

LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANNING AGENCY



John L. Clerici, Executive Secretary

Office:
555 Capitol Mall, Suite 600
Sacramento, CA 95814

P.O. Box 1028
Susanville, CA 96130

Date Posted: December 9, 2021

To: THE LASSEN COUNTY TRANSPORTATION COMMISSION:

Mendy Schuster, Vice-chair (City Council)
Quincy McCourt (City Council)
Thomas Herrera (City Council)

Tom Hammond (Co. Supervisor)
Jeff Hemphill, Chair (Co. Supervisor)
Aaron Albaugh (Co. Supervisor)

Subject: **REGULAR MEETING**

of the

LASSEN COUNTY TRANSPORTATION COMMISSION

A meeting of the Lassen County Transportation Commission has been scheduled for **Monday, December 13, 2021, at 1:30 p.m.**

Special Note: The meeting will be held at the City Council Chambers, 66 North Lassen Street, Susanville, CA.

Call in number for participants who want to join by phone:

Call number: 302-202-1104

Access Code: 968698

The Agenda is as follows.

Page (1) **CONVENE**

1.1 Pledge of Allegiance

1.2 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.

1.21 Minutes Approval:

November 8, 2021, Regular Meeting

1.22 Payment of Clerici Consulting for Executive Secretary and LCTC staffing fees and costs in the amount of \$33,760.38. *

REQUESTED ACTION: Approve payment of Clerici Consulting fees and costs in the amount of \$33,760.38 as shown in Invoice #009-19 for November 2021.

1.23 Fiscal Year 2021/22 Overall Work Program and Budget Amendment #1 *

REQUESTED ACTION: Adopt Resolution 21-15 approving Amendment #1 to the Fiscal Year 2021/22 Overall Work Program and Budget

(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

(4) NEW BUSINESS

4.01 ANNOUNCEMENT OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

- There are no closed session items.

4.02 ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION

4.10 ACTION/DISCUSSION ITEMS

4.11 Unmet Transit Needs Workshop

ACTION REQUESTED: Provide direction to staff regarding the unmet needs process for FY 21-22.

4.13 Adoption of the 2022 Regional Transportation Improvement Program - RTIP

ACTION REQUESTED: BY MOTION: Adopt Resolution 21-14 approving the 2022 Regional Transportation Improvement Program (RTIP).

(5) INFORMATION ITEMS

5.01 Executive Secretary Report
Updates:

- US 395 Coalition Building
- Infrastructure Legislation

(6) CORRESPONDENCE

6.01 None

(7) OTHER BUSINESS

7.1 Matters brought forth by the Commission

7.2 Next Commission Meeting – **Monday, January 10, 2022, at 1:30 p.m.**

7.3 Adjourn

* Attachment

Enclosure

^ Handout

ITEMS TENTATIVELY SCHEDULED FOR FUTURE MEETINGS:

- Unmet Needs Definitions, SSTAC membership, scheduling unmet needs hearing
- Second half FY Goals and Objectives

LASSEN COUNTY TRANSPORTATION COMMISSION

MINUTES

Regular Commission Meeting

November 8, 2021

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

1:30 P.M. Open Session

1:34 P.M. OPEN SESSION

1. Convene

The Chair called the meeting to order at 1:30 P.M. and the Pledge of Allegiance to the Flag was deferred.

Roll Call: Present: Albaugh, Hemphill, Herrera, McCourt, Stafford

Absent: Schuster

* Commissioner Stafford was the alternate for Commissioner Schuster

1.2 Adoption of Agenda and Approval of Consent Calendar:

It was moved by Commissioner Albaugh and seconded by Commissioner Stafford that the Commission adopt the agenda and approve the Consent Calendar with the provision that agenda item 4.12 – Unmet Transit Needs Workshop be moved to the December 13 Regular Meeting. The motion was passed by the following vote:

AYES: Albaugh, Hemphill, Herrera, McCourt, Stafford

NOES: None

ABSENT: Schuster

ABSTAIN: None

1.21 Minutes Approval of the October 18, 2021 Regular Meeting

Adopted Minutes of the October 18, 2021, Regular Meeting

1.22 Payment of Clerici Consulting for Executive Secretary and LCTC staffing fees and costs in the amount of \$44,857.62.

Approved payment of Clerici Consulting fees and costs in the amount of \$44,857.62 as shown in Invoice #009-18 for October 2021. This invoice includes invoices for sub-consultants Borroum Engineering in the amount of \$11,157.76, and for LSC Transportation Consultants in the amount of \$22,233.46.

2. CORRESPONDENCE/PUBLIC COMMENT

No written communications were received.

No oral comment was received.

3. REPORTS

3.1 Caltrans

Mike Mogen reported on a query from Commissioner Albaugh about an unusual number of accidents at the new intersection of SR 139 and SR 299. He noted that sometimes when an intersection is reconfigured that there is an uptick in accidents, but that over time accidents go back down. He said that they would be monitoring the situation, and that if necessary additional changes would be made.

3.2 CHP

No report was provided by CHP.

3.3 City of Susanville

No report was provided by City Staff.

3.4 Lassen County

No report was provided by County Staff.

3.5 Susanville Indian Rancheria

No report was provided by Rancheria staff.

4 NEW BUSINESS

4.01 Announcement of Items to be Discussed in Closed Session

There was no closed session.

4.02 Announcement of Action Taken in Closed Session

There was no closed session.

4.10 Action/Discussion Items

4.11 US 395 Economic and Safety Study Updates

The Commission received follow-up reports on the Economic and Safety studies being performed by CSUS as part of the US 395 Coalition Building effort.

Economic Study

Kace Chalmers and Herman Li provided the Commission with an update on their efforts including their draft findings. In many respects the presentation reinforced information provided to the Commission at their May 10 Regular Meeting. Basic jobs support non-basic jobs by a ratio of 1 to 1.6. And then providing an estimate of the job and economic benefits of making improvements to US 395 from SR 70 to Susanville. Findings included the following”

- *Growing sectors: Professional/Business Services*
- *Declining sectors: Natural Resources/Mining, Information Services, Finance Services, Leisure/Hospitality*
- *Base industries are agriculture and government sectors*
- *Expansion of US 395 will lead to approximately 140 additional jobs*
- *Expansion of US 395 will lead to a yearly increase in GDP of approximately \$9 million*
- *Expansion of US 395 will lead to yearly State and Local Tax Revenues greater than \$1 million*
- *User benefits include over 6000 hours total time savings, over \$130,000 in reliability, and over \$2.4 million in safety improvements per year*
- *Recommend diversifying economy bundled with US 395 expansion.*

Commissioner Albaugh commented that the investment in the highway may not be worth the increase in economic growth for the County, and that the funds might be better spent elsewhere.

Commissioner Hammond commented that the areas in the south county might benefit from housing, job and economic growth if the highway were improved.

