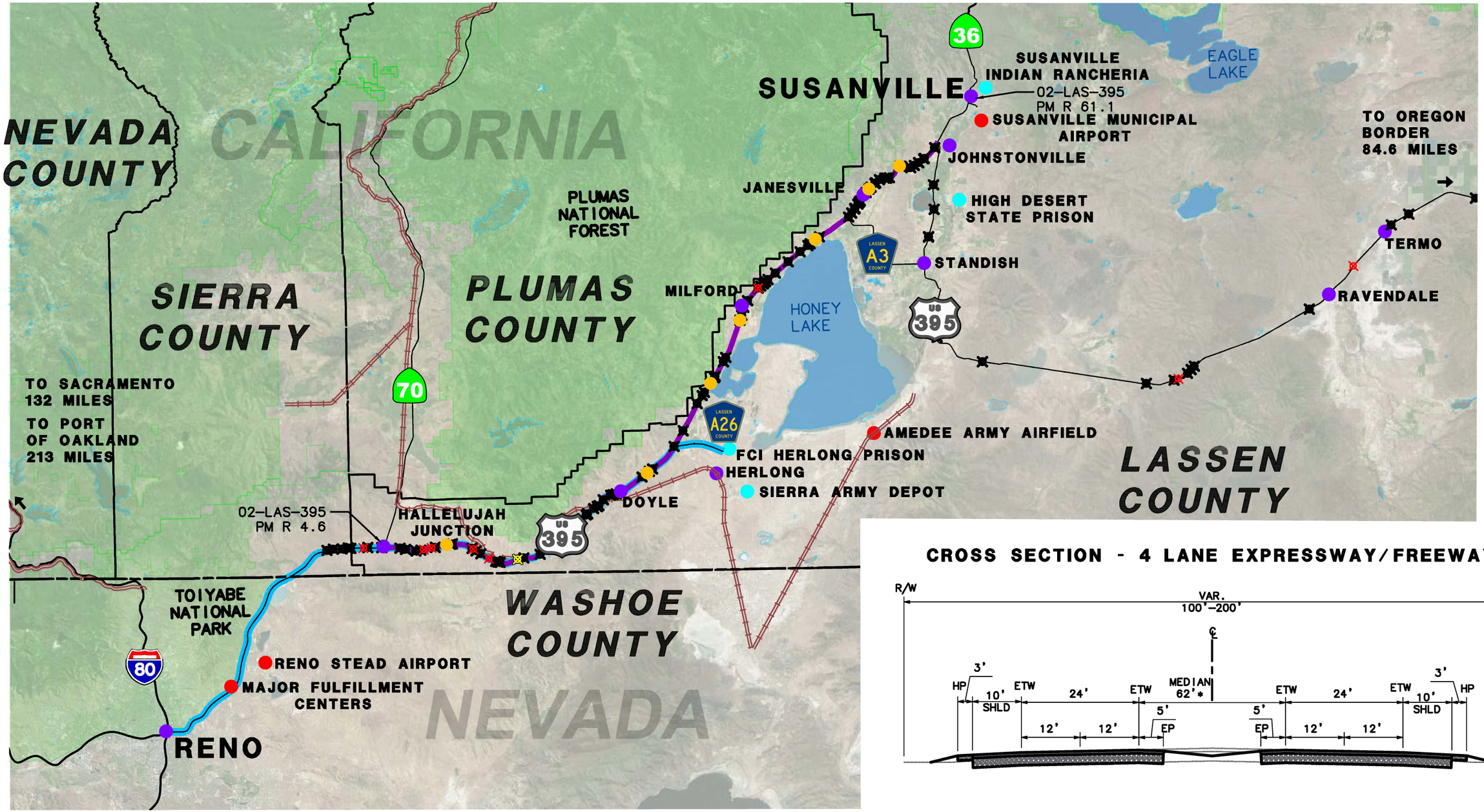
Task 7.1 Invoice Package
LCTC will prepare and submit complete invoice packages to Caltrans staff based on milestone completion—at least quarterly, but no more frequently than monthly.

- **Responsible Party:** LCTC

Task 7.2 Quarterly Report
LCTC will prepare and submit quarterly reports to Caltrans staff providing a summary of project progress and grant/local match expenditures.

- **Responsible Party:** LCTC

Task	Deliverable
6.1	*Caltrans Invoice Packages*
6.2	*Quarterly Reports*



CROSS SECTION - 4 LANE EXPRESSWAY/FREEWAY

APPROXIMATE CONSTRUCTION COST: $4.4 MILLION PER MILE
*MEDIAN WIDTH CAN VARY IN RESTRICTIVE CONDITIONS.

LEGEND

- NON FATAL COLLISION LOCATION (SOURCE: CALIFORNIA TIMS – 2007 TO 2017)
- FATAL COLLISION LOCATION (SOURCE: CALIFORNIA TIMS – 2007 TO 2017)
- 2018 FATAL COLLISION
- EXISTING PASSING OPPORTUNITY
- PROJECT LIMITS
- POINTS OF INTEREST
- BUSINESS FACILITY
- RAIL LINE
- TOWN/CITY/COMMUNITY
- STRAHNET (395 AND A-26)

NOVEMBER 2018

NO SCALE

US ROUTE 395
PROJECT LIMITS & CROSS SECTION

MATTHEW C BOYER AND ASSOCIATES

LASSEN COUNTY TRANSPORTATION COMMISSION

MARK THOMAS

California Department of Transportation
Transportation Planning Grants
Fiscal Year 2019-20

PROJECT TIMELINE (Template)

Project Title	US 395 Strategic Corridor Investment Analysis						Grantee	Lassen County Transportation Commissi																	
		Fund Source					Fiscal Year 2019/20											FY 2020/21									
Task Number		Responsible Party	Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	Deliverable
1	***Consultant Procurement***																														
1.1	RFP for Consultant Services	LCTC	$2,500.00	$2,000.00	$500.00																										Procurement, Selection Checklist
1.2	Board Approval and Contract Execution	LCTC	$1,000.00	$800.00	$200.00																										Resolution Approving Consultant Contract, Executed Consultant Contract
2	***Project Initiation***																														
2.1	Project Kick-off and Monthly TAC Meetings	LCTC/Consultant	$7,500.00	$6,000.00	$1,500.00																										Kick-Off Meeting and Monthly Meeting Agendas and Notes
2.2	Meeting with Caltrans	LCTC/Consultant	$4,518.24	$4,000.00	$518.24																										Caltrans Meeting Notes
3	***Stakeholder and Community Engagement***																														
3.1	Stakeholder Workshops	LCTC/Consultant	$6,250.00	$5,000.00	$1,250.00																										Summary Notes from Stakeholder Workshops
3.2	Community Engagement	LCTC/Consultant	$6,250.00	$5,000.00	$1,250.00																										Summary Notes from Community Engagement
4	***Economic Analysis***																														
4.1	Characterize Socioeconomic Conditions and Economic Development Initiatives	Consultant	$15,000.00	$12,000.00	$3,000.00																										Economic Analysis Report
4.2	Assess Construction Economic Impacts	Consultant	$18,750.00	$15,000.00	$3,750.00																										
4.3	Operational Economic Impacts	Consultant	$16,250.00	$13,000.00	$3,250.00																										
4.4	Economic Analysis Report	Consultant	$12,500.00	$10,000.00	$2,500.00																										
5	***Technical Analysis***																														
5.1	Traffic and Safety Analysis	Consultant	$27,500.00	$22,000.00	$5,500.00																										Traffic and Safety Memo
5.2	Environmental Analysis	Consultant	$22,500.00	$18,000.00	$4,500.00																										Preliminary Environmental Analysis Memo
5.3	Right of Way Requirements	Consultant	$6,250.00	$5,000.00	$1,250.00																										Right of Way Map
5.4	Conceptual Design	Consultant	$47,500.00	$38,000.00	$9,500.00																										Concept Design
5.5	Cost Estimates	Consultant	$12,500.00	$10,000.00	$2,500.00																										Program Level Cost Estimates
5.6	Segment Phasing and Funding	Consultant	$10,000.00	$8,000.00	$2,000.00																										Phasing and Funding Plan
6	***Investment Plan***																														
6.1	Draft Investment Plan	Consultant	$12,500.00	$10,000.00	$2,500.00																										Draft Plan, Project Team Review and Comments
6.2	Final Investment Plan	Consultant	$6,250.00	$5,000.00	$1,250.00																										Final Plan
7	***Grant Management***																														
7.1	Invoice Package	LCTC	$5,375.00	$4,300.00	$1,075.00																										Caltrans Invoice Packages
7.2	Quarterly Report	LCTC	$3,250.00	$2,600.00	$650.00																										Quarterly Reports
	TOTALS		$244,143.24	$195,700.00	$48,443.24	$0.00																									

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities.
Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____%

Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. The project timeline must be consistent with the scope of work.

Fiscal Year 2019-20
Caltrans Sustainable Transportation Planning
Strategic Partnerships Grant Application

Supplemental Information

PROJECT

US 395 STRATEGIC CORRIDOR INVESTMENT ANALYSIS

APPLICANT

LASSEN COUNTY TRANSPORTATION COMMISSION

US 395 Strategic Corridor Investment Analysis

Caltrans Sustainable Transportation Planning
Strategic Partnerships Grant Application

LETTERS OF SUPPORT

DEPARTMENT OF THE ARMY
SIERRA ARMY DEPOT
74 CURANT STREET
HERLONG CA 96113-5000

November 14, 2018

SUBJECT: Strategic Partnership Grants for US 395

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Avenue, Suite 100
Sacramento, CA 95815

Dear Mr. Boyer:

I write to express my strong support for the Lassen County Transportation Commission's application for a Strategic Partnership Grant administered by Caltrans to advance the long-overdue improvements to US 395 in Lassen County. We also support any efforts to enhance the depot access roads (A-25 and A-26).

US 395 is an important corridor for both the military and civilian staff who work at the Sierra Army Depot. It serves as the main north-south highway connecting the cities of Reno, Susanville, Alturas, and many of the small rural communities to employment, commerce and services. US 395 is also vital for the day-to-day operations for the Army Depot. The highway provides an essential alternative to US 101 and I-5, by linking Oregon and Nevada with California.

The importance of this corridor to the region and the emerging bi-state partnership supporting it cannot be understated. In July, Caltrans published a Transportation Concept Report for the US 395 corridor from the Nevada to Oregon borders. Specifically, the report identifies the stretch from Hallelujah Junction (SR 70) to the intersection of SR 36 as one that would benefit from improvements (widening from 2 to 4 lanes and other safety features), that would enhance goods movement, interregional mobility, and driver safety. Caltrans recently funded a planning grant to help the Lassen County Transportation Commission establish a broad group of stakeholders from local, regional and state agencies, state and federal legislators, tribal communities, Department of Defense, as well as from the private sector.

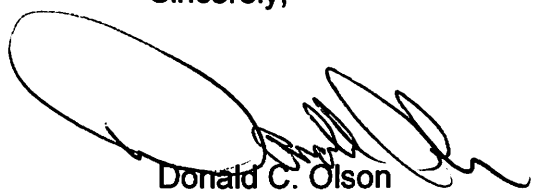
Caltrans funding this Strategic Planning Grant request is therefore the next logical step in perfecting the proposals in the concept report, as well as to help focus the efforts of the regional stakeholder base.

From the Army's perspective, the improvements being considered by the grant request are integral to our efforts to enhance the safety of the corridor for our civilian

employees and military staff who commute to and from the Army Depot on a daily basis. In addition, an improved corridor will ensure a reliable connection to the Army Depot in times of peace and conflict.

We are excited by the prospect of providing my employees with the much needed economic opportunities this effort will provide.

Sincerely,



Donald C. Olson
Deputy to the Commander

STATE OF CALIFORNIA
GOVERNOR'S MILITARY COUNCIL
ASSEMBLYMEMBER ROCKY CHÁVEZ, CHAIR

EDMUND G. BROWN, JR.
GOVERNOR

November 27, 2018

Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Avenue, Suite 100
Sacramento, CA 95815

Dear Mr. Boyer:

The California Governor's Military Council – comprised of retired flag and general officers, civic leaders, bipartisan state legislators and senior policymakers – identifies important policy issues and advises the Governor and State Legislature on national security and military affairs. We serve to protect and enhance U.S. military and national security operations in California, as well as support our service members, veterans and their families. We also coordinate the state's diverse advocacy efforts to underscore the unique national security value of California's military bases, national security activities, defense technology companies, and workforce to policymakers and the public, ensuring California speaks with a unified voice.

We, the appointed leadership of the Council, write to express our strong support for the Lassen County Transportation Commission's application for a Strategic Partnership Grant administered by the California Department of Transportation (Caltrans) to advance improvements to U.S. Route 395 in Lassen County. U.S. Route 395 is a major transportation artery of the northeastern part of California, connecting the cities of Reno, Susanville, Alturas, and many small rural communities to employment, commercial activity and critical services like state and federal correctional facilities and Amazon shipment centers among others. The highway provides an essential alternative to U.S. Route 101 and Interstate 5, by linking Oregon and Nevada with California.