Safety Study

Ghazan Khan provided the Commission with an update on his efforts regarding safety issues on US 395 in the project area. The report built on his previous presentation to the Commission which provided background on the types of accident data that had been collected, organizing it to show:

- *Type of accident (single vehicle, car to car, car to truck, animal strike, etc)*
- *Severity of accident (non-injury, injury, fatal, etc)*
- *Time of day*
- *Weather conditions*
- *Location of accident*

In general, his evaluation concluded that safety issues including fatal accidents would improve significantly by the widening of US 395 in the project area.

Both the Safety and Economic studies will be finalized by the end of the year, and this information will inform (in fact has informed) US 395 coalition efforts to identify a series of short-term fixes (additional passing lanes, turnouts, and wildlife fencing) that could be developed in the near term. Details on those short term fixes will be brought to the Commission early in 2022.

4.12 Unmet Transit Needs Workshop

This item was moved to the December 13, 2021 Regular Meeting.

4.13 2022 State Transportation Improvement Program Update

The Commission was asked to direct staff, by motion, regarding regional priorities on projects for inclusion in the 2022 State Transportation Improvement Program on behalf of Lassen County and the City of Susanville.

The Executive Secretary provided a brief update on the status of the 2022 RTIP process including recent discussions with city and county staff about candidate projects for funding. He added that there was approximately \$4.1 million for augmenting funding for existing STIP projects and/or for advancing new projects. He noted that Lassen County had requested additional funding for their Rehab D and E projects (\$465,000 per), and for an additional \$250,000 for the Beaver Creek Bridge replacement project.

The final 2022 RTIP will be brought back to the Commission at their December 13 meeting for final approval and submittal to the CTC.

It was moved by Commissioner Hemphill and seconded by Commissioner Hammond to direct staff to continue to work with City and County staff to finalize the 2022 RTIP as recommended. The motion was passed with the following vote:

AYES: Albaugh, Hammond, Herrera, Hemphill, McCourt, Stafford
NOES: None
ABSENT: Schuster
ABSTAIN: None

5. INFORMATION ITEMS

The following is an overview of some of the issues, projects, and coordination currently being advanced by LCTC.

5.01 Executive Summary Report

Federal Action – The Executive Secretary reported that Congress passed, and the president signed, the trillion-dollar infrastructure bill. He noted that he is working with Congressman LaMalfa’s office to get improvements to US 395 and other infrastructure needs on the radar. He added that developments in the next few months related to the US 395 Coalition effort would help with this.

State Action – There are no new developments on state infrastructure discussions.

COORDINATION, OUTREACH AND ADVOCACY

The Executive Secretary provided a brief update of Commission activities including the US 395 Coalition Building efforts, the latest efforts to replace the Secret Valley Rest Area, further discussion of the Clean California Act, and the Local Road Safety Program. All of the information was included in his written update dated 10-17-21.

6. CORRESPONDENCE

None.

7. OTHER BUSINESS

7.1 Matter brought forth by the Commission

None.

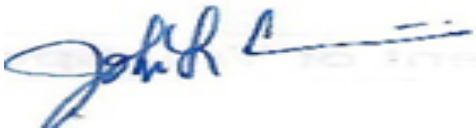
7.2 Next Commission Meeting

Next meeting of the LCTC will be on Monday, December 13, 2021, at time 1:30 PM, at the City of Susanville, City Council Chambers, 66 North Lassen Street, Susanville, CA.

7.3 Adjourn

The meeting was adjourned at 3:10 p.m.

Submitted for approval by:



John Clerici
Executive Secretary



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

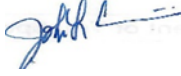
P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

Staff Report

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

Date: December 4, 2021

From: John L Clerici, Executive Secretary 

Subject: Payment of Clerici Consulting for Executive Secretary and LCTC staffing fees and costs in the amount of \$33,760.38

REQUESTED ACTION

Approve payment of Clerici Consulting fees and costs in the amount of \$33,760.38 as shown in Invoice #009-19 for November 2021.

PAST ACTION

This is the nineteenth invoice under the contract with Clerici Consulting for Executive Secretary and staff services.

DISCUSSION

Attached is Invoices #009-19, with supporting documentation, and a detailed Progress Report for the period beginning November 1, 2021 and ended November 30, 2021. This invoice includes a detailed invoice for charges for sub-consultant Borroum Engineering in the amount of \$11,036.48, and for sub-consultant LSC Transportation Consultants in the amount of \$11,257.50.

Key items of work completed in the last month included the following:

- Prepared Draft 2022 Regional Transportation Improvement Program
- Follow-up for November LCTC Commission and TAC meetings
- Participated in Secret Valley Rest Area relocation video conference
- Completed US 395 Economic and Safety studies
- Provided engineering oversight for the US 395 Coalition Building effort – engaged Coalition TAC in Workshop to identify potential projects

These charges are consistent with the billing trends for the FY 2021/22 OWP budget to date.

Attachments (1)

INVOICE

Project Title: Lassen County Transportation Commission
Executive Secretary and Staffing Services

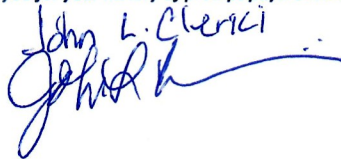
Date: December 1, 2021
Invoice # 009-019
Billing Cycle Ended: 11/30/2021 (November 1, 2021 - November 30, 2021)

Clerici Consulting
 1555 Sean Drive
 Placerville, CA 95667
 530-919-9739
 jlfclerici@gmail.com

To: Mr. Jeff Hemphill, Chairman
 Lassen County Transportation Commission
 PO Box 1028
 Susanville, CA 96130

Staff Member	Total Hours	Payroll Rate	Overhead Rate	Profit (5%)	Total Rate	Total Cost
John Clerici	80.00	\$ 65.00	\$ 71.50	\$ 6.83	\$ 143.33	\$ 11,466.40
Borroum Engineering	November					\$ 11,036.48
LSC Transportation Consultants	November					\$ 11,257.50
Printing, copies, reproduction						No Charge
Travel (Lodging, meals)						No Charge
TOTAL						\$ 33,760.38
Prior Balance						\$ 44,857.62
Payment						\$ 44,857.62
Total Due						\$ 33,760.38

Thank you for your history of prompt payment! As a small business, we greatly appreciate it!

John L. Clerici


12/8/21

PROGRESS REPORT
CLERICI CONSULTING ACTIVITIES

Project: Lassen County Transportation Commission
Clerici Consulting Project 009-019
Period: November 1, 2021 – November 30, 2021

WORK COMPLETED (through November 30, 2021)

SPECIFIC WORK ELEMENT RELATED ACTIVITIES

- **Work Element 100 – Administration**
 - Provided follow-up for the October 2021 regular Commission meeting
Developed and distributed agenda and meeting materials for November 2021 Commission Meeting. Attended October 18, 2021, Commission meeting

- **Work Element 601A – General Planning**
 - Coordinate with Caltrans on information meetings that discuss impacts of State Route Development/System Management Plans – Conference call with Partnership Legislative Committee (11/15) and RTPA Legislative Working Group (11/30)
 - Participated in RCTF Meeting (11/18)
 - Participated in NSSR ZEV working group meeting (11/3)
 - Continued to monitor regional and statewide transportation issues

- **Work Element 601B – RTP Data Collection**
 - Participated in Secret Valley Rest Area relocation meeting to identify potential alternative locations on US 395 north of Susanville (11/3)

- **Work Element 601C – Active Transportation Programming**
 - No work was done in the WE during the reporting period (10/21)

- **Work Element 601D – Transit Planning**
 - No work was done in the WE during the reporting period

- **Work Element 602 – Programming**
 - Continued discussion/strategy with Caltrans, City of Susanville and Lassen County and other stakeholders to identify projects for inclusion in 2022 STIP – Participated in video conference call (11/12)

- Prepared Draft 2022 STIP for adoption at the Commission December meeting
- **Work Element 603 – Outreach**
 - Provided interagency outreach through the LCTC Technical Advisory Committee
 - Provided follow-up to October and November TAC meetings
 - Prepared agenda and information for November 1 TAC meeting
 - Attended November 1 TAC meeting via zoom
 - Updated LCTC Website as needed
- **Work Element 604 – TDA**
 - Provided Preliminary and Final LTF and STA apportionments as required by statute – prepared LTF and STA distribution instructions for adoption at the LCTC November 8 meeting
 - Processed other TDA related claims and transfers as needed
- **Work Element 703 – US 395 Phase 2**
 - Continued support of US 395 coalition building efforts
 - Reviewed and comment on potential US 395 safety improvement projects identified in November follow up conference call with US 395 technical consultants
- **Work Element 704 – Local Road Safety Plan**
 - Reviewed data collection efforts by project team – Commented on draft plan

12/7/2021

INVOICE TO CLERICI CONSULTING (re. Lassen County Transportation Commission)

Borroum Engineering
633 Tamarindo Way
Roseville, CA 95678

Invoice #19: Invoice Period: November 1, 2021 to December 1, 2021

DATE	HOURS										Labor Sub-Total			
	OWP Task 100- Administration	OWP Task 601A - Transportation Planning - General	OWP Task 601B - Regional Transportation Planning	OWP Task 602 - Programming	OWP Task 603 - Outreach	OWP Task 604 - TDA	OWP Task 703 - Rt 395 Grant Study	OWP Task 704- Local Roadway Safety Plan (LRSP)						
October														
1														
2		1		4						1		2		4
3		2		3										6
4			1	2										5
5														3
6														0
7														
8			1	2						2	1			6
9			1	2						2				5
10				2						2				4
11										3	2			5
12										2	2			4
13														
14														
15		4												4
16		2	1											3
17				3						1				4
18			1							2		1		4
19				3						2				5
20														
21														
22				1						3				4
23		5												5
24				5						2				7
25														0
26														0
27														
28														
29										5	1			6
30		6									1			7
TOTAL	0	20	5	27		27				27	9	3		91
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	-	2,425.60	606.40	3,274.56	-	3,274.56	3,274.56	1,091.52	363.84	11,036.48				
Rate: \$121.28/hour														
Total this invoice: \$ 11,036.48														

[Handwritten signature]
12/7/21

Steve Borroum

Work assignments

Invoice period for November 1, 2021 to December 1, 2021

- With Caltrans, the Commission, the County and the City of Susanville work on updating the long-range transportation projects in the RTP, including amending the RTP as needed. This includes work on data collection, planning Rt 36 and 395, non-vehicular transportation, and transit systems. (OWP work element 601A and 601B)
- With the local transit operator, Caltrans, the County, the City, and the County Auditor to identify available funding, and assist the Commission's project prioritization and programming processes. (OWP work element 602)
- With the independent auditor and the County Auditor addressing audit findings, address claims for ensuing year, preparing year end audit reports (OWP work element 604)
- Administration support for the grant (contracts, budgets and schedules, and invoicing) (OWP work element 703, and 704)
- Engineering oversight (OWP work element 703 and 704)


12/7/21



**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

Date: December 7, 2021

John Clerici
1555 Sean Drive
Placerville, CA 95667

Project: FY 2020-21 LCTC Staffing Assistance

Dear Mr. Clerici:

The following is a summary of work performed for the Lassen County Transportation Commission staffing team for the month of November 2021:

- Monthly staff team call
- General project coordination
- Preparation of an unmet transit needs workshop for LCTC board
- Continued work and coordination on US 395 study
- Continued work on Local Roadway Safety Study

Work performed for each OWP Work Element is as follows:

Work Element 601 – Total \$3,375

A) General Planning - \$1,875

B) Regional Transportation Planning and Data Collection - \$150

C) Active Transportation Planning - \$1,350

D) Transit Planning - \$0

Work Element 603 – Engagement - Total \$750


Work Element 703 – US 395 – Total \$3,912.50

Work Element 704 – Safety Study – Total \$3,220

Grand Total for November: \$11,257.50

Please find more detail in the attached pages.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Genevieve Evans", with a long horizontal flourish extending to the right.

Genevieve Evans
Associate
LSC Transportation Consultants Inc.



LSC Transportation Consultants, Inc.
 1889 York St.
 Denver, CO 80206
 303-333-1105

John Clerici Consulting
 Attn: Accounts Payable
 1555 Sean Dr.
 Placerville, CA 95667

Invoice number 61223
 Date 12/07/2021

Project 207081A LCTC On Call Assistance Work
 Element 601

Professional Services rendered through 11/26/2021
 Project Manager: Genevieve A. Evans

Professional Fees

	Hours	Rate	Billed Amount
Genevieve A. Evans	15.50	150.00	2,325.00
Gordon R. Shaw	5.00	210.00	1,050.00
Professional Fees subtotal	20.50		3,375.00
		Invoice total	3,375.00

Invoice Summary

Description	Contract Maximum	Prior Billed	Current Billed	Remaining
General Planning	9,900.00	4,415.00	1,875.00	3,610.00
Regional Transp. Planning, Data Collection	34,854.00	9,063.75	150.00	25,640.25
Active Transportation	9,000.00	1,680.00	1,350.00	5,970.00
Transit Planning	4,500.00	4,500.00	0.00	0.00
Total	58,254.00	19,658.75	3,375.00	35,220.25

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
60911	11/03/2021	10,155.00		10,155.00			
61223	12/07/2021	3,375.00	3,375.00				
Total		13,530.00	3,375.00	10,155.00	0.00	0.00	0.00



LSC Transportation Consultants, Inc.
 1889 York St.
 Denver, CO 80206
 303-333-1105

John Clerici Consulting
 Attn: Accounts Payable
 1555 Sean Dr.
 Placerville, CA 95667

Invoice number 61224
 Date 12/07/2021

Project **207082A LCTC FY 20-21 Assistance-
 Regional Transp. Plan, WE603**

Professional Services rendered through 11/26/2021
 Project Manager: Genevieve A. Evans

Professional Fees

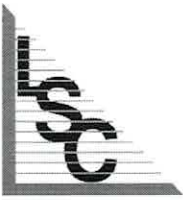
	Hours	Rate	Billed Amount
Genevieve A. Evans	5.00	150.00	750.00
		Invoice total	750.00