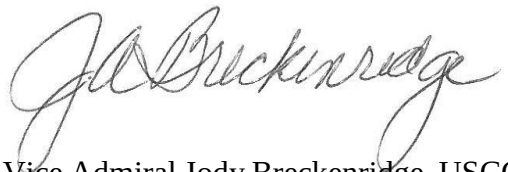
In addition to its civilian uses, U.S. Route 395 is a critical corridor for both the military and civilian staff who work at Sierra Army Depot, a military storage and fulfillment facility that serves as one of the two main economic engines of Lassen County and northeastern California. The route is vital for day-to-day operations of the Depot, and is the only way for personnel and goods to get on post. U.S. Route 395 is so vital to our nation's security, that the Federal Highway Administration has designated the stretch between Reno and the Depot as part of the Strategic Highway Network, roads identified as being critical to the Department of Defense's domestic operations. Leadership at Sierra Army Depot have consistently ranked enhancements to this stretch of highway as being among their top priorities for ensuring mission sustainability at the Depot.

In July 2018, Caltrans published a Transportation Concept Report for the U.S. Route 395 corridor from the Nevada to the Oregon border that identifies the stretch from Hallelujah Junction (SR 70) to the intersection of SR 36 as one that would benefit from improvements and enhanced safety features, such as widening from 2 to 4 lanes. These changes are set to enhance goods movement, interregional mobility, and driver safety. Caltrans recently funded a planning grant to help the Lassen County Transportation Commission establish a broad group of stakeholders from local, regional and state agencies, state and federal legislators, tribal communities, the Department of Defense, as well as from the private sector. The funding of this Strategic Planning Grant request is, therefore, the next logical step in perfecting the proposals in the concept report, as well as focus the efforts of the formidable stakeholder base assembled by Lassen County.

Enhancements to U.S. Route 395 are critical to maintaining the economic viability of northeastern California, the safety of our citizens, and continued national security operations at Sierra Army Depot. We urge Caltrans to fund this proposal.

Sincerely,

Colonel Rocky Chávez, USMC, Retired
Chair, Governor's Military Council
Assemblymember, CA-76



Vice Admiral Jody Breckenridge, USCG, Retired
Vice Chair, Governor's Military Council

CC: Lieutenant Colonel Benjamin G. Johnson, Commander, Sierra Army Depot
Tom Hammond, County Supervisor—District 5, Lassen County Board of Supervisors

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
Susanville Area
472-400 Diamond Crest Road
Susanville, CA 96130-5001
Office: 530-252-1800
Fax: 530-257-4223
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

November 20, 2018

File No.: 140.16735.16735

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Avenue, Suite 100
Sacramento, CA 95815

Re: Strategic Partnership Grants for US 395

Dear Mr. Boyer:

I write to express my strong support for the Lassen County Transportation Commission's application for a Strategic Partnership Grants administered by Caltrans to advance the long-overdue improvements to US 395 in Lassen County.

It serves as the main north-south highway connecting the cities of Reno, Susanville, Alturas, and many small rural communities to employment, commerce and services. US 395 is also vital for the day-to-day operations for the Army Depot, State and Federal correctional Facilities, Amazon fulfillment centers, and many more. The highway provides an essential alternative to US 101 and I-5, by linking Oregon and Nevada with California.

The importance of this corridor to the region and the emerging bi-state partnership supporting it cannot be understated. In July, Caltrans published a Transportation Concept Report for the US 395 corridor from the Nevada to Oregon borders. Specifically, the report identifies the stretch from Hallelujah Junction (SR 70) to the intersection of SR 36 as one that would benefit from improvements (widening from 2 to 4 lanes and other safety features), that would enhance goods movement, interregional mobility, and driver safety. Caltrans recently funded a planning grant to help the Lassen County Transportation Commission establish a broad group of stakeholders from local, regional and state agencies, state and federal legislators, tribal communities, Department of Defense, as well as from the private sector.

From the California Highway Patrol's perspective, the improvements being considered by the grant request, are integral to our efforts to enhance the driving safety of the corridor for both drivers and goods movement.

If you have any questions or concerns regarding this letter, please contact me or Sergeant Linda Powell at (530) 252-1800.

Sincerely,

S. RICHARDS, Captain
Commander

November 14, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Avenue, Suite 100
Sacramento, CA 95815

Re: Strategic Partnership Grants for US 395

Dear Mr. Boyer:

I write to express my strong support for the Lassen County Transportation Commission's application for a Strategic Partnership Grants administered by Caltrans to advance the long-overdue improvements to US 395 in Lassen County.

US 395 serves as the main north-south highway connecting the cities of Reno, Susanville, Alturas, and many small rural communities to employment, commerce and services. US 395 is also vital for the day-to-day operations for the Army Depot, State and Federal correctional Facilities, Amazon fulfillment centers, and many more. The highway provides an essential alternative to US 101 and I-5, by linking Oregon and Nevada with California.

The importance of this corridor to the region and the emerging bi-state partnership supporting it cannot be understated. In July, Caltrans published a Transportation Concept Report for the US 395 corridor from the Nevada to Oregon borders. Specifically, the report identifies the stretch from Hallelujah Junction (SR 70) to the intersection of SR 36 as one that would benefit from improvements (widening from 2 to 4 lanes and other safety features), that would enhance goods movement, interregional mobility, and driver safety. Caltrans recently funded a planning grant to help the Lassen County Transportation Commission establish a broad group of stakeholders from local, regional and state agencies, state and federal legislators, tribal communities, Department of Defense, as well as from the private sector.

Caltrans funding this Strategic Planning Grant request is therefore the next logical step in perfecting the proposals in the concept report, as well as focus the efforts of the formidable stakeholder base being assembled presently.

From my perspective, the improvements being considered by the grant request, are integral to our efforts to enhance economic opportunities for my constituents by providing improved access to the jobs at the Army Depot, the Correctional Facilities, as well as other locations along US 395. In addition, a safer driving experience for everyone using the US 395 corridor cannot be understated.

I am excited by the prospect of providing my constituents with improved access to jobs in the US 395 corridor, as well as enhancing the safety for all drivers who use that route every day.

Sincerely, Tom Hammond
District 5 Supervisor
Lassen Co.

SUSANVILLE INDIAN RANCHERIA

November 14, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Avenue, Suite 100
Sacramento, CA 95815

Re: Strategic Partnership Grants for US 395

Dear Mr. Boyer:

The Susanville Indian Rancheria expresses its strong support for the Lassen County Transportation Commission's application for a Strategic Partnership Grants administered by Caltrans to advance the long-overdue improvements to US 395 in Lassen County.

US 395 is an important corridor for our tribal citizens and well as our employees. It serves as the main north-south highway connecting the cities of Reno, Susanville, Alturas, and many small rural communities to employment, commerce and services. US 395 is also vital for the day-to-day operations of the Sierra Army Depot, State and Federal Correctional Facilities, Susanville Indian Rancheria Corporation (SIRCO), Amazon fulfillment centers, and many more. The highway provides an essential alternative to US 101 and I-5, by linking Oregon and Nevada with California.

The importance of this corridor to the region and the emerging bi-state partnership supporting it cannot be understated. In July, Caltrans published a Transportation Concept Report for the US 395 corridor from the Nevada to Oregon borders. Specifically, the report identifies the stretch from Hallelujah Junction (SR 70) to the intersection of SR 36 as one that would benefit from improvements (widening from 2 to 4 lanes and other safety features). These improvements will enhance goods movement, interregional mobility, and driver safety. Caltrans recently funded a planning grant to help the Lassen County Transportation Commission establish a broad group of stakeholders from local, regional and state agencies, state and federal legislators, tribal communities, Department of Defense, as well as from the private sector.

Caltrans funding this Strategic Planning Grant request is therefore the next logical step in perfecting the proposals in the concept report, as well as focus the efforts of the formidable stakeholder base being assembled presently.

From the Susanville Indian Rancheria's perspective, the improvements being considered by the grant request, are integral to our efforts to enhance economic opportunities for our

members by providing access to the jobs at the Army Depot, the Correctional Facilities, the Susanville Indian Rancheria Corporation offices and manufacturing facilities, as well as other locations along US 395. We also recognize that the benefits will accrue to the rest of the region, which can only be a positive for everyone here in Lassen County.

We are excited by the prospect of providing our tribal members with much needed economic opportunities this effort will provide.

Sincerely,

Deana M. Bovée
Tribal Chairwoman

Lassen Transit Service Agency

LARRY MILLAR, *Executive Director*
DAVID KNAUT, *Assistant Transportation Planner*

LTSA
LASSEN TRANSIT SERVICE AGENCY

707 Nevada Street, Suite 4
Susanville, CA 96130

☎ 530 / 251-8305
FAX: 530 / 251-2675
lassentransportation.com

November 26, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Avenue, Suite 100
Sacramento, CA 95815

Re: Strategic Partnership Grants for US 395

Dear Mr. Boyer:

I write to express my strong support for the Lassen County Transportation Commission's application for a Strategic Partnership Grants administered by Caltrans to advance the long-overdue improvements to US 395 in Lassen County.

It serves as the main north-south highway connecting the cities of Reno, Susanville, Alturas, and many small rural communities to employment, commerce and services. US 395 is also vital for the day-to-day operations for the Army Depot, State and Federal correctional Facilities, Amazon fulfillment centers, and many more. The highway provides an essential alternative to US 101 and I-5, by linking Oregon and Nevada with California.

The importance of this corridor to the region and the emerging bi-state partnership supporting it cannot be understated. In July, Caltrans published a Transportation Concept Report for the US 395 corridor from the Nevada to Oregon borders. Specifically, the report identifies the stretch from Hallelujah Junction (SR 70) to the intersection of SR 36 as one that would benefit from improvements (widening from 2 to 4 lanes and other safety features), that would enhance goods movement, interregional mobility, and driver safety. Caltrans recently funded a planning grant to help the Lassen County Transportation Commission establish a broad group of stakeholders from local, regional and state agencies, state and federal legislators, tribal communities, Department of Defense, as well as from the private sector.

Caltrans funding this Strategic Planning Grant request is therefore the next logical step in perfecting the proposals in the concept report, as well as focus the efforts of the formidable stakeholder base being assembled presently.

From the Lassen Transit Service Agency, the improvements being considered by the grant request, are integral to our efforts to enhance the safety of transit services in the corridor as well as for both drivers and goods movement. In addition, the improvements will facilitate movement of first responders, as well as military personnel at the Sierra Army Depot.

I am excited by the prospect of providing drivers of all kinds with the safe driving experience this project proposes.

Sincerely,

David Knaut
Transportation Planner

US 395 Strategic Corridor Investment Analysis

Caltrans Sustainable Transportation Planning
Strategic Partnerships Grant Application

GRAPHICS

MARK THOMAS

PHOTO 1 - US 395 SR 70 Junction (Looking North):

PHOTO 2 - Doyle Grade Road – Doyle (Looking North):

PHOTO 3 - County Road A26 to Herlong (Looking West):

PHOTO 4 – Milford Grade Road – Milford (Looking West):

PHOTO 5 – US 395 SR 36 Junction – Johnstonville (Looking West):

US 395 Strategic Corridor Investment Analysis

Caltrans Sustainable Transportation Planning
Strategic Partnerships Grant Application

SAFETY DATA

From TIMS Data		
Collison Type		
Head On	17	A
Sideswipe	12	B
Rear End	14	C
Broadside	17	D
Hit Object	33	E
Overturned	34	F
Vehicle/Pedestrian	1	G
Other	14	H
Not Stated	0	- -
Total	142	
Collison Involved with Trucks		
Trucks Accident	15	
Total Accidents	142	

From SWITRS Data PDO only		
Collison Type		
Head On	3	A
Sideswipe	13	B
Rear End	14	C
Broadside	8	D
Hit Object	77	E
Overturned	21	F
Vehicle/Pedestrian	0	G
Other	69	H
Not Stated	0	- -
Total	205	
Collison Involved with Trucks		
Trucks Accident	25	
Total Accidents	205	

COLLISION TYPE	
Total Head-On	**20**
Total Sideswipe	**25**
Total Rear End	**28**
Total Broadside	**25**
Total Hit Object	**110**
Total Overturned	**55**
Total Vehicle/Pedestrian	**1**
Total Other	**83**
Total Not State	**0**
Total Collisions	**347**
Total Accidents w/ Trucks	**40**
Percent of Tucks in Accidents	**11.5%**

COLLISION SEVERITY			
	Property Damage Only	**Injury**	**Fatality**
TIMS	**0**	**134**	**8**
SWITRS	**205**	**0**	**0**
Total	**205**	**134**	**8**

CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	KILLED	INJURED	WEATHER1	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	STROUTE	POSTMILE	PARTIES	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL	BICINJ
6858039	-120.0394277	39.7577876	2015	1800	0	1	A	RT 395	RT 70	6336	S	N	3/14/2015	625	395	3.42	1	1	0	0	0	0	0	0
6827917	-120.269522	40.1368328	2015	1800	0	1	B	RT 395	HERLONG ACCESS RD	7920	N	N	2/6/2015	555	395	35.98	1	0	0	1	0	0	0	0
6718394	-120.4085798	40.8281451	2015	1800	1	2	B	RT 395	COUNTRY ROAD 513	19008	S	N	1/27/2015	1150	395	111.61	1	1	1	0	0	0	0	0
6292188	-120.0340015	39.8717422	2015	1800	1	1	A	RT 395	POZZOLAN RD	6336	N	N	3/15/2015	540	395	11.33	2	0	0	1	0	0	0	0
6854282	-120.2531262	40.636949	2014	1800	1	5	A	RT 395	SECRET VALLEY REST A	2112	S	N	7/5/2014	642	395	96.1	1	0	4	1	0	0	0	0
6781050	-120.0783796	39.9944649	2014	1800	0	2	B	RT 395	HALL RD	3168	S	N	12/30/2014	1508	395	21.33	2	0	0	2	0	0	0	0
6760214	-120.0390254	39.773002	2014	1800	0	1	B	RT 395	RT 70	1056	S	N	12/11/2014	1411	395	4.471	1	0	1	0	0	0	0	0
6753650	-120.5085442	40.2944403	2014	1800	0	2	A	RT 395	SEARS RD	0		Y	12/23/2014	1105	395	53.1	2	1	0	1	0	0	0	0
6752186	-120.0397114	39.7456299	2014	1800		1	B	RT 395	COUNTRY LN	2112	N	N	12/24/2014	1925	395	2.58	1	0	1	0	0	0	0	0
6717248	-120.4993404	40.3766418	2014	1800	0	1	A	RT 395	BYERS PASS RD	3696	S	N	11/6/2014	1015	395	65.96	1	0	1	0	0	0	0	0
6712476	-120.0245837	39.9436857	2014	1800	0	1	A	RT 395	S CONSTANTIA RD	3168	S	N	11/11/2014	1610	395	16.78	1	0	0	1	0	0	0	0
6710640	-120.5085754	40.294426	2014	1800	0	1	B	RT 395	SEARS RD	0		Y	10/15/2014	1657	395	853.1	2	0	0	1	0	0	0	0
6710632	-120.5709034	40.3662937	2014	1800	0	3	B	US 395	DIANE DR	3168	S	N	10/14/2014	1730	395	59.46	3	0	1	2	0	0	0	0
6710583	-120.5716167	40.3670192	2014	1800	0	2	F	US 395	DIANE DR	4224	S	N	10/14/2014	1439	395	59.52	2	0	0	2	0	0	0	0
6700890	-120.0331631	39.809709	2014	1800	0	1	A	RT 395	RT 70	11616	N	N	10/26/2014	1630	395	6.97	2	0	0	1	0	0	0	0
6664431	-120.3660096	40.1691116	2014	1800	0	2	A	RT 395	MILFORD GRD	0		Y	8/18/2014	1608	395	41.91	2	0	0	2	0	0	0	0
6659635	-120.2705097	40.654337	2014	1800	0	1	A	RT 395	KARLO RD	23760	N	N	10/5/2014	1200	395	97.64	1	0	1	0	0	0	0	0
6659148	-120.2473576	40.6022024	2014	1800	0	1	B	RT 395	KARLO RD	10032	N	N	9/28/2014	1010	395	93.85	1	0	1	0	0	0	0	0
6659140	-120.5372485	40.3131514	2014	1800	0	2	A	RT 395	MAIN ST	0		Y	9/19/2014	1730	395	55.18	2	0	1	1	0	0	0	0
6657419	-120.1055782	40.0213186	2014	1800	0	1	A	RT 395	DOYLE GRADE	2640	S	N	8/26/2014	1245	395	23.72	1	0	1	0	0	0	0	0
6648405	-120.5246142	40.3033193	2014	1800	0	2	A	RT 395	CHURCH ST	450	N	N	9/16/2014	1740	395	54.21	2	0	0	2	0	0	0	0
6594896	-120.5611196	40.3408102	2014	1800	0	1	A	RT 395	BASS HILL RD	100	N	N	8/17/2014	2025	395	57.58	2	1	0	0	0	0	0	0
6594892	-120.3190692	40.3772379	2014	1800	0	1	A	RT 395	WENDEL RD	1056	S	N	8/19/2014	812	395	76.69	1	1	0	0	0	0	0	0
6566844	-120.1939769	40.1009848	2014	1800	0	1	A	RT 395	COUNTY RD A-26	6864	N	N	6/16/2014	55	395	31.2	2	1	0	0	0	0	0	0
6566828	-120.5019397	40.2907562	2014	1800	0	2	B	RT 395	JANESVILLE GRADE	0		Y	7/21/2014	1455	395	52.65	2	0	2	0	0	0	0	0
6566824	-120.5657379	40.3607561	2014	1800	0	1	A	RT 395	JOHNSTONVILLE DUMI	4224	N	N	7/23/2014	1545	395	59.01	2	0	0	1	0	0	0	0
6557864	-120.0377133	39.7925227	2014	1800	0	1	A	RT 395	RT 70	2640	N	N	7/7/2014	1506	395	5.78	2	0	0	1	0	0	0	0
6517488	-120.031518	39.8746394	2014	1800	0	1	A	RT 395	RED ROCK RD	14995	S	N	6/9/2014	1243	395	11.58	1	0	1	0	0	0	0	0
6517433	-120.0383278	39.720496	2014	1800	0	1	A	RT 395	COUNTRY LN	5280	S	N	6/15/2014	1042	395	0.84	2	0	0	1	0	0	0	0
6510175	-120.4892676	41.0150857	2014	1800	0	1	A	RT 395	ANTELOPE DR	600	S	N	5/31/2014	1420	395	126.54	1	1	0	0	0	0	0	0
6495738	-120.2659001	40.6509136	2014	1800	0	1	A	RT 395	SECRET VALLEY REST A	4224	N	N	5/30/2014	1119	395	97.3	2	0	0	1	0	0	0	0
6484955	-120.5608408	40.3420399	2014	1800	0	1	A	RT 395	BASS HILL RD	528	N	N	5/4/2014	1415	395	57.66	2	0	0	1	0	0	0	0
6484951	-120.5340908	40.3764128	2014	1800	0	1	A	RT 395	BUFFUM LN	1056	S	N	5/5/2014	502	395	64.09	2	0	1	0	0	0	0	1
6465289	-120.4906544	40.2841287	2014	1800	0	1	A	RT 395	COUNTY RD A-3	0		Y	4/3/2014	530	395	51.87	2	0	1	0	0	0	0	0
6459145	-120.3477888	40.1647599	2014	1800	0	1	A	RT 395	MILFORD GRD	10190	S	N	4/29/2014	2328	395	40.82	1	1	0	0	0	0	0	0
6440298	-120.2316877	40.1168018	2014	1800	0	1	B	RT 395	COUNTY ROAD A 25	5280	S	N	3/9/2014	1516	395	33.5	2	0	0	1	0	0	0	0
6440290	-120.5085442	40.2944403	2014	1800	0	2	A	RT 395	SEARS RD	0		Y	3/18/2014	1525	395	53.1	2	0	0	2	0	0	0	0
6906101	-120.4540282	40.2421144	2015	1800	0	1	A	RT 395	HONEY VIEW LN	528	N	N	4/9/2015	2010	395	48.6	1	0	0	1	0	0	0	0
6906177	-120.0145155	39.9002707	2015	1800	0	3	A	RT 395	RED ROCK RD	3696	S	N	4/22/2015	716	395	13.64	1	0	0	3	0	0	0	0
6945982	-120.4514632	40.2395711	2015	1800	0	1	A	RT 395	HONEY VIEW LN	100	N	N	5/10/2015	1810	395	48.39	1	0	0	1	0	0	0	0
6945994	-120.5372485	40.3131514	2015	1800	0	4	A	RT 395	MAIN ST	0		Y	5/4/2015	1420	395	55.18	2	1	3	0	0	0	0	0
6953934	-120.4045087	40.1958604	2015	1800	0	3	A	RT 395	WRAN RD	35	S	N	6/9/2015	955	395	44.66	2	0	0	3	0	0	0	0
6960521	-120.13768	40.063653	2015	1800	0	3	B	RT 395	LAVER XING	3168	N	N	4/1/2015	1822	395	27.19	2	3	0	0	0	0	0	0
7012301	-120.561931	40.3559771	2015	1800	0	2	A	RT 395	JOHNSTONVILLE DUMI	1584	N	N	7/1/2015	1707	395	58.64	2	0	1	1	0	0	0	0
90006094	-120.1301346	40.0556335	2015	1800	0	1	A	US 395	LAVER CROSSING	475	S	N	7/26/2015	1900	395	0	1	0	0	1	0	0	0	0
90007043	-120.4871521	41.1175575	2015	1800	0	1	C	US-395	ASH VALLEY ROAD	24816	N	N	8/2/2015	1855	395	0	1	0	1	0	0	0	0	0
90010685	-120.0394135	39.7367859	2015	1800	0	2	B	US 395 S/B	COUNTRY LANE	240	S	N	8/19/2015	1731	395	0	2	0	0	2	0	0	0	0
90010979	0	0	2015	1800	0	3	A	US 395	COWBOY JOE RD.	2640	S	N	8/19/2015	1238	395	0	2	0	0	3	0	0	0	0
90020591	-120.4605331	40.3700638	2015	1800	0	1	A	US 395	PAGUEGUI LN.	300	N	N	9/9/2015	630	395	0	1	1	0	0	0	0	0	0
90024790	-120.0415039	39.8471565	2015	1800	0	2	A	US 395	POZZOLAN RD.	1584	S	N	9/17/2015	1547	395	0	2	0	0	2	0	0	0	0

CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	KILLED	INJURED	WEATHER1	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	STROUTE	POSTMILE	PARTIES	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL	BICINJ
90025825	-120.0341949	39.8149605	2015	1800	0	2	A	US-395	POZZOLAN ROAD	12672	S	N	9/27/2015	1118	395	0	2	0	2	0	0	0	0	0
90036017	-120.0151825	39.8979797	2015	1800	0	2	B	US-395	RED ROCK RD	4752	S	N	10/17/2015	640	395	0	2	0	2	0	0	0	0	0
90037926	0	0	2015	1800	0	1	A	U.S. 395	HALL ROAD	7392	S	N	10/5/2015	1720	395	0	1	0	1	0	0	0	0	0
90045037	0	0	2015	1800	0	2	B	US-395	STUART LN.	0		Y	10/23/2015	610	395	0	2	0	1	1	0	0	0	0
90053757	0	0	2015	1800	0	2	B	US-395	BYERS PASS RD	2957	S	N	11/10/2015	422	395	0	1	0	2	0	0	0	0	0
90057129	-120.0161057	39.8955307	2015	1800	0	1	B	US 395	RED ROCK ROAD	4752	S	N	11/15/2015	2003	395	0	1	0	0	1	0	0	0	0
90062392	-120.0357742	39.7985611	2015	1800	0	9	B	US 395	SR-70	7920	N	N	11/24/2015	1627	395	0	2	5	3	1	0	0	0	0
90063662	-120.5095978	41.1692085	2015	1800	0	1	D	US 395 N/B	DRY CREEK	7920	N	N	11/24/2015	1300	395	0	1	0	0	1	0	0	0	0
90067421	-120.4290314	40.2180519	2015	1800	0	3	B	US-395	LITTLE RANCH RD.	120	N	N	12/4/2015	520	395	0	2	0	0	3	0	0	0	0
90067448	0	0	2015	1800	0	1	B	US 395	BYERS PASS ROAD	528	N	N	12/2/2015	1614	395	0	1	0	0	1	0	0	0	0
90068413	-120.3752441	40.1733971	2015	1800	0	2	B	US-395	LOUNSBURY LN	0		Y	11/24/2015	1910	395	0	2	0	0	2	0	0	0	0
90073085	-120.0377426	39.830616	2015	1800	0	1	B	US 395	POZZOLAN PLANT ROA	7920	S	N	12/13/2015	2250	395	0	1	0	0	1	0	0	0	0
90080716	-120.0871811	40.0026054	2015	1800	0	4	B	US 395	HALL ROAD	528	N	N	12/13/2015	1745	395	0	2	3	0	1	0	0	0	0
90084118	-120.3751373	40.1733284	2015	1800	0	1	B	US-395	LOUNSBURY RD	38	S	N	12/28/2015	1004	395	0	1	0	0	1	0	0	0	0
90087492	-120.5450821	40.3288345	2015	1800	0	1	B	US 395	SUNNYSIDE RD.	0		N	12/31/2015	735	395	0	1	0	0	1	0	0	0	0
90095868	0	0	2016	1800	0	3	B	US 395	DUMP ROAD	520	S	N	1/13/2016	1346	395	0	2	0	3	0	0	0	0	0
90098112	0	0	2016	1800	0	3	B	US 395	LAKE LEAVITT ROAD	308	S	N	1/10/2016	1610	395	0	2	1	1	1	0	0	0	0
90100510	-120.0799408	39.9959297	2016	1800	0	1	B	US 395	HALL RD.	2640	S	N	1/14/2016	735	395	0	1	1	0	0	0	0	0	0
90107014	-120.0367966	39.7135468	2016	1800	0	2	D	US-395 S/B	EVANS CANYON U/C	1056	N	N	1/31/2016	1725	395	0	1	1	1	0	0	0	0	0
90108787	-120.1070099	40.0273628	2016	1800	0	1	B	US 395	DOYLE LOOP	1584	S	N	1/29/2016	1030	395	0	1	0	0	1	0	0	0	0
90112769	-120.1062012	40.0239372	2016	1800	0	3	C	US 395	CONSTANTIA RD.	4224	N	N	1/29/2016	1418	395	0	2	0	2	1	0	0	0	0

CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	CALTRANS_COUNTY	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
3336026	2007	20070802	1840	RT 395	SUNNYSIDE RD	1056	S	N	LAS	395	56.16	0	0	0	3	A
3338159	2007	20070828	1125	RT 395	RED ROCK RD	16896	S	N	LAS	395	11.2	0	0	0	2	A
3364013	2007	20070907	630	RT 395	HERLONG ACCESS RD	7920	S	N	LAS	395	33.01	0	0	0	1	A
3364015	2007	20070831	450	RT 395	COUNTY ROAD A-25	7392	N	N	LAS	395	35.91	0	0	0	2	A
3364264	2007	20070905	825	RT 395	HALL RD	7920	S	N	LAS	395	20.43	0	0	0	2	A
3376422	2007	20071002	1500	RT 395	HERLONG ACCESS RD	2640	S	N	LAS	395	34.01	0	0	0	2	A
3400930	2007	20071002	545	DOYLE LOOP	RT 395	150	E	N	LAS	395	24.49	0	0	0	1	A
3428356	2007	20071005	1300	RT 395	RAKER RD	420	S	N	LAS	395	45.15	0	0	0	1	A
3463771	2007	20071029	1735	RT 395	RAMHORN RD	13728	N	N	LAS	395	102.6	0	0	0	1	A
3517701	2007	20071211	1445	RT 395	CHURCH ST	2640	N	N	LAS	395	54.57	0	0	0	3	A
3554755	2007	20071229	626	RT 395	LAKE CREST RD	8448	S	N	LAS	395	47.29	0	0	0	1	A
3554771	2007	20071228	540	RT 395	HONEY VIEW LN	1584	S	N	LAS	395	48.1	0	0	0	1	A
3554794	2007	20071214	2159	RT 395	JOHNSTONVILLE DUMP RD	4752	S	N	LAS	395	59.16	0	0	0	1	A
3557988	2008	20080203	1600	RT 395	COUNTY ROAD A-25	7656	S	N	LAS	395	32.98	0	0	0	1	A
3578824	2008	20080122	345	RT 395	MAIN ST	2640	N	N	LAS	395	55.71	0	0	0	1	A
3580534	2008	20080120	1845	RT 395	CHURCH ST	1584	S	N	LAS	395	53.8	0	0	0	1	A
3580538	2008			RT 395	LAUFFMAN RD	1848	S	N	LAS	395	39	0	0	0	2	A
3580546	2008			RT 395	LEVITT LN	2640	N	N	LAS	395	65.25	0	0	0	1	A
3590309	2008			RT 395	MILFORD GRD	1901	S	N	LAS	395	41.69	0	0	0	2	A
3590313	2008			RT 395	DOYLE LOOP RD	739	S	N	LAS	395	22.99	0	0	0	1	A
3590317	2008			RT 395	CO RD A-26	5808	N	N	LAS	395	31.01	0	0	0	1	A
3590498	2008	20080201	850	RT 395	MILFORD GRD	7920	S	N	LAS	395	40.3	0	0	0	1	A
3590510	2008	20080201	615	COUNTY ROAD A- 26	RT 395	200	E	N	LAS	395	29.84	0	0	0	1	A
3606251	2008	20080204	838	RT 395	RT 70	4752	S	N	LAS	395	3.75	0	0	0	1	A
3612531	2008	20080222	755	RT 395	COUNTRY LN	3696	N	N	LAS	395	2.8	0	0	0	1	A
3612535	2008	20080223	1910	RT 395	RED ROCK RD	1584	S	N	LAS	395	11.33	0	0	0	1	A
3622304	2008	20080129	1620	RT 395	SUNNYSIDE RD	1584	S	N	LAS	395	56.04	0	0	0	1	A
3626530	2008	20080201	820	RT 395	MILFORD GRD	2.2	S	N	LAS	395	37.2	0	0	0	1	A
3626550	2008	20080203	1905	RT 395	SCOTT RD	2640	N	N	LAS	395	16.46	0	0	0	1	A
3629558	2008	20080222	830	RT 395	RAM HORN SPRINGS CAMPG	2640	N	N	LAS	395	100.48	0	0	0	1	A
3665246	2008	20080315	545	RT 395	CONSTANTIA RD	528	S	N	LAS	395	17.27	0	0	0	1	A
3665262	2008	20080306	2340	RT 395	N CONSTANTIA RD	10560	S	N	LAS	395	22.53	0	0	0	1	A
3679725	2008	20080330	1015	RT 395	COUNTY ROAD A-3	900	N	N	LAS	395	52.04	0	0	0	1	A
3704340	2008	20080502	130	RT 395	FILLMAN RD	14784	S	N	LAS	395	117.88	0	0	0	1	A
3795189	2008	20080610	700	RT 395	RAMHORN SPRING RD	10560	N	N	LAS	395	102.03	0	0	0	1	A
3893014	2008	20080907	1705	RT 395	MAIN ST	2640	S	N	LAS	395	54.68	0	0	0	1	C
3905740	2008	20080719	1404	RT 395	POZZOLAN PLANT RD	5808	N	N	LAS	395	11.18	0	0	0	2	A
3989399	2008	20081204	2017	RT 395	MAIN ST	1150	N	N	LAS	395	55.4	0	0	0	1	A
4007912	2008	20081213	300	RT 395	MILFORD GRD	8976	S	N	LAS	395	40.02	0	0	0	1	A
4008190	2008	20081217	825	RT 395	KARLO RD	23232	N	N	LAS	395	97.1	0	0	0	1	A
4008247	2008	20081215	950	RT 395	CHURCH ST	500	S	N	LAS	395	53.94	0	0	0	1	A
4287556	2009	20090622	1200	RT 395	RT 70	3168	N	N	LAS	395	5.2	0	0	0	2	A
4469958	2009	20091116	1505	RT 395	HICKS RD	35	S	N	LAS	395	50.33	0	0	0	1	C
4469974	2009	20091117	1710	RT 395	DIANE DR	450	S	N	LAS	395	60.22	0	0	0	1	C
4470770	2009	20091004	815	RT 395	KARLO RD	5808	N	N	LAS	395	93.01	0	0	0	1	C
4470774	2009	20091002	712	RT 395	BASS HILL RD	3696	S	N	LAS	395	56.87	0	0	0	2	A
5050599	2010	20101219	745	RT 395	SUNNYSIDE RD	528	N	N	LAS	395	56.41	0	0	0	1	A
5050623	2010	20101215	115	RT 395	COUNTY RD A-25	5280	N	N	LAS	395	35.57	0	0	0	1	A
5050853	2010	20101217	1823	RT 395	RT 70	1056	N	N	LAS	395	4.83	0	0	0	1	A
4755096	2011	20110515	1657	RT 395	COUNTY ROAD A 25	1056	S	N	LAS	395	34.31	0	0	0	2	A
5065244	2011	20110111	2245	RT 395	SECRET VALLEY REST AREA	2640	S	N	LAS	395	96	0	0	0	1	A
5065264	2011	20110116	335	RT 395	RAMHORN SPRINGS RD	300	S	N	LAS	395	99.96	0	0	0	1	-
5065268	2011	20110119	2225	RT 395	MILFORD GRADE RD	1056	N	N	LAS	395	41.93	0	0	0	1	-
5075261	2011	20110129	1205	RT 395	RT 70	5808	S	N	LAS	395	3.51	0	0	0	1	A
5086298	2011	20110214	1955	RT 395	SEARS RD	2112	N	N	LAS	395	53.51	0	0	0	1	C
5086302	2011	20110217	855	RT 395	COUNTY RD A-26	3696	N	N	LAS	395	30.55	0	0	0	1	A
5097488	2011	20110101	1545	A 25	RT 395	102	E	N	LAS	395	34.51	0	0	0	2	A
5479318	2011	20111204	1740	RT 395	CO RD A26	40	N	N	LAS	395	29.84	0	0	0	2	A
5608877	2012	20120505	445	RT 395	TERMO GRASSHOPPER RD	5280	N	N	LAS	395	116.11	0	0	0	1	C
5799387	2012	20120803	600	RT 395	COUNTY ROAD A3	327	S	N	LAS	395	51.81	0	0	0	1	C

CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	CALTRANS_COUNTY	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
5816161	2013	20130314	2310	RT 395	RAKER PL	480	N	N	LAS	395	45.32	0	0	0	1	C
5889206	2013	20130111	1725	RT 395	JETER RD	30	S	N	LAS	395	50.78	0	0	0	1	A
5889214	2013	20130112	55	RT 395	DESERT PINE TRL	4224	S	N	LAS	395	46.29	0	0	0	1	A
5889218	2013	20130110	1125	RT 395	OLD HIGHWAY 59	8976	S	N	LAS	395	37.7	0	0	0	2	A
5889222	2013	20130110	545	RT 395	DOYLE LOOP	792	N	N	LAS	395	24.64	0	0	0	1	A
5900061	2013	20130116	1148	RT 395	LONG VALLEY UNDERCROSS	528	S	N	LAS	395	1.47	0	0	0	1	C
5904911	2013	20130126	839	RT 395	COWBOY JOE RD	3749	S	N	LAS	395	27.85	0	0	0	2	A
5904923	2013	20130115	1720	COUNTY RD A25	RT 395	200	E	N	LAS	395	34.51	0	0	0	2	A
5904951	2013	20130126	838	RT 395	COWBOY JOE RD	3696	S	N	LAS	395	27.7	0	0	0	1	A
5929682	2013	20130205	630	RT 395	WRAN RD	528	S	N	LAS	395	44.45	0	0	0	1	C
5980191	2013	20130127	740	RT 395	RT 70	4752	N	N	LAS	395	5.53	0	0	0	1	A
5994722	2013	20130126	700	RT 395	LAVER CROSSING RD	390	S	N	LAS	395	26.52	0	0	0	2	A
5995486	2013	20130305	614	RT 395	COUNTY ROAD A 25	8976	N	N	LAS	395	36.2	0	0	0	2	A
6001781	2013	20130210	1050	RT 395	MAIN ST	1056	N	N	LAS	395	55.37	0	0	0	1	C
6013059	2013	20130320	1335	RT 395	RT 70	39	S	N	LAS	395	4.416	0	0	0	2	A
6018983	2013	20130312	2245	RT 395	CR-A26	3696	N	N	LAS	395	30.54	0	0	0	1	C
6036453	2013	20130413	612	RT 395	RT 70	2112	N	N	LAS	395	4.98	0	0	0	1	C
6046182	2013	20130412	950	RT 395	RAKER PL	171	N	N	LAS	395	45.27	0	0	0	1	A
6046190	2013	20130422	1745	RT 395	HORSE LAKE RD	8448	S	N	LAS	395	105.2	0	0	0	1	C
6053060	2013	20130427	630	RT 395	COWBOY JOE RD	3696	N	N	LAS	395	29.2	0	0	0	1	C
6066803	2013	20130428	325	RT 395	MAIN ST	1848	S	N	LAS	395	54.8	0	0	0	1	A
6066815	2013	20130427	804	RT 395	COWBOY JOE RD	2640	N	N	LAS	395	28.97	0	0	0	1	C
6066819	2013	20130425	1315	RT 395	CO RD A-26	4752	N	N	LAS	395	30.8	0	0	0	1	C
6067700	2013	20130522	1300	RT 395	RT 70	10560	N	N	LAS	395	6.7	0	0	0	2	C
6074312	2013	20130806	550	RT 395	RAMHORN SPRINGS RD	4752	N	N	LAS	395	100.9	0	0	0	1	C
6074572	2013	20130805	530	RT 395	CHURCH ST	1584	N	N	LAS	395	54.4	0	0	0	1	C
6074588	2013	20130820	528	RT 395	LAKE CREST RD	1056	N	N	LAS	395	49.1	0	0	0	1	C
6081165	2013	20130523	1420	RT 395	BUFFUM LN	1584	S	N	LAS	395	63.99	0	0	0	2	A
6082357	2013	20130523	1201	RT 395	MODOC CO LINE	23760	S	N	LAS	395	134.5	0	0	0	2	A
6114661	2013	20130606	728	RT 395	WISTOS RD	216	N	N	LAS	395	69.41	0	0	0	2	A
6119287	2013	20130630	2015	RT 395	COUNTY ROAD A 3	1584	N	N	LAS	395	52.17	0	0	0	1	C
6119323	2013	20130622	5	RT 395	ASH VALLEY RD	800	N	N	LAS	395	129.35	0	0	0	1	C
6125953	2013	20130703	2245	RT 395	RED ROCK RD	11616	S	N	LAS	395	12.2	0	0	0	1	C
6134330	2013	20130624	2200	RT 395	ASH VALLEY RD	5280	N	N	LAS	395	130.2	0	0	0	1	C
6137505	2013	20130712	1730	RT 395	SEARS RD	10	S	N	LAS	395	53.09	0	0	0	1	C
6141953	2013	20130706	2120	RT 395	LOUNSBURY LN	528	S	N	LAS	395	44.22	0	0	0	1	C
6141961	2013	20130716	1855	RT 395	BUFFUM LN	20	N	N	LAS	395	64.29	0	0	0	1	A
6161465	2013	20130725	1125	RT 395	LEAVITT LN	5280	N	N	LAS	395	65.79	0	0	0	1	A
6161473	2013	20130724	2300	RT 395	VIEWLAND RD	528	S	N	LAS	395	79.98	0	0	0	1	A
6175297	2013	20130806	2135	RT 395	ANTELOPE RD	4224	N	N	LAS	395	127.6	0	0	0	1	C
6192405	2013	20130903	2340	RT 395	MILFORD GRADE	1056	S	N	LAS	395	39.15	0	0	0	1	C
6193495	2013	20130826	2205	RT 395	RACHEL DR	200	S	N	LAS	395	25.59	0	0	0	2	D
6203035	2013	20130917	2000	RT 395	TERMO/GRASSHOPPER RD	16368	S	N	LAS	395	112.22	0	0	0	1	C
6203557	2013	20130822	30	RT 395	OLD HWY	1056	N	N	LAS	395	25.51	0	0	0	1	A
6203569	2013	20130827	550	RT 395	COUNTY RD A3	528	S	N	LAS	395	51.77	0	0	0	1	C
6203578	2013	20130812	755	RT 395	DIANE DR	6336	S	N	LAS	395	58.97	0	0	0	2	A
6203582	2013	20130815	1415	RT 395	JOHNSTONVILLE DUMP RD	686	N	N	LAS	395	61.53	0	0	0	2	A
6217668	2013	20130907	2040	RT 395	MAIN ST	2640	S	N	LAS	395	54.68	0	0	0	1	C
6221207	2013	20130919	1110	RT 395	JOHNSTONVILLE RD	2112	N	N	LAS	395	61.86	0	0	0	2	C
6221208	2013	20130913	217	RT 395	A 25	1056	S	N	LAS	395	34.31	0	0	0	1	C
6232257	2013	20131005	1028	RT 395	HALL RD	10032	S	N	LAS	395	20.07	0	0	0	1	A
6252721	2013	20131030	1030	RT 395	BYERS PASS RD	528	N	N	LAS	395	66.65	0	0	0	1	A
6252722	2013	20131025	330	RT 395	STANDISH IRRIGATION CAN/	1584	N	N	LAS	395	62.54	0	0	0	1	A
6283142	2013	20131203	345	RT 395	COUNTY RD A-3	1954	S	N	LAS	395	51.52	0	0	0	2	A
6283154	2013	20131203	835	RT 395	SUNNYSIDE RD	0		Y	LAS	395	56.34	0	0	0	2	A
6308624	2013	20131213	1714	RT 395	DIANE DR	4224	S	N	LAS	395	39.47	0	0	0	1	C
6308628	2013	20131210	150	RT 395	WRAN RD	4752	N	N	LAS	395	45.64	0	0	0	1	C
6309794	2013	20131203	805	RT 395	SUNNYSIDE RD	1584	N	N	LAS	395	56.6	0	0	0	1	A
6309798	2013	20131202	1730	RT 395	CONSTANTIA RD	2640	N	N	LAS	395	17.88	0	0	0	1	C
6309802	2013	20131202	555	RT 395	JOHNSTONVILLE DUMP RD	1584	N	N	LAS	395	58.56	0	0	0	1	C

CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	CALTRANS_COUNTY	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
6318277	2013	20131227	730	RT 395	MILL ST	1584	N	N	LAS	395	42.3	0	0	0	1	A
6334077	2014	20140118	630	RT 395	RED ROCK RD	3696	S	N	LAS	395	13.66	0	0	0	2	A
6338341	2014	20140115	1722	RT 395	MILFORD GRADE	18480	S	N	LAS	395	38.54	0	0	0	2	C
6351609	2014	20140113	2215	RT 395	JETERS RD	0		N	LAS	395	50.8	0	0	0	1	C
6369210	2014	20140129	644	RT 395	MAIN ST	810	N	N	LAS	395	55.33	0	0	0	1	C
6369222	2014	20140128	2150	RT 395	MILFORD GRADE	3168	N	N	LAS	395	42.4	0	0	0	1	C
6369226	2014	20140131	2150	RT 395	CHURCH ST	528	N	N	LAS	395	54.2	0	0	0	1	C
6369246	2014	20140204	1145	RT 395	KARLO RD	2112	N	N	LAS	395	93.1	0	0	0	1	C
6372543	2014	20140208	856	RT 70	RT 395	1056	W	N	LAS	395	4.471	0	0	0	1	A
6378792	2014	20140209	1945	RT 395	ASH VALLEY RD	2112	N	N	LAS	395	129.57	0	0	0	1	A
6440564	2014	20140305	550	RT 395	CHURCH ST	2112	N	N	LAS	395	54.55	0	0	0	1	C
6448009	2014	20140416	720	RT 395	POZZOLAN RD	1	N	N	LAS	395	11.03	0	0	0	1	C
6455293	2014	20140413	910	RT 395	BYERS PASS RD	1056	N	N	LAS	395	66.7	0	0	0	1	A
6465342	2014	20140409	1405	RT 395	DESERT PINE TRL	2640	N	N	LAS	395	47.4	0	0	0	1	C
6465354	2014	20140414	1718	RT 395	JANESVILLE MAIN ST	0		Y	LAS	395	55.18	0	0	0	2	A
6488486	2014	20140428	600	RT 395	TERMO GRASSHOPPER RD	19008	S	N	LAS	395	111.72	0	0	0	1	C
6497590	2014	20140524	1825	RT 395	COUNTRY LN	1584	S	N	LAS	395	1.567	0	0	0	2	A
6510179	2014	20140608	2200	RT 395	DRY CREEK RD	1056	N	N	LAS	395	136.7	0	0	0	1	C
6525570	2014	20140607	625	RT 395	LEAVITT LN	1584	N	N	LAS	395	65.01	0	0	0	1	A
6543593	2014	20140626	1425	RT 395	FILLMAN RD	2640	N	N	LAS	395	12.2	0	0	0	2	C
6567240	2014	20140611	2315	RT 395	MILFORD GRADE RD	528	N	N	LAS	395	42.84	0	0	0	1	A
6570897	2014	20140715	1115	RT 395	FILLMAN RD	17424	S	N	LAS	395	117.41	0	0	0	1	A
6594770	2014	20140729	1310	RT 395	JOHNSTONVILLE RD	0		Y	LAS	395	61.46	0	0	0	2	A
6594781	2014	20140808	500	RT 395	COUNTY ROAD A 25	12672	N	N	LAS	395	36.92	0	0	0	1	C
6604325	2014	20140814	500	RT 395	MILFORD GRADE RD	528	S	N	LAS	395	39.25	0	0	0	1	C
6604329	2014	20140816	105	RT 395	SUNNYSIDE RD	188	S	N	LAS	395	56.3	0	0	0	1	A
6648396	2014	20141007	907	RT 395	JOHNSTONVILLE DUMP RD	800	N	N	LAS	395	61.4	0	0	0	2	C
6648400	2014	20141007	1010	RT 395	WENDEL RD	30	N	N	LAS	395	76.94	0	0	0	2	A
6648748	2014	20140930	620	RT 395	MAIN ST	1056	N	N	LAS	395	55.39	0	0	0	1	C
6656182	2014	20141006	2000	RT 395	JANESVILLE GRADE RD	2640	S	N	LAS	395	52.15	0	0	0	1	C
6656709	2014	20141020	1300	RT 395	DOYLE OVERHEAD	21120	S	N	LAS	395	19.97	0	0	0	2	C
6657411	2014	20140808	2335	RT 395	CO RD A 25	3168	N	N	LAS	395	35.1	0	0	0	2	A
6657423	2014	20140830	1530	RT 395	COUNTY ROAD A3	2640	S	N	LAS	395	51.35	0	0	0	2	C
6664010	2014	20141007	1929	RT 395	OAK TREE LN	1320	S	N	LAS	395	51	0	0	0	1	C
6664022	2014	20141008	630	RT 395	CR A25	10560	N	N	LAS	395	36.51	0	0	0	1	C
6710563	2014	20141014	1659	RT 395	DIANE DR	3696	S	N	LAS	395	59.6	0	0	0	2	A
6710575	2014	20141010	1930	RT 395	SPANISH SPRINGS RD	14256	N	N	LAS	395	102.62	0	0	0	1	C
6710636	2014	20141024	945	RT 395	MAIN ST	0		Y	LAS	395	55.18	0	0	0	1	C
6711728	2014	20141029	455	RT 395	RAMHORN SPRINGS RD	11616	S	N	LAS	395	97.8	0	0	0	1	C
6711760	2014	20141009	650	RT 395	MAIN ST	1056	N	N	LAS	395	55.38	0	0	0	1	C
6712480	2014	20141119	120	RT 395	CHURCH ST	200	S	N	LAS	395	54.06	0	0	0	1	C
6712487	2014	20141109	1900	RT 395	HICKS RD	200	S	N	LAS	395	50.3	0	0	0	1	C
6712491	2014	20141109	2105	RT 395	WALDRON LN	1056	N	N	LAS	395	62.2	0	0	0	1	C
6712495	2014	20141109	1715	RT 395	HONEY VIEW LN	2112	S	N	LAS	395	48.03	0	0	0	1	C
6712499	2014	20141106	1919	RT 395	DEER TRL	600	S	N	LAS	395	46.8	0	0	0	1	C
6717240	2014	20141116	1030	RT 395	SCOTT RD	528	N	N	LAS	395	16.46	0	0	0	1	C
6728627	2014	20141126	1420	RT 395	RT 70	9504	S	N	LAS	395	2.85	0	0	0	1	C
6738613	2014	20141205	625	RT 395	SOUTH FORK MT RD	30096	S	N	LAS	395	133.85	0	0	0	1	A
6753233	2014	20141230	845	RT 395	BRINGMAN RD	1320	S	N	LAS	395	1.469	0	0	0	1	A
6753630	2014	20141118	1300	RT 395	COUNTY RD A26	400	N	N	LAS	395	29.8	0	0	0	1	C
6753635	2014	20141230	530	RT 395	COUNTY ROAD A 26	40	N	N	LAS	395	29.85	0	0	0	1	C
6753654	2014	20141221	1700	RT 395	SIERRA ST	15	N	N	LAS	395	70.01	0	0	0	1	A
6753662	2014	20141206	1510	RT 395	KARLO RD	3696	N	N	LAS	395	93.4	0	0	0	1	A
6753671	2014	20141224	1840	RT 395	HICKS RD	528	N	N	LAS	395	50.54	0	0	0	1	A
6760659	2014	20141215	726	RT 395	BRINGMAN RD	1320	S	N	LAS	395	1.469	0	0	0	1	A
6775685	2014	20141230	527	RT 395	COUNTY RD A26	34	N	N	LAS	395	29.84	0	0	0	1	A
6775688	2014	20141217	2030	RT 395	DESERT PINE RD	439	N	N	LAS	395	47.17	0	0	0	1	-
6775691	2014	20141207	420	RT 395	BIRD FLAT RANCH	528	N	N	LAS	395	32.22	0	0	0	1	A
6827996	2014	20141220	1215	RT 395	CONSTANTIA RD	1056	S	N	LAS	395	17.18	0	0	0	2	A
6776334	2015	20150104	1700	RT 395	LEAVITT LN	4752	N	N	LAS	395	65.7	0	0	0	1	A

CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	CALTRANS_COUNTY	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
6786118	2015	20150112	2140	RT 395	SCOTT	171	N	N	LAS	395	1.12	0	0	0	1	A
6839499	2015	20150303	832	RT 395	FILLMAN RD	55	S	N	LAS	395	120.66	0	0	0	2	A
6843845	2015	20150215	630	RT 395	HONEY LAKE MOTOCROSS P	2640	S	N	LAS	395	37	0	0	0	1	C
6843849	2015	20150226	1350	RT 395	HALL RD	125	S	N	LAS	395	21.98	0	0	0	1	A
6846091	2015	20150126	2130	CONSTANTIA RD	RT 395	169	W	N	LAS	395	17.38	0	0	0	1	A
6848184	2015	20150228	530	RT 395	POZZOLAN RD	1056	S	N	LAS	395	9.63	0	0	0	1	A
6856678	2015	20150308	630	RT 395	ASH CREEK RD	8448	N	N	LAS	395	113.1	0	0	0	2	A
6872504	2015	20150331	622	RT 395	RED ROCK RD	528	S	N	LAS	395	14.3	0	0	0	1	C
6898538	2015	20150317	1755	RT 395	DIANE DR	0		Y	LAS	395	60.314	0	0	0	2	A
6903387	2015	20150419	2130	RT 395	SCOTT RD	1056	N	N	LAS	395	16.47	0	0	0	1	C
6917455	2015	20150330	410	RT 395	LAKE CREST RD	3168	N	N	LAS	395	49.1	0	0	0	1	C
6917459	2015	20150309	650	RT 395	DIANE DR	528	S	N	LAS	395	59.82	0	0	0	1	A
6946081	2015	20150517	130	RT 395	KARLO RD	7920	N	N	LAS	395	94.11	0	0	0	1	A
6946085	2015	20150514	1559	RT 395	COUNTY ROAD A 3	528	N	N	LAS	395	52.11	0	0	0	3	C
6946093	2015	20150521	1607	RT 395	CHURCH ST	600	N	N	LAS	395	52.05	0	0	0	1	C
6946101	2015	20150525	1625	RT 395	CHURCH ST	2112	S	N	LAS	395	53.95	0	0	0	1	A
6953938	2015	20150607	1240	RT 395	LAUFMAN RD	4752	N	N	LAS	395	40.08	0	0	0	3	A
6953942	2015	20150616	1010	RT 395	HICKS RD	1056	S	N	LAS	395	50.14	0	0	0	1	C
6954187	2015	20150526	1735	RT 395	RT 36	396	N	N	LAS	395	61.16	0	0	0	1	C
6954322	2015	20150607	1448	RT 395	COUNTY ROAD A3 STANDISH	2112	N	N	LAS	395	69.73	0	0	0	2	A
6954326	2015	20150614	1320	RT 395	HONEY LAKE MOTORCROSS	4594	N	N	LAS	395	38.87	0	0	0	1	A
6954358	2015	20150606	1030	RT 395	DESERT PINE TRL	100	S	N	LAS	395	46.8	0	0	0	1	A
6954385	2015	20150614	2115	RT 395	CHURCH ST	5280	S	N	LAS	395	53.31	0	0	0	1	C
6960025	2015	20150429	2500	RT 395	LAUFMAN RD	5280	S	N	LAS	395	39.26	0	0	0	1	D
6962658	2015	20150603	1425	RT 395	RT 70	7920	N	N	LAS	395	6.02	0	0	0	2	A