Invoice Summary

Description	Contract Maximum	Prior Billed	Current Billed	Remaining
Community Outreach and Engagement	5,000.00	1,650.00	750.00	2,600.00
Total	5,000.00	1,650.00	750.00	2,600.00

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
61224	12/07/2021	750.00	750.00				
	Total	750.00	750.00	0.00	0.00	0.00	0.00



LSC Transportation Consultants, Inc.
 1889 York St.
 Denver, CO 80206
 303-333-1105

John Clerici Consulting
 Attn: Accounts Payable
 1555 Sean Dr.
 Placerville, CA 95667

Invoice number 61225
 Date 12/07/2021
 Project **207084A LCTC FY 21-22 Assistance-
 Regional Transp. Planning, WE703 US
 395**

Professional Services rendered through 11/26/2021
 Project Manager: Genevieve A. Evans

Professional Fees

	Hours	Rate	Billed Amount
Genevieve A. Evans	8.50	150.00	1,275.00
Gordon R. Shaw	9.00	210.00	1,890.00
Sierra M. Brown	6.50	115.00	747.50
Professional Fees subtotal	24.00		3,912.50
Invoice total			3,912.50

Invoice Summary

Description	Contract Maximum	Prior Billed	Current Billed	Remaining
Strategic Partnership Grant 395	79,549.00	16,237.50	3,912.50	59,399.00
Total	79,549.00	16,237.50	3,912.50	59,399.00

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
60913	11/04/2021	2,790.00		2,790.00			
61225	12/07/2021	3,912.50	3,912.50				
	Total	6,702.50	3,912.50	2,790.00	0.00	0.00	0.00



LSC Transportation Consultants, Inc.
 1889 York St.
 Denver, CO 80206
 303-333-1105

Lassen County Transportation Commission
 John Clerici
 P.O. Box 1028
 Susanville, CA 96130

Invoice number 61152
 Date 12/06/2021

Project **T217010A Lassen County Local
 Roadway Safety Plan 704**

Professional Services rendered through 11/26/2021
 Project Manager: Gordon R. Shaw

Professional Fees

	Hours	Rate	Billed Amount
Alexandra C. Silverman	1.50	80.00	120.00
Gordon R. Shaw	6.00	210.00	1,260.00
William C. Suen	16.00	115.00	1,840.00
Professional Fees subtotal	23.50		3,220.00
			Invoice total 3,220.00

Invoice Summary

Description	Contract Maximum	Prior Billed	Current Billed	Remaining
Safety Study	32,932.00	16,925.96	3,220.00	12,786.04
Total	32,932.00	16,925.96	3,220.00	12,786.04

Aging Summary

Invoice Number	Invoice Date	Outstanding	Current	Over 30	Over 60	Over 90	Over 120
60912	11/03/2021	9,288.46		9,288.46			
61152	12/06/2021	3,220.00	3,220.00				
Total		12,508.46	3,220.00	9,288.46	0.00	0.00	0.00



John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 1.23

Date: December 9, 2021

From: John L Clerici, Executive Secretary

A handwritten signature in blue ink, appearing to read "John L. Clerici", is placed over the printed name in the "From:" field.

Subject: Fiscal Year 2021/22 Overall Work Program and Budget Amendment #1

REQUESTED ACTION BY MOTION: Adopt Resolution 21-15 approving Amendment #1 to the Fiscal Year 2021/22 Overall Work Program and Budget.

PAST ACTION & DISCUSSION

At your June 21, 2021, meeting you approved the FY21/22 Overall Work Program and Budget (OWP) for the Lassen County Transportation Commission. The OWP was subsequently received and approved by Caltrans and notification of such was sent to the Executive Secretary by email on July 6, 2021.

Since then, there have been several developments that require this mid-year amendment to the FY 21/22 OWP. The changes include:

Rural Planning Assistance Carryover Funds

In any given fiscal year, the LCTC receives \$230,000 in RPA funds. This funding allows LCTC staff to perform many of the critical tasks described in the OWP. Most of these tasks are focused on regional transportation planning and the maintenance of the Regional Transportation Plan. In most years the funds are expended completely. Occasionally they are not, and there is a formula for returning a portion of the unused RPA funds as carryover to the next FY. These funds can be used to augment existing OWP activities or be used to initiate new work not anticipated when the OWP was originally developed. For this fiscal year we will be spreading the RPA carryover to existing OWP work elements. They include:

- 601B – Regional Transportation Planning (\$20,225)
- 602 – Regional Transportation Programming (10,000)
- 703 – US 395 Strategic Partnership Grant (\$24,044)
- 704 – Local Road Safety Plan Development (\$3,231)

WE 601B Regional Transportation Planning

When the FY 2021/22 OWP was approved staff anticipated completing a modest update to the Regional Transportation Plan by the end of June 2022. A variety of issues have necessitated a delay in beginning the update, and staff has determined that only a portion of the RTP update will have been achieved by the June deadline. Staff is there for suggesting the start of the RTP update be delayed to the second half of FY 2021/22, with the completion being pushed into FY 2022/23.

WE 604 Transportation Development Act

Addition of completing a TDA required Triennial Performance Audit by the end of FY 2021/22 (June 2022) with a corresponding increase in LTF funds (approximately \$30,000) to hire a consultant and manage the effort. This audit will apply to both the LCTC and LTSA as has been the previous practice.

WE 704 – Local Road Safety Plan

Staff is recommending a minor change to the completion date in WE 704 for the Local Road Safety Plan from December 2021, to February 2022.

Other Minor OWP Edits

There are other minor edits to the OWP to address grammatical and typing errors, small adjustments to deliverable dates, and generally to clean up the document.

The revised budget (with changes) and the revised Work Element pages are provided with this report. A fully revised OWP with accompanying resolution (21-15) and other documentation will be forwarded to Caltrans D2 staff.

ALTERNATIVES

Provide direction to staff.

Attachments (2)

LASSEN COUNTY
TRANSPORTATION COMMISSION



FISCAL YEAR 2021/2022
OVERALL WORK PROGRAM

For the
Continuous Regional Transportation
Planning Process

June 21, 2021
Amended December 13, 2021

John Clerici
Executive Secretary

Fiscal Year 2021/2022 Budget

Lassen County Transportation Commission												
Preliminary Fiscal Year 2021/22 Working Budget - Amendment #1												
Work Element Name	Total	WORK ELEMENT NUMBER										Total
		100	601				602	603	604	703	704	
		Administration and Coordination	Regional Transportation Planning				Programming	Community Engagement and Outreach	Transportation Development Act	Strategic Partnership Grant - 395	Local Roadway Safety Plan (LRSP)	
			A. General Planning	B. RTP Update	C. Active Transportation Planning	D. Transit Planning						
Executive Team												
John	\$ 144,867	\$ 15,000	\$ 31,000	\$ 16,000	\$ 700	\$ 350	\$ 30,000	\$ 15,000	\$ 12,000	\$ 22,417	\$ 2,400	\$ 144,867
Steve	\$ 135,196		\$ 50,000	\$ 11,000	\$ 300	\$ 150	\$ 25,000		\$ 33,000	\$ 13,078	\$ 2,668	\$ 135,196
LSC	\$ 174,025		\$ 9,900	\$ 53,079	\$ 9,000	\$ 4,500		\$ 5,000		\$ 49,303	\$ 43,243	\$ 174,025
Total	\$ 454,088	\$ 15,000	\$ 90,900	\$ 80,079	\$ 10,000	\$ 5,000	\$ 55,000	\$ 20,000	\$ 45,000	\$ 84,798	\$ 48,311	\$ 454,088
Expenditures												
Professional Services - Consultant Executive Secretary and Staff	\$ 454,088	\$ 15,000	\$ 90,900	\$ 80,079	\$ 10,000	\$ 5,000	\$ 55,000	\$ 20,000	\$ 45,000	\$ 84,798	\$ 48,311	\$ 454,088
Professional Services - CSUS	\$ 65,142									\$ 65,142		\$ 65,142
Professional Services - Legal Counsel	\$ 15,000	\$ 13,000							\$ 2,000			\$ 15,000
Professional Services - Independent Audit	\$ 70,000								\$ 70,000			\$ 70,000
Professional Services - Consultants (Encumbered)	\$ -											\$ -
Professional Services - Consultants	\$ 43,402									\$ 43,402		\$ 43,402
Professional Services - County Auditor	\$ 5,200								\$ 5,200			\$ 5,200
County PERS	\$ 100,000	\$ 100,000										\$ 100,000
Memberships	\$ 4,000							\$ 4,000				\$ 4,000
Insurance	\$ 3,400	\$ 3,400										\$ 3,400
Training / Conferences	\$ 2,000	\$ 500					\$ 1,500					\$ 2,000
Travel	\$ -											\$ -
Total Expenditures	\$ 762,232	\$ 131,900	\$ 90,900	\$ 80,079	\$ 10,000	\$ 5,000	\$ 56,500	\$ 24,000	\$ 122,200	\$ 193,342	\$ 48,311	\$ 762,232
Revenues												
Rural Planning Assistance (FY 21/22 RPA)	\$ 230,000		\$ 90,900	\$ 59,854			\$ 46,500			\$ 29,346	\$ 3,400	\$ 230,000
Rural Planning Assistance (Carryover from FY 20/21 RPA)	\$ 57,500			\$ 20,225			\$ 10,000			\$ 24,044	\$ 3,231	\$ 57,500
Local Transportation Fund (LTF)	\$ 293,100	\$ 131,900			\$ 10,000	\$ 5,000		\$ 24,000	\$ 122,200			\$ 293,100
Strategic Planning Grant (carryover from FY 20/21)	\$ 139,952									\$ 139,952		\$ 139,952
LRSP Grant	\$ 41,680										\$ 41,680	\$ 41,680
Total Revenues	\$ 762,232	\$ 131,900	\$ 90,900	\$ 80,079	\$ 10,000	\$ 5,000	\$ 56,500	\$ 24,000	\$ 122,200	\$ 193,342	\$ 48,311	\$ 762,232

Work Element 601B Regional Transportation Planning – RTP Update

The RTP is the core document that outlines the County's transportation planning goals and the projects that will meet these goals.

The LCTC adopted the Regional Transportation plan in 2017 along with a Negative Declaration. LCTC staff will begin an update of the RTP in FY 2021/22 to accommodate planning studies, funding opportunities, or regional developments where compliance with the RTP is required. In addition, the RTP will reflect studies finished in FY 2020/21, as well as efforts that will be concluded during FY2021/22 (the Transit Development Plan, the Lassen County Bike Plan, the Local Road Safety Plan, and elements of the US 395 Coalition effort).

Purposes

1. Begin to update the 2017 Regional Transportation Plan (RTP), to ensure compliance with changing requirements, the results of planning studies for State Route 36 and US 395, and other needs.
2. Update the environmental document supporting the RTP.

Tasks

1. Update the 2017 Regional Transportation Plan and environmental compliance. Tasks to be pursued as part of the update include:
 - a. Update Existing Conditions
 - b. Public/Stakeholder Consultation
 - i. Outreach to community stakeholders include: City of Susanville, Lassen County, Susanville Indian Rancheria, Caltrans, transit providers, local non-motorized transportation advocates, and the public.
 - ii. Depending on Covid restrictions outreach may include: public meetings, online surveys, outreach to social media platforms, etc.
 - c. Update Future Conditions
 - d. Discuss Transportation Issues
 - e. Update Policy Element
 - f. Update Action Element
 - g. Update Financial Element
 - h. Prepare appropriate environmental document
 - i. Prepare Draft and Final RTP
2. Ensure environmental compliance of the RTP and Programs.

Products (Target due dates are in parentheses)

1. RTP focused stakeholder engagement (Spring of 2021)
2. Draft updates of the Future Conditions, and regional transportation issues (June 30, 2021)
3. Draft RTP (FY 22/23)
4. Final RTP (FY 22/23)

Revenues		Expenditure	
Rural Planning Assistance (RPA)	\$59,854.00	LCTC Staff	\$80,079.00
RPA FY 2020/21 Carryover	\$20,225.00		
Total:	\$80,079.00	Total:	\$80,079.00

Work Element 601C Regional Transportation Planning – Active Transportation Planning

Purposes

1. Review Goals and Policies set forth in the Regional Transportation Plan (RTP), including long-range (20 year) transportation projects.
2. Engage various stakeholders (LCTC, City of Susanville, Lassen County, Susanville Indian Rancheria, Caltrans, transit providers, and the public) in public engagements specifically focused on identifying and aligning on-going mobility/transportation needs of the community with the direction of the RTP, and the implementation of current regional and local transportation/mobility projects/initiatives.
3. To coordinate among public, private, Tribal and social service transportation providers to improve connectivity, enhance passenger safety, operating efficiency and regional mobility.
4. To assist in pedestrian and bicycle planning studies leading toward new and/or maintaining existing routes

Tasks

1. Meet periodically with county trail coordinator, city and federal staff responsible for trail and multi-modal transportation to discuss and plan trail development in Lassen County. Engage regional trail and non-motorized transportation advocates to help shape trails, bike/ped and other non-motorized transportation in the region. Provide for one annual update to the county Trail Maintenance Plan as required.
2. Amend the RTP to update the trails and bikeways component.
3. Update the Lassen County Bicycle Plan
 - a. Update existing facilities description
 - b. Review of Goals to ensure they are consistent with latest Regional Transportation Plan and General Plans
 - c. Equity/Demographic Analysis – Tables/graphics showing disadvantaged census tracts in Lassen County
 - d. Update mode split for Lassen County residents using current Census and Household Travel survey data. Then estimate the number of trips resulting from implementation of the plan. Conduct surveys to attempt to approximate mode split for all trips in Lassen County and how that might change if projects were constructed. Also, conduct bike counts on existing facilities.
 - e. Community and Stakeholder Engagement
 - f. Coordination with Other Agencies – Contact other regional entities/jurisdictions to discuss coordination opportunities for bicycle projects
 - g. Implementation Plan – Identify the steps and responsible parties for implementing top priority bicycle improvement projects
 - h. Maintenance – Discuss funding sources available to fund the maintenance of new facilities
 - i. Draft and Final Plan