SWITRS Collision Raw Data Export Layout

H:\DATA\042\ISU\SW.RAWDATANWrev2013.DOC
2/1/2013

Item Name	Datatype(Length)	Description	Possible Values
Case Id	Varchar2(19)	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)	
Collision Year	Number(4)	the year when the collision occurred	
Process Date	Number(8)	(YYYYMMDD)	
Jurisdiction	Number(4)	Four numerics assigned by DOJ	
Collision Date	Number(8)	the date when the collision occurred (YYYYMMDD)	
Collision Time	Number(4)	the time when the collision occurred (24 hour time)	Data may appear with no leading zero(s).
Officer Id	Varchar2(8)		
Reporting District	Varchar2(5)		
Day of Week	Char(1)	the code for the day of the week when the collision occurred	1 - Monday 2 - Tuesday 3 - Wednesday 4 - Thursday 5 - Friday 6 - Saturday 7 - Sunday
CHP Shift	Char(1)		1 - 0600 thru 1359 2 - 1400 thru 2159 3 - 2200 thru 0559 4 - CHP Not Stated 5 - Not CHP
Population	Char(1)		1 - Incorporated (less than 2500) 2 - Incorporated (2500 - 10000) 3 - Incorporated (10000 - 25000) 4 - Incorporated (25000 - 50000) 5 - Incorporated (50000 - 100000) 6 - Incorporated (100000 - 250000) 7 - Incorporated (over 250000) 9 - Unincorporated (Rural) 0 - University (Private Property) - - Not Stated
County City Location	Varchar2(4)	the location code of where the collision occurred	Data may appear with no leading zero.
Special Condition	Char(1)		1 - Schoolbus on Public Roadway (CHP

			Beat or CHP Adm Beat 901) 2 - State University (Also SFIA) 3 - Schoolbus Not on Public Roadway (CHP Adm Beat 903) 4 - Offroad (Unimproved) (CHP Adm Beat 906, 907) 5 - Vista Point or Rest Area (CHP Adm Beat 903) or Scales or Inspection Facility (CHP Com Beat 860-898) 6 - Other Public Access (Improved) (CHP Adm Beat 903) 0 - Not Above - - Not Stated
Beat Type	Char(1)		1 - CHP State Highway 2 - CHP County Road Line 3 - CHP County Road Area 4 - Schoolbus on City Roadway (CHP Adm Beat 901) 5 - Schoolbus not on Public Roadway (CHP Adm Beat 903) 6 - Offroad (Unimproved) (CHP Adm Beat 906, 907) 7 - Vista Point or Rest Area (CHP Adm Beat 903) or Scales or Inspection Facility (CHP Com Beat 860-898) 8 - Other Public Access (Improved) (CHP Adm Beat 903) 0 - Not CHP
CHP Beat Type	Char(1)		1 - Interstate 2 - US Highway 3 - State Route 4 - County Road Line 5 - County Road Area A - Safety Services Program Beats S - Administrative Beats (900's) 0 - Not CHP Contract City: 6 - US Highway 7 - State Route 8 - County Road Line 9 - County Road Area
City Division LAPD	Char(1)		Includes blanks and dashes as not stated.
CHP Beat Class	Char(1)		1 - CHP Primary 2 - CHP Other

			0 - Not CHP
Beat Number	Varchar2(6)		
Primary Rd	Varchar2(50)		
Secondary Rd	Varchar2(50)		
Distance	Number(9,2)		distance converted to feet
Direction	Char(1)		N - North E - East S - South W - West - or blank - Not Stated, in Intersection
Intersection	Char(1)		Y - Intersection N - Not Intersection Blank - Not stated
Weather 1	Char(1)	the weather condition at the time of the collision	A - Clear B - Cloudy C - Raining D - Snowing E - Fog F - Other G - Wind - - Not Stated
Weather 2	Char(1)	the weather condition at the time of the collision, if a second description is necessary	same as weather 1 above
State Highway Indicator	Char(1)		Y - State Highway N - Not State Highway Blank - Not stated
Caltrans County	Char(3)		Includes blanks and nulls
Caltrans District	Number(2)		
State Route	Number(3)		0 = Not State Highway
Route Suffix	Char(1)		
Postmile Prefix	Char(1)		
Postmile	Number(6,3)		
Location Type	Char(1)		H - Highway I - Intersection R - Ramp (or Collector) - or blank - Not State Highway
Ramp Intersection	Char(1)		1 - Ramp Exit, Last 50 Feet 2 - Mid-Ramp 3 - Ramp Entry, First 50 Feet 4 - Not State Highway, Ramp-related, Within 100 Feet 5 - Intersection 6 - Not State Highway, Intersection-related,

			Within 250 Feet 7 - Highway 8 - Not State Highway - - Not Stated
Side Of Highway	Char(1)	Code provided by Caltrans Coders; applies to divided highway, based on nominal direction of route; for single vehicle is same as nominal direction of travel, overruled by impact with second vehicle after crossing median	N - Northbound S - Southbound E - Eastbound W - Westbound Blank - Not stated/not state highway
Tow Away	Char(1)		Y - Yes N - No
Collision Severity	Char(1)	the injury level severity of the collision (highest level of injury in collision)	1 - Fatal 2 - Injury (Severe) 3 - Injury (Other Visible) 4 - Injury (Complaint of Pain) 0 - PDO
Killed victims	Number(3)	counts victims in the collision with degree of injury of 1	0 to N for each collision
Injured victims	Number(3)	counts victims in the collision with degree of injury of 2, 3, or 4	0 to N for each collision
Party Count	Number(3)	counts total parties in the collision	1 to N for each collision
Primary Collision Factor	Char(1)		A - (Vehicle) Code Violation B - Other Improper Driving C - Other Than Driver D - Unknown E - Fell Asleep - - Not Stated
PCF Violation Code	Char(1)		B - Business and Professions C - Vehicle H - City Health and Safety I - City Ordinance O - County Ordinance P - Penal S - Streets and Highways W - Welfare and Institutions - - Not Stated
PCF Violation Category	Char(2)		01 - Driving or Bicycling Under the Influence of Alcohol or Drug 02 - Impeding Traffic 03 - Unsafe Speed 04 - Following Too Closely 05 - Wrong Side of Road 06 - Improper Passing 07 - Unsafe Lane Change

			08 - Improper Turning 09 - Automobile Right of Way 10 - Pedestrian Right of Way 11 - Pedestrian Violation 12 - Traffic Signals and Signs 13 - Hazardous Parking 14 - Lights 15 - Brakes 16 - Other Equipment 17 - Other Hazardous Violation 18 - Other Than Driver (or Pedestrian) 19 - 20 - 21 - Unsafe Starting or Backing 22 - Other Improper Driving 23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug 24 - Fell Asleep 00 - Unknown - - Not Stated
PCF Violation	Number (5)		
PCF Violation Subsection	Char(1)		Blank if no subsection.
Hit And Run	Char(1)		F - Felony M - Misdemeanor N - Not Hit and Run
Type of Collision	Char(1)		A - Head-On B - Sideswipe C - Rear End D - Broadside E - Hit Object F - Overturned G - Vehicle/Pedestrian H - Other - - Not Stated
Motor Vehicle Involved With	Char(1)		A - Non-Collision B - Pedestrian C - Other Motor Vehicle D - Motor Vehicle on Other Roadway E - Parked Motor Vehicle F - Train G - Bicycle H - Animal I - Fixed Object

			J - Other Object - - Not Stated
Ped Action	Char(1)		A - No Pedestrian Involved B - Crossing in Crosswalk at Intersection C - Crossing in Crosswalk Not at Intersection D - Crossing Not in Crosswalk E - In Road, Including Shoulder F - Not in Road G - Approaching/Leaving School Bus - - Not Stated
Road Surface	Char(1)		A - Dry B - Wet C - Snowy or Icy D - Slippery (Muddy, Oily, etc.) - - Not Stated
Road Condition 1	Char(1)		A - Holes, Deep Ruts B - Loose Material on Roadway C - Obstruction on Roadway D - Construction or Repair Zone E - Reduced Roadway Width F - Flooded G - Other H - No Unusual Condition - - Not Stated
Road Condition 2	Char(1)		same as road condition 1 above
Lighting	Char(1)		A - Daylight B - Dusk - Dawn C - Dark - Street Lights D - Dark - No Street Lights E - Dark - Street Lights Not Functioning - - Not Stated
Control Device	Char(1)		A - Functioning B - Not Functioning C - Obscured D - None - - Not Stated
CHP Road Type	Char(1)		May be blank
Pedestrian Collision	Char(1)	indicates whether the collision involved a pedestrian	Y or blank
Bicycle Collision	Char(1)	indicates whether the collision involved a bicycle	Y or blank
Motorcycle Collision	Char(1)	indicates whether the collision involved a motorcycle	Y or blank

Truck Collision	Char(1)	indicates whether the collision involved a big truck	Y or blank
Not Private Property	Char(1)	indicates whether the collision occurred on private property	Y or blank
Alcohol Involved	Char(1)	indicates whether the collision involved a party that had been drinking	Y or blank
Statewide Vehicle Type At Fault	Char(1)	indicates the Statewide Vehicle Type of the party who is at fault	see Party folder Statewide Vehicle Type item
CHP Vehicle Type At Fault	Char(2)	indicates the CHP Vehicle Type of the party who is at fault	see Party folder CHP Vehicle Type Towing item
Severe Injury count	Number(3)	counts victims in the collision with degree of injury of 2	0 to N for each collision
Other Visible Injury count	Number(3)	counts victims in the collision with degree of injury of 3	0 to N for each collision
Complaint of Pain Injury count	Number(3)	counts victims in the collision with degree of injury of 4	0 to N for each collision
Pedestrian Killed count	Number(3)	Counts the victims in the collision with party type of 2 and degree of injury is 1	0 or 1 for each collision
Pedestrian Injured count	Number(3)	Counts the victims in the collision with party type of 2 and degree of injury is 2, 3, or 4	0 or 1 for each collision
Bicyclist Killed count	Number(3)	Counts the victims in the collision with party type of 4 and degree of injury is 1	0 to N for each collision
Bicyclist Injured count	Number(3)	Counts the victims in the collision with party type of 4 and degree of injury is 2, 3, or 4	0 to N for each collision
Motorcyclist Killed count	Number(3)	counts victims in the collision with statewide vehicle type of C or O and degree of injury of 1	0 to N for each collision
Motorcyclist Injured count	Number(3)	counts victims in the collision with statewide vehicle type of C or O and degree of injury of 2, 3, or 4	0 to N for each collision
Primary Ramp	Varchar2(2)		NO-NB On Ramp, NF-NB Off Ramp, SO-SB On Ramp, SF-SB Off Ramp, EO-EB On Ramp, EF-EB Off Ramp, WO-WB On Ramp, WF-WB Off Ramp, To, From, Transition, Collector, Connector & blank
Secondary Ramp	Varchar2(2)		Same as above
Latitude			
Longitude			

SWITRS Party Raw Data Export Layout

Case Id	Varchar2(19)	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)	
Party Number	Number(3)		1 to 999
Party Type	Char(1)		1 - Driver (including Hit and Run) 2 - Pedestrian 3 - Parked Vehicle 4 - Bicyclist 5 - Other - - Not Stated
At Fault	Char(1)	indicates whether the party was at fault in the collision	Y
Party Sex	Char(1)	the code of the sex of the party	M - Male F - Female - - Not Stated
Party Age	Number(3)	the age of the party at the time of the collision	0 to 100+ (0 & blank = Not Stated)
Party Sobriety	Char(1)		A - Had Not Been Drinking B - Had Been Drinking, Under Influence C - Had Been Drinking, Not Under Influence D - Had Been Drinking, Impairment Unknown G - Impairment Unknown H - Not Applicable - - Not Stated
Party Drug Physical	Char(1)		E - Under Drug Influence F - Impairment - Physical H - Not Applicable I - Sleepy/Fatigued - - Not Stated
Direction Of Travel	Char(1)		N - North S - South E - East W - West - - Not Stated
Party Safety Equipment 1	Char(1)		A - None in Vehicle B - Unknown C - Lap Belt Used D - Lap Belt Not Used

			E - Shoulder Harness Used F - Shoulder Harness Not Used G - Lap/Shoulder Harness Used H - Lap/Shoulder Harness Not Used J - Passive Restraint Used K - Passive Restraint Not Used L - Air Bag Deployed M - Air Bag Not Deployed N - Other P - Not Required Q - Child Restraint in Vehicle Used R - Child Restraint in Vehicle Not Used S - Child Restraint in Vehicle, Use Unknown T - Child Restraint in Vehicle, Improper Use U - No Child Restraint in Vehicle V - Driver, Motorcycle Helmet Not Used W - Driver, Motorcycle Helmet Used X - Passenger, Motorcycle Helmet Not Used Y - Passenger, Motorcycle Helmet Used - or blank - Not Stated
Party Safety Equipment 2	Char(1)		same as Party Safety Equipment 1 above
Financial Responsibility	Char(1)		N - No Proof of Insurance Obtained Y - Yes, Proof of Insurance Obtained O - Not Applicable (used for parked cars, bicyclists, pedestrians, and party type others) E - Used if the officer is called away from the scene of the collision prior to obtaining the insurance information Blank - not stated
Special Information 1	Char(1)		A - Hazardous Materials - - Not Stated
Special Information 2	Char(1)		B - Cell Phone in Use (4/1/01) C - Cell Phone Not in Use (4/1/01) D - No Cell Phone/Unknown (4/1/01) - - Not Stated (4/1/01)
Special Information 3	Char(1)		E - School Bus Related (1/1/02) - - Not Stated (1/1/02)
OAF Violation Code	Char(1)		B - Business and Professions C - Vehicle H - City Health and Safety I - City Ordinance

			O - County Ordinance P - Penal S - Streets and Highways W - Welfare and Institutions - - Not Stated
OAF Violation Category	Char(2)		01 - Under Influence in Public (647F) 02 - County Ordinance 03 - City Ordinance 05 - Business/Professions Code 06 - Felony Penal Code 08 - Controlled Substances (Felony Health and Safety) 09 - Health/Safety Code (Misdemeanor) 10 - Penal Code (Misdemeanor) 11 - Streets/Highways Code 13 - Welfare/Institutions Code 15 - Manslaughter 16 - Non-Vehicle Code Not Specified Above 17 - Fish & Game Code 18 - Agriculture Code 19 - Hit and Run 20 - Driving or Bicycling Under the Influence of Alcohol or Drug 21 - Improper Lane Change 22 - Impeding Traffic 23 - Failure to Heed Stop Signal 24 - Failure to Heed Stop Sign 25 - Unsafe Speed 26 - Reckless Driving 27 - Wrong Side of Road 28 - Unsafe Lane Change 29 - Improper Passing 30 - Following Too Closely 31 - Improper Turning 33 - Automobile Right-of-Way 34 - Pedestrian Right-of-Way 35 - Pedestrian Violation 37 - 38 - Hazardous Parking 39 - Lights 40 - Brakes 43 - Other Equipment 44 - Other Hazardous Movement 46 - Improper Registration

			47 - Other Non-Moving Violation 48 - Excessive Smoke 49 - Excessive Noise 50 - Overweight 51 - Oversize 52 - Over Maximum Speed 53 - Unsafe Starting or Backing 60 - Off-Highway Vehicle Violation 61 - Child Restraint 62 - Seat Belt 63 - Seat Belt (Equipment) 00 or Blank - Not Stated
OAF Violation Section	Number(5)		
OAF Violation Suffix	Char(1)		Blank may appear if no suffix.
Other Associated Factor 1	Char(1)		A - Violation E - Vision Obscurements F - Inattention (beginning 1/1/01, inattention not stated) G - Stop and Go Traffic H - Entering/Leaving Ramp I - Previous Collision J - Unfamiliar With Road K - Defective Vehicle Equipment L - Uninvolved Vehicle M - Other N - None Apparent O - Runaway Vehicle P - Inattention, Cell Phone (1/1/01) Q - Inattention, Electronic Equip.(1/1/01) R - Inattention, Radio/CD (1/1/01) S - Inattention, Smoking (1/1/01) T - Inattention, Eating (1/1/01) U - Inattention, Children (1/1/01) V - Inattention, Animal (1/1/01) W - Inattention, Personal Hygiene (1/1/01) X - Inattention, Reading (1/1/01) Y - Inattention, Other (1/1/01) - - Not Stated
Other Associated Factor 2	Char(1)		same as OAF 1 above
Party Number Killed	Number(3)	counts victims in the party with degree of injury of 1	0 to N for each party

Party Number Injured	Number(3)	counts victims in the party with degree of injury of 2, 3, or 4	0 to N for each party
Movement Preceding Collision	Char(1)		A - Stopped B - Proceeding Straight C - Ran Off Road D - Making Right Turn E - Making Left Turn F - Making U-Turn G - Backing H - Slowing/Stopping I - Passing Other Vehicle J - Changing Lanes K - Parking Maneuver L - Entering Traffic M - Other Unsafe Turning N - Crossed Into Opposing Lane O - Parked P - Merging Q - Traveling Wrong Way R - Other - - Not Stated
Vehicle Year	Number(4)	the model year of the party's vehicle	9999 or blank = not stated
Vehicle Make	Varchar2(50)	the full description of the make of the party's vehicle	
Statewide Vehicle Type	Char(1)		A - Passenger Car/Station Wagon B - Passenger Car with Trailer C - Motorcycle/Scooter D - Pickup or Panel Truck E - Pickup or Panel Truck with Trailer F - Truck or Truck Tractor G - Truck or Truck Tractor with Trailer H - Schoolbus I - Other Bus J - Emergency Vehicle K - Highway Construction Equipment L - Bicycle M - Other Vehicle N - Pedestrian O - Moped - or blank - Not Stated
CHP Vehicle Type Towing	Char(2)		01 - Passenger Car, Station Wagon, or Jeep 02 - Motorcycle 03 - Motor-Driven Cycle (< 15 hp)

			04 - Bicycle 05 - Motorized Bicycle 06 - All-Terrain Vehicle (ATV) 07 - Sport Utility Vehicle 08 - Minivan 09 - Paratransit Bus 10 - Tour Bus 11 - Other Commercial Bus 12 - Non-Commercial Bus 13 - Schoolbus Public I (eff. 2002) 14 - Schoolbus Public II (eff. 2002) 15 - Schoolbus Private I (eff. 2002) 16 - Schoolbus Private II (eff. 2002) 17 - Schoolbus Contractual I (eff. 2002) 18 - Schoolbus Contractual II (eff. 2002 19 – General Public Paratransit Vehicle (eff 2002 20 - Public Transit Authority 21 - Two-Axle Tank Truck 22 - Pickup or Panel Truck 23 - Pickup Truck With Camper 24 - Three-Axle Tank Truck 25 - Truck Tractor 26 - Two-Axle Truck 27 - Three-Axle Truck 41 - Ambulance 42 - Dune Buggy 43 - Fire Truck (not rescue) 44 - Forklift 45 - Highway Construction Equipment (only while not in construction area) 46 - Implement of Husbandry 47 - Motor Home (40 ft or less) 48 - CHP, Police, or Sheriff Car (emergency service or not) 49 - CHP, Police, or Sheriff Motorcycle (emergency service or not) 50 - Mobile Equipment 51 - Farm Labor Vehicle (certified) 55 - Two-Axle Tow Truck 56 - Three-Axle Tow Truck 57 - Farm Labor Vehicle (non-certified) 58 - Farm Labor Transporter

			59 - Motorhome (over 40 ft) 60 - Pedestrian (includes motorized wheelchair) 61 - School Pupil Activity Bus I (prior to 2002) 62 - School Pupil Activity Bus II (prior to 2002 63 - "Youth" Bus 64 - School Pupil Activity Bus I (eff. 2002) 65 - School Pupil Activity Bus II (eff. 2002) 66 – School Bus – No Pupils on Board (eff 2002) 71 - Passenger Car - Hazardous Materials Only 72 - Pickups and Panels - Hazardous Materials Only 73 - Pickups and Campers - Hazardous Materials Only 75 - Truck Tractor - Hazardous Materials Only 76 - Two-Axle Truck - Hazardous Materials Only 77 - Three or More Axle Truck - Hazardous Materials Only 78 - Two-Axle Tank Truck - Hazardous Materials Only 79 - Three-Axle Tank Truck - Hazardous Materials Only 81 - Passenger Car - Hazardous Waste or Waste/Material Combo 82 - Pickups and Panels - Hazardous Waste or Waste/Material Combo 83 - Pickups and Campers - Hazardous Waste or Waste/Material Combo 85 - Truck Tractor - Hazardous Waste or Waste/Material Combo 86 - Two-Axle Truck - Hazardous Waste or Waste/Material Combo 87 - Three or More Axle Truck - Hazardous Waste or Waste/Material Combo 88 - Two-Axle Tank Truck - Hazardous Waste or Waste/Material Combo 89 - Three-Axle Tank Truck - Hazardous Waste or Waste/Material Combo

			94 - Motorized Transportation Device 95 - Miscellaneous Non-Motorized Vehicle(Ridden Animal, Animal-Drawn Conveyance, Train, Or Building) With Victim 96 - Miscellaneous Motorized Vehicle (Golf Cart) 97 - Low Speed Vehicle 99 or dash - Not Stated or Unknown (Hit and Run)
CHP Vehicle Type Towed	Char(2)		same as CHP vehicle type towing above with the following additions: 28 - Semi-Tank Trailer 29 - Pull-Tank Trailer 30 - Two-Tank Trailer 31 - Semi-Trailer 32 - Pull Trailer (includes dolly) 33 - Two Trailers (or 31 + 32) 34 - Boat Trailer 35 - Utility Trailer 36 - Trailer Coach 37 - Extralegal Permit Load 38 - Pole, Pipe, or Logging Dolly 39 - Three Trailers (or 31 + 33) 40 - Federally Legal Semi-Trailer 52 - Federally Legal Double Cargo Combo (over 75 ft) 53 - Fifth Wheel Trailer 54 - Container Chassis 98 – Emergency Vehicle on an Emergency Run
Party Race	Char(1)		A - Asian O - Other B - Black W - White H - Hispanic Blank - Not stated Eff. 1/1/2002

SWITRS Victim Raw Data Export Layout

Case Id	Varchar2(19)	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)	
Party Number	Number (3)		1 to 999
Victim Role	Char(1)		1 - Driver 2 - Passenger (includes non-operator on bicycle or any victim on/in parked vehicle or multiple victims on/in non-motor vehicle) 3 - Pedestrian 4 - Bicyclist 5 - Other (single victim on/in non-motor vehicle; e.g. ridden animal, horse-drawn carriage, train, or building) 6 - Non-Injured Party
Victim Sex	Char(1)		M - Male F - Female - - Not Stated
Victim Age	Number(3)	the age of the victim at the time of the collision	0 – 125 998 – Not Stated 999 – Fatal Fetus
Victim Degree of Injury	Char(1)		1 - Killed 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 0 - No Injury
Victim Seating Position	Char(1)		1 - Driver 2 thru 6 - Passengers 7 - Station Wagon Rear 8 - Rear Occupant of Truck or Van 9 - Position Unknown 0 - Other Occupants A thru Z - Bus Occupants - - Not Stated
Victim Safety Equipment 1	Char(1)		A - None in Vehicle B - Unknown C - Lap Belt Used D - Lap Belt Not Used E - Shoulder Harness Used F - Shoulder Harness Not Used G - Lap/Shoulder Harness Used

			H - Lap/Shoulder Harness Not Used J - Passive Restraint Used K - Passive Restraint Not Used L - Air Bag Deployed M - Air Bag Not Deployed N - Other P - Not Required Q - Child Restraint in Vehicle Used R - Child Restraint in Vehicle Not Used S - Child Restraint in Vehicle, Use Unknown T - Child Restraint in Vehicle, Improper Use U - No Child Restraint in Vehicle V - Driver, Motorcycle Helmet Not Used W - Driver, Motorcycle Helmet Used X - Passenger, Motorcycle Helmet Not Used Y - Passenger, Motorcycle Helmet Used - or blank - Not Stated
Victim Safety Equipment 2	Char(1)		same as Victim Safety Equipment 1 above (eff. Jan 2002)
Victim Ejected	Char(1)		0 - Not Ejected 1 - Fully Ejected 2 - Partially Ejected 3 - Unknown - - Not Stated

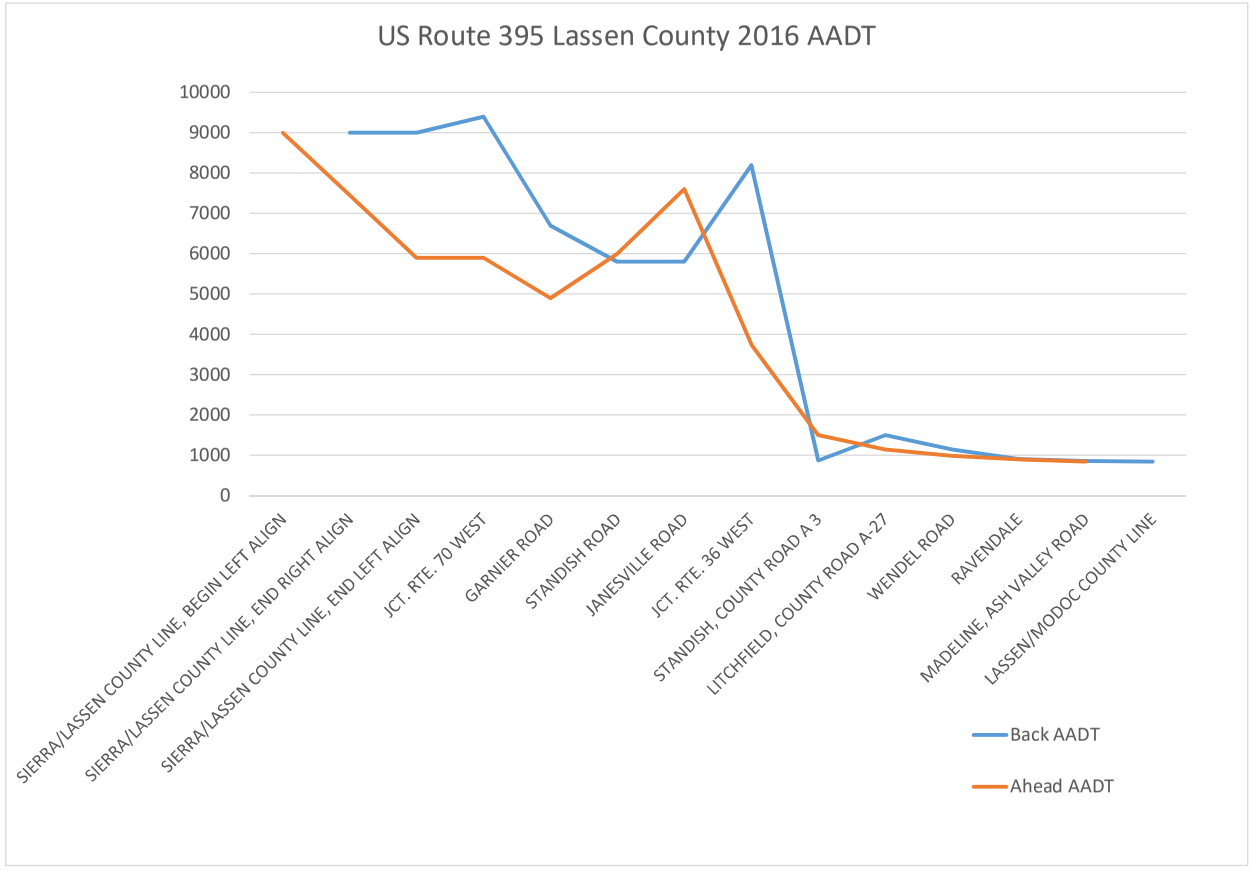
US 395 Strategic Corridor Investment Analysis