Products (Target due dates are in parentheses)

1. Monitor progress on and update Bicycle Master Plan in coordination with City and County staff. Assist with Active Transportation Program grants. (Quarterly, As needed)
2. Updated inventory catalog for trails in County as new trails are added. (2-22)
3. Report to LCTC the status of the Trail Maintenance Plan. (10-21, 4-22)

- and solicit input on RTIPs
5. Participate during CTC, Caltrans HQ and D2, RCTF, and RTPA group meetings /workshops regarding RTIP / STIP preparation, adoption, guidelines development, project criteria, etc.
 6. Coordinate with CTC staff to process STIP amendments and assess funding options; support agency projects and address project issues.
 7. Prepare STIP amendments and allocation requests. (As needed)
 8. Coordinate, consult, and collaborate with the Susanville Indian Rancheria. (On-going, as needed)

Products (Target due dates are in parentheses)

1. RTIP/STIP amendments, allocation requests, time extensions (As needed)
2. Confirm consistency between the RTP and regional projects programmed with various State and Federal Funds (On-going)
3. Review the draft and final Fund Estimate (June/July/Aug 2021)
4. Set targets for agencies; review programming documents for consistency with STIP Guidelines (Aug/Sept 2021)
5. LCTC develop and submit the 2022 Lassen County Draft 2022 RTIP. (Sept/Oct 2021)
6. Final 2022 RTIP adoption. (Dec 2021)
7. Respond to CTC/Caltrans comments (Jan/Feb/March 2022)

Revenues		Expenditure	
RPA	\$46,500.00	LCTC Staff	\$55,000.00
RPA FY 2020/21 Carryover	\$10,000		
		Training and Conferences	\$1,500.00
Total:	\$56,500.00	Total:	\$56,500.00

Work Element 604 Transportation Development Act

Purpose

To effectively administer the provisions of the Transportation Development Act (TDA), including receiving, reviewing, and approving claims for Local Transportation Funds and State Transit Assistance Funds for Lassen County.

To provide staff support to the Social Services Transportation Advisory Council (SSTAC).

Previous Work

Each year LCTC is responsible for administering TDA funds. These funds operate public transit, construct bicycle and pedestrian facilities, and may be used for streets and roads purposes only after all unmet transit needs that are reasonable to meet have been addressed. Under TDA statute, LCTC is responsible for preparing preliminary and final estimates of Local Transportation and State Transit Assistance Fund apportionments, conducting fiscal and performance audits, and transit coordination. LCTC has appointed members to a Social Services Transportation Advisory Council (SSTAC) in accordance with Transportation Development Act Statute 99238.

Tasks

1. Provide for the management of the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. (On-going)
2. Ensure that fiscal and compliance audits are performed in accordance with law and assist in the resolution of audit findings. (December 31, 2021)
3. Conduct the Unmet Transit Needs process, if warranted, or conduct in-lieu Citizen Participation Process Public Hearing. (Spring, 2022)
4. Prepare the Unmet Transit Needs Analysis and Findings, if warranted. (Spring 2022)
5. Prepare draft and final apportionments for FY 2019/2020 Transportation Development Act Funds. (February and June 2022)
6. Assist claimants with preparation of claims and local program administration. (On-going)
7. Provide instructions to the Lassen County Auditor for allocations to the jurisdictions. (June 2022)
8. Provide staff support to the LCTC SSTAC. (On-going)
9. Participate in meetings/workshops such as: Lassen County Transportation Commission; Social Services Technical Advisory Council; Caltrans, Regional Transportation Planning Agency working group, California Transportation Commission, CalACT (planning related activities), and the Rural Transit Assistance Program.

Products (Target due dates are in parentheses)

1. Preliminary and Final LTF and STA apportionments for Fiscal Year 2022/2023. (February and June 2022)
2. Unmet Transit Needs Analysis and Findings, if warranted, or conduct in-lieu Citizen Participation Process Public Hearing. (April-May 2022)
3. Allocation instructions to the County Auditor for LTF and STA funds. (June 2022)
4. Claim notifications to jurisdictions. (June 2022)

5. SSTAC agendas and minutes and related staff support. (Spring 2022)

6. Prepare Triennial Performance Audit (June 2022)

Revenues		Expenditure	
Local Transportation Fund	\$122,200.00	LCTC - Staff	\$45,000.00
		Legal Council	\$2,000.00
		Independent Auditor	\$70,000.00
		Lassen County Auditor	\$5,200.00
Total:	\$122,200.00	Total:	\$112,200.00

Work Element 703 U.S. 395 Strategic Corridor Investment Analysis

Background & Purpose

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.

Caltrans District 2 recently completed a comprehensive new US 395 Transportation Concept Report (TCR). The TCR 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

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	<i>Draft Plan (15 hard copies); Project Team Review and Comments</i>
6.2	<i>Final Plan (1 CD of all final deliverables and 15 hard copies)</i>

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	<i>Caltrans Invoice Packages</i>
6.2	<i>Quarterly Reports</i>

Revenues		Expenditure	
Rural Planning Assistance	\$29,346.00	Outside Consultant – CSUS	\$65,142.00
RPA FY 2020/21 Carryover	\$24,044.00	Outside Consultant -- Other	\$43,402.00
Strategic Planning Grant	\$139,952.00	LCTC - Staff	\$84,798.00
Total:	\$193,342.00	Total:	\$193,342.00

Work Element 704 Local Road Safety Program

Background, Purpose and Goal

An LRSP identifies and analyzes safety problems and recommends safety improvements. An LRSP will be required to obtain Highway Safety Improvement Program (HSIP) funding in the future. The plan will include extensive data collection and analysis of crashes and other traffic data throughout the County, public/stakeholder workshops and identification of safety projects designed to reduce potential future crashes.

An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues.

The goal of this effort is to develop a LRSP for Lassen County (including the City of Susanville) and subsequently to identify community supported projects for HSIP funding that will enhance mobility safety for the travelling public.

Nexus to Regional Transportation Planning Process

As with all the work done by the LCTC, the LRSP as a document, and the process that result in its development, that will directly, effect regional transportation planning. These include but are not limited to:

- Information developed in the LRSP will be used to inform the update of the Regional Transportation Plan scheduled for FY 21/22 (WE 601B). This will include challenges and recommendation that can be implemented in the RTP but are not eligible for HSIP funds.
- Data gathered to date is showing and increase in bike and pedestrian related accidents. This information will help inform the update to the Lassen County Bike Plan (WE 601C). And will provide valuable information for Active Transportation and Safe Route to Schools grant applications.
- Data and results derived from the LRSP are already being used to augment more focused highway safety analysis being done in the Phase 2 US 395 effort (WE 703).
- Stakeholder outreach and workshops being anticipated for the LRSP will be leveraged to help with similar efforts for RTP, ATP and transit planning during FY 21/22.