Caltrans Sustainable Transportation Planning
Strategic Partnerships Grant Application

TRAVEL DATA

US Route 395 2016 Caltrans Traffic Book DataLassen County Only.xls

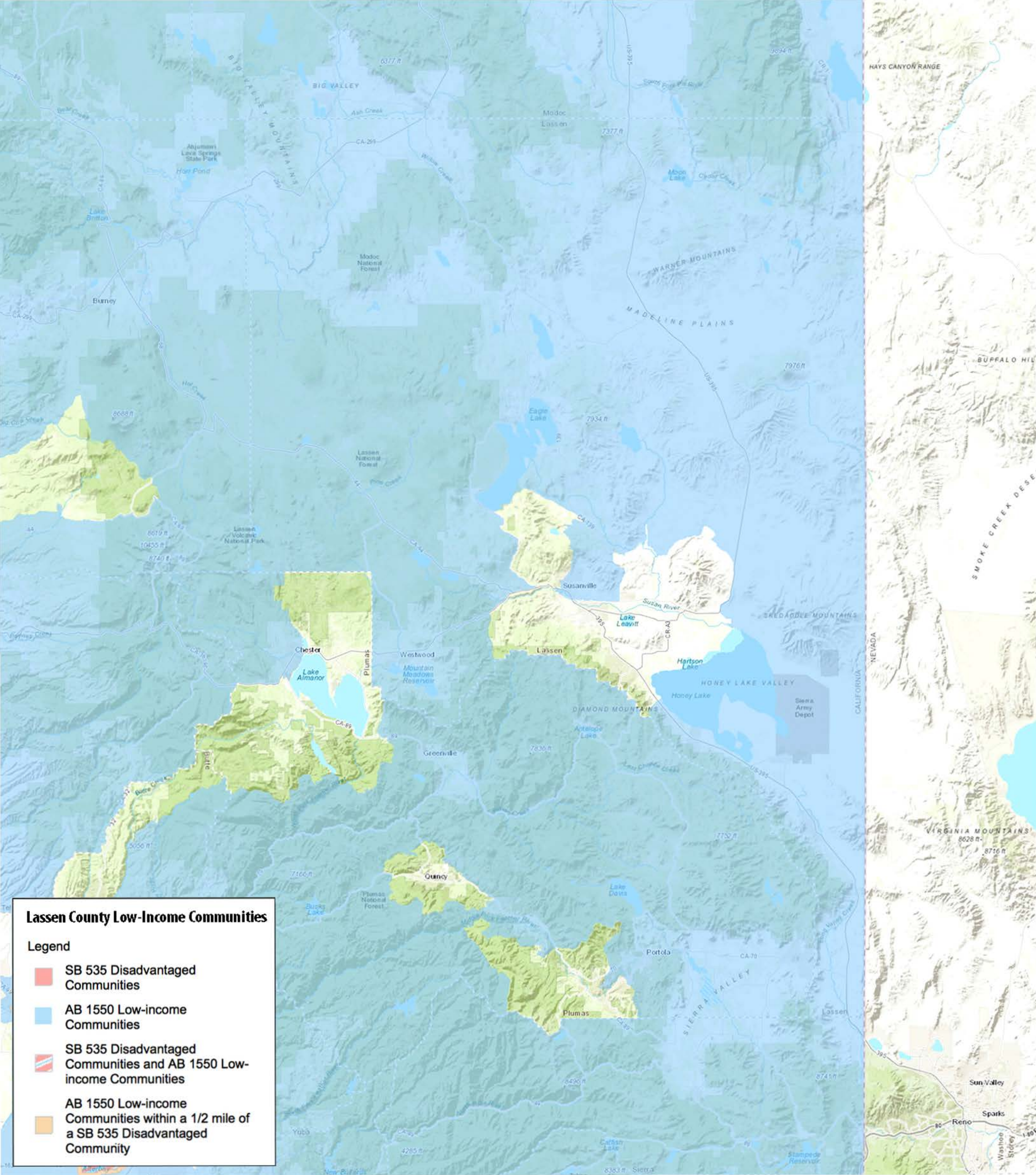
District	Route	County		Post Mile		Description	Back Peak Hour	Pack Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
03	395	SIE	R	0	L	SIERRA/LASSEN COUNTY LINE, BEGIN LEFT ALIGN				1050	10900	9000
03	395	SIE	R	3.059	R	SIERRA/LASSEN COUNTY LINE, END RIGHT ALIGN	1050	10900	9000			
03	395	SIE	R	3.124	L	SIERRA/LASSEN COUNTY LINE, END LEFT ALIGN	1400	13500	9000			
02	395	LAS	R	4.615		JCT. RTE. 70 WEST	1150	11800	9400	730	7000	5900
02	395	LAS		29.84		GARNIER ROAD	820	7800	6700	690	6000	4900
02	395	LAS		51.87		STANDISH ROAD	670	7300	5800	710	7700	6000
02	395	LAS		55.18		JANESVILLE ROAD	750	8000	5800	740	8900	7600
02	395	LAS	R	61.094		JCT. RTE. 36 WEST	900	9300	8200	420	4100	3750
02	395	LAS		70.12		STANDISH, COUNTY ROAD A 3	210	1950	880	180	1750	1500
02	395	LAS		72.943		LITCHFIELD, COUNTY ROAD A-27	180	1750	1500	160	1350	1150
02	395	LAS	R	76.927		WENDEL ROAD	160	1450	1150	140	1200	990
02	395	LAS		108.455		RAVENDALE	150	1550	910	150	1550	900
02	395	LAS		129.195		MADELINE, ASH VALLEY ROAD	150	1500	860	140	1450	850
02	395	LAS		138.979		LASSEN/MODOC COUNTY LINE	130	1300	850			



US 395 Strategic Corridor Investment Analysis

Caltrans Sustainable Transportation Planning
Strategic Partnerships Grant Application

LOW-INCOME COMMUNITY DATA


Lassen County Low-Income Communities
Legend
SB 535 Disadvantaged Communities
AB 1550 Low-income Communities
SB 535 Disadvantaged Communities and AB 1550 Low-income Communities
AB 1550 Low-income Communities within a 1/2 mile of a SB 535 Disadvantaged Community
BIG VALLEY
Modoc
Lassen
Burney
Modoc National Forest
WARNER MOUNTAINS
MADELINE PLAINS
HAYS CANYON RANGE
Eagle Lake
Lassen National Forest
Lassen Volcanic National Park
Susanville
Susan River
Lake Leavitt
SKEDADDLE MOUNTAINS
Chester
Lake Almanor
Westwood
Mountain Meadows Reservoir
Plumas
Lassen
Hartson Lake
HONEY LAKE VALLEY
Honey Lake
Sierra Army Depot
DIAMOND MOUNTAINS
Greenville
Butte
Quincy
Plumas National Forest
Lake Davis
Portola
SIERRA VALLEY
Plumas
Lassen
NEVADA
CALIFORNIA
VIRGINIA MOUNTAINS
Sun Valley
Sparks
Reno

QuickFacts

Lassen County, California

QuickFacts provides statistics for all states and counties, and for cities and towns with a ***population of 5,000 or more***.

Table

ALL TOPICS	Lassen County, California
Population estimates, July 1, 2017, (V2017)	**31,163**
PEOPLE	
Population	
Population estimates, July 1, 2017, (V2017)	**31,163**
Population estimates base, April 1, 2010, (V2017)	34,895
Population, percent change - April 1, 2010 (estimates base) to July 1, 2017, (V2017)	-10.7%
Population, Census, April 1, 2010	34,895
Age and Sex	
Persons under 5 years, percent	▲ 5.0%
Persons under 18 years, percent	▲ 17.2%
Persons 65 years and over, percent	▲ 14.2%
Female persons, percent	▲ 37.5%
Race and Hispanic Origin	
White alone, percent (a)	▲ 81.4%
Black or African American alone, percent (a)	▲ 8.3%
American Indian and Alaska Native alone, percent (a)	▲ 4.2%
Asian alone, percent (a)	▲ 1.6%
Native Hawaiian and Other Pacific Islander alone, percent (a)	▲ 0.8%
Two or More Races, percent	▲ 3.7%
Hispanic or Latino, percent (b)	▲ 19.0%
White alone, not Hispanic or Latino, percent	▲ 65.5%
Population Characteristics	
Veterans, 2012-2016	2,596
Foreign born persons, percent, 2012-2016	6.0%
Housing	
Housing units, July 1, 2017, (V2017)	12,774
Owner-occupied housing unit rate, 2012-2016	64.6%
Median value of owner-occupied housing units, 2012-2016	$174,500
Median selected monthly owner costs -with a mortgage, 2012-2016	$1,428
Median selected monthly owner costs -without a mortgage, 2012-2016	$386
Median gross rent, 2012-2016	$919
Building permits, 2017	12
Families & Living Arrangements	
Households, 2012-2016	9,501
Persons per household, 2012-2016	2.31
Living in same house 1 year ago, percent of persons age 1 year+, 2012-2016	73.9%
Language other than English spoken at home, percent of persons age 5 years+, 2012-2016	17.1%
Education	
High school graduate or higher, percent of persons age 25 years+, 2012-2016	81.4%
Bachelor's degree or higher, percent of persons age 25 years+, 2012-2016	12.5%
Health	
With a disability, under age 65 years, percent, 2012-2016	13.8%
Persons without health insurance, under age 65 years, percent	▲ 4.9%

Economy	
In civilian labor force, total, percent of population age 16 years+, 2012-2016	36.7%
In civilian labor force, female, percent of population age 16 years+, 2012-2016	51.5%
Total accommodation and food services sales, 2012 ($1,000) (c)	35,984
Total health care and social assistance receipts/revenue, 2012 ($1,000) (c)	84,085
Total manufacturers shipments, 2012 ($1,000) (c)	0
Total merchant wholesaler sales, 2012 ($1,000) (c)	D
Total retail sales, 2012 ($1,000) (c)	215,837
Total retail sales per capita, 2012 (c)	$6,413
Transportation	
Mean travel time to work (minutes), workers age 16 years+, 2012-2016	21.3
Income & Poverty	
Median household income (in 2016 dollars), 2012-2016	$51,457
Per capita income in past 12 months (in 2016 dollars), 2012-2016	$20,072
Persons in poverty, percent	▲ 17.6%
BUSINESSES	
Businesses	
Total employer establishments, 2016	398
Total employment, 2016	3,622
Total annual payroll, 2016 ($1,000)	121,134
Total employment, percent change, 2015-2016	-2.8%
Total nonemployer establishments, 2016	1,106
All firms, 2012	1,236
Men-owned firms, 2012	564
Women-owned firms, 2012	410
Minority-owned firms, 2012	231
Nonminority-owned firms, 2012	938
Veteran-owned firms, 2012	97
Nonveteran-owned firms, 2012	1,025
GEOGRAPHY	
Geography	
Population per square mile, 2010	7.7
Land area in square miles, 2010	4,541.18
FIPS Code	06035

About datasets used in this table

Value Notes

Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Q left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2017) refers to the final year of the series (2010 thru 2017). *Different vintage years of estimates are not comparable.*

Fact Notes

- **(a)** Includes persons reporting only one race
- **(b)** Hispanics may be of any race, so also are included in applicable race categories
- **(c)** Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

Value Flags

- **D** Suppressed to avoid disclosure of confidential information
- **F** Fewer than 25 firms
- **FN** Footnote on this item in place of data
- **NA** Not available
- **S** Suppressed; does not meet publication standards
- **X** Not applicable
- **Z** Value greater than zero but less than half unit of measure shown
- **-** Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in th interval of an open ended distribution.

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Sm Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

US 395 Strategic Corridor Investment Analysis

LASSEN COUNTY TRANSPORTATION COMMISSION