Work Tasks

Tasks completed in FY 2020/2021

Task 1 – Study Management and Stakeholder Group

As part of this task LSC will manage the progress of the LRSP and provide billing and coordination documents to LCTC. We will develop a stakeholder group comprised of representatives of key groups concerned with highway/roadway safety in Lassen County. Invitations will be made to each of the following:

- Caltrans District 2
- Lassen County Public Works

Completion of Task 6 (Final Report) – February 2021

Revenues		Expenditure	
Rural Planning Assistance	\$3,400.00	LCTC Staff	\$48,311.00
RPA FY 2020/21 Carryover	\$3,231.00		
HSIP Grant	\$41,680.00		
Total:	\$48,311.00	Total:	\$48,311.00

LASSEN COUNTY TRANSPORTATION COMMISSION
Resolution 21-15
Amendment #1 (Formal) to the Fiscal Year 2021/22 Overall Work Program and Budget

WHEREAS, the Lassen County Transportation Commission (LCTC) is the designated regional transportation planning agency for the Lassen County region, and an eligible recipient for transportation planning funds administered by the California Department of Transportation (Caltrans); and,

WHEREAS, the LCTC previously adopted a Fiscal Year 2021/22 Overall Work Program (OWP) on June 23,2021; and,

WHEREAS, on occasion it is necessary to amend the OWP to address changes in project scope for work elements within the OWP and or budget; and,

WHEREAS, the LCTC received notice from Caltrans that they were to receive \$57,500 of Rural Planning Assistance carry-over funds from the FY 20/21 OWP; and,

WHEREAS, changes to specific work products in Work Elements 601B and 704 require re-scoping the delivery date for certain deliverables.

NOW, THEREFORE, BE IT RESOLVED by the Lassen County Transportation Commission (LCTC) hereby adopts Amendment #1 to the Fiscal Year 2021/22 Overall Work Program and Budget.

The foregoing resolution was passed and adopted at the December 13, 2021 meeting of the Lassen County Transportation Commission by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jeff Hemphill
Chair, Lassen County Transportation Commission

The foregoing instrument is a correct copy of the original on file in the office of the Executive Secretary of the Lassen County Transportation Commission.

John Clerici, Executive Secretary

December 13, 2021



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 4.11

Date: December 8, 2021

From: Genevieve Evans, LCTC Staff 

Subject: Unmet Transit Needs Workshop

REQUESTED ACTIONS

Provide direction to staff regarding the unmet needs process for FY 21-22

BACKGROUND & DISCUSSION

Each year the Commission adopts definitions “Unmet Transit Needs” and “Reasonable to Meet” and also appointed members, as needed, to the Social Services Transportation Advisory Council, when vacancies existed. The process typically starts in January of the fiscal year and concludes in May or June, and culminates in a determination of what, if any, unmet needs identified during the process are reasonable to meet. During the FY 2020/21 Unmet Transit Needs process commission discussion resulted in inquiries about how the unmet needs definitions are developed, their impact in shaping transit services, how they may be altered or revised, and how this might impact future transit service.

With the Unmet Transit Needs Process on the horizon and previous commissioner questions regarding unmet transit needs definitions, staff has compiled a short informational presentation on the Transportation Development Act (TDA) and the Unmet Transit Needs Process. An understanding of the background, purpose and eligible uses of TDA funds may help the board to make more informed decisions regarding public transit going forward. The next commission meeting will include an agenda item to readopt LCTC Definitions of Unmet Transit Needs and Reasonable to Meet Criteria. You have also been provided a handout today of the current LCTC definitions along with a few examples from other areas. As can be seen in the handout and demonstrated in the presentation, Unmet Transit Needs Definitions are open to a large degree of interpretation and LCTC’s definitions are similar to other rural areas.

Staff has made some minor revisions to the reasonable to meet criteria. This can be found at the end of the handout. Changes can be summarized as follows:

- Clarified performance standards section
 - Allowed a proposed service two years before meeting performance standards
 - Deleted duplicative and not relevant criteria
-
-

ALTERNATIVES

Provide direction to staff.

Attachments(2)

Unmet Transit Needs and Reasonable to Meet Definitions

LASSEN COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-01
ADOPTING “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”
DEFINITIONS

WHEREAS, the Transportation Development Act (TDA) provides funding for streets and roads under Article 8 for counties with a population of 500,000 or less, and

WHEREAS, Lassen County has a population of less than 500,000 thereby making Lassen County eligible for funding under Article 8, and

WHEREAS, Section 99401.5 of the TDA requires that transportation planning agencies identify unmet transit needs that are reasonable to meet prior to making any allocations for streets and roads, and

WHEREAS, the regional transportation planning agency is required to adopt definitions of the terms “unmet transit needs” and “reasonable to meet” by resolution as a component of the unmet needs process.

NOW THEREFORE BE IT RESOLVED, that the definition of “unmet transit needs” is deemed as follows:

An unmet transit need is any deficiency in the system of public transit services, specialized transit/paratransit services, and private transportation services within the jurisdiction of the Lassen County Transportation Commission (LCTC) which has been identified by community members or through a local or regional planning process and which has not been funded and implemented. At a minimum, this may include desires for transportation services which are identified through the annual TDA Unmet Transit Needs public hearing, by the Social Service Transportation Advisory Council, in Lassen County’s Transportation Development Plan, in the Regional Transportation Plan, or in the compliance plan for the Americans with Disabilities Act as prepared by any public or private entity.

LCTC recognizes that public transportation includes a broad range of users, uses, and destination. Although, some services may be restricted or give priority to traditionally transit-dependent populations (such as elderly, disabled, low-income, or youth), all eligible users should have equivalent access or opportunity to use the service. The transportation desire of a small group of individuals or of the clients of particular agencies shall not, in and of themselves, be sufficient to justify a finding of unmet transit need.

Trips that would duplicate transportation services to the general public are not considered unmet transit needs. A need for transportation service beyond the fiscal year under consideration shall not be considered an unmet transit need at the present time. Provision of escorts or attendants is not a transit need.

LASSEN COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-01
ADOPTING “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”
DEFINITIONS

BE IT FURTHER RESOLVED that the definition of “reasonable to meet” is deemed as follows:

An identified unmet transit need can be determined to be “reasonable to meet” if it is demonstrated, based upon LCTC staff analysis or other independent evidence, that the transit need can be met within the following performance and financial standards:

The performance standard for fixed-route systems is 10% fare revenue ratio.

All other systems shall achieve at least the fare revenue ratio and passenger productivity standards established in the Lassen County Transit Development Plan and the Regional Transportation Plan or as established by statute.

An extension of service shall not cause the system of which it is a part to fail to meet the system-wide performance standards. Considered separately, it shall achieve at least half the system-wide performance standards, except in case of an extension of service determined to be a necessary lifeline service for transit dependent populations.

The unmet transit need will not require the expenditure of more than the affected jurisdiction(s) proportional share of Transportation Development Act funds that are apportioned by LCTC on the basis of population.

The determination of whether a transit need is reasonable to meet shall also take into account as appropriate:

1. Likely demand for service based on transit use rates per capita in comparable communities.
2. Whether a service to meet the need would put the system of which it is a part in jeopardy of losing state or federal funding as a result of failing to meet mandated performance or efficiency standards.
3. In the case of any new general public transit services, potential Americans with Disabilities Act implications within that service area, including whether complementary paratransit service, if required, would impose an “undue financial burden” on the public entity.
4. In the case of a paratransit service providing complementary service to fixed-route service by a public entity, whether meeting the need would require spending a greater amount than that required by an undue financial burden waiver approved by the Federal Transit Administration under the Americans with Disabilities Act.
5. Opportunities for coordination among adjoining public entities or with private transportation provider and /or funding agencies. This shall include consideration of other existing resources (including financial), as well as the legal or customary responsibilities

LASSEN COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-01
ADOPTING “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”
DEFINITIONS

of other entities (e. g., social service agencies, religious organizations, schools, carpools, etc.) Duplication of other services or recourses is unnecessary and not a prudent use of public funds.

6. An unmet transit need may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar time factors, or because additional information is needed to determine whether or not the unmet needs is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more that once on these grounds.
7. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for a finding that a transit need is not reasonable to meet.
8. Comparing unmet transit needs with the need for streets and roads shall not make the determination of whether an unmet transit need is reasonable to meet.

The foregoing resolution of the Lassen County Transportation Commission was adopted at its January 11, 2021 meeting by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

JOE FRANCO, Chairman
Lassen County Transportation Commission

The foregoing instrument is a correct copy of the original on file in the office of the Executive Secretary of the Lassen County Transportation Commission.

John L. Clerici, Executive Secretary

January 11, 2021

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

TDA DEFINITIONS

Pursuant to PUC Section 99401.5(c)

Adopted 11/8/92

Amended 3/23/94

Amended 9/22/99

Amended 9/27/06

Amended 5/14/14

Unmet Transit Need

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

Reasonable To Meet

Unmet transit needs may be found to be "reasonable to meet" if all of the following criteria prevail:

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.
- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.

RESOLUTION NO. 20-10
SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION

WHEREAS, this Commission is responsible to meet the requirements of Section 99401.5 of the Transportation Development Act; and

WHEREAS, one of the requirements of Section 99401.5 is the adoption by the Planning Agency of definitions for the terms “Unmet Transit Needs” and “Reasonable to Meet”; and

WHEREAS, at this, their July 28, 2020 regular meeting the Commission concurs with the following definitions for these terms,

NOW, THEREFORE, BE IT RESOLVED that the Siskiyou County Local Transportation Commission adopts the following definitions of the terms “Unmet Transit Needs” and “Reasonable to Meet”.

1. Unmet Transit Needs are those needs that are currently not being met and which are identified in the Commissions annual analysis of transit needs in Siskiyou County.

2. Reasonable to Meet are those transit services that can be met by public and/or special transportation services that:

- a. Can be proven operationally feasible;
- b. Can demonstrate community acceptance;
- c. Would serve a significant number of the population;
- d. Can be proven to be economically feasible; and
- e. Can demonstrate cost effectiveness by having a ratio of fare revenue to operational cost of at least 25% (15% for the first year)

PASSED AND ADOPTED this 28th day of July, 2020 by the Local Transportation Commission of Siskiyou County by the following vote:

AYES: 5
NOES: 0
ABSENT: 2

Ed Valenzuela

Chairperson
Local Transportation Commission

ATTEST:



Jeff Schwein
Executive Director

Signature: 
Ed Valenzuela (Jul 29, 2020 21:42 PDT)

Email: dist2sup@sbcglobal.net

CHAPTER 5 ANALYSIS OF COMMENTS RECEIVED

Definitions and Analysis of Public Testimony

Definitions of “Unmet Transit Needs” & “Reasonable to Meet”

The analysis of public comments and determination of needs are based on the adopted definition of “Unmet Transit Needs”. The Social Services Transportation Advisory Council (SSTAC) evaluates each need based on the adopted “Reasonable to Meet” criteria. These definitions were adopted by the Calaveras Council of Governments Board on February 5, 2014 (See Attachment A).

An “Unmet Transit Need” is defined as:

Public transit or specialized transportation services not currently provided for persons within Calaveras County who have no reliable, affordable, or accessible transportation for necessary trips. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, physical and mental well-being, including trips which serve employment purposes. The size and location of the group must be such that a service to meet their needs is feasible within the definition of “reasonable to meet” as set forth below.

Unmet needs may include needs for transportation services which are identified through the annual unmet transit needs process, or by the Social Services Transportation Advisory Council (SSTAC) which are not yet implemented or funded. The consideration of unmet transit needs is not limited to the abovementioned methods. It is the practice of the Calaveras Council of Governments to consider input relative to transit needs from any group or member of the public wishing to express such needs.

The definition excludes:

1. Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes which are being addressed by routine or normal planning process,
2. Improvements funded or scheduled for implementation in the fiscal year following the Unmet Transit Needs Hearing, and
3. Future transportation needs.

“Reasonable to Meet” is established according to the following criteria-

A. Financial Feasibility. 1) The proposed transit service, if implemented or funded, would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act (TDA) funds, State Transit Assistance, FTA 5311 funds, and other transit specific monies as may become available. 2) The proposed service, if implemented or funded, would not affect the responsible operator or service claimant’s ability to

meet the required system-wide farebox revenue-to-operating cost ratio of 10%. 3) Proposed transit system expansion must be monitored and evaluated after 6 months of operation (or other approved period of review) by the CCOG board.

- B. Cost Effectiveness.** Supporting data demonstrates sufficient ridership and revenue potential exists for the new, expanded or revised transit service to meet or exceed the required farebox revenue-to-operating cost ratios on a stand-alone basis; except in case of an extension of service determined to be a necessary lifeline service for transit-dependent populations. Furthermore, cost-per-passenger is reasonable when compared to the level of service provided, benefit accrued to the community and to existing service cost-per-passenger.
- C. Community Acceptance.** There is sufficient public support for the proposed transit service, as indicated through the annual public hearing process.
- D. Equity.** The proposed transit service would benefit either the general public or the elderly and disabled population as a whole. Transit Service will not be provided favoring one group at the exclusion of any other.
- E. System Impact.** It has been demonstrated to the CCOG Board that the proposed transit service combined with existing service will allow the system to meet or exceed performance standards such as the cost-per-passenger trip, cost-per-service-hour, passenger trips-per-service hour, passenger trip-per-service mile, on time performance and vehicle service hours-per-employee. The proposed service does not duplicate transit services currently provided either publicly or privately. The proposed service is in response to an existing rather than a future need.
- F. Operational Feasibility.** There are adequate roadways and turnouts to safely accommodate transit vehicles.
- G. Availability of Services Provided.** A qualified contractor is available to implement the service.

Analysis of Public Testimony

All comments received during the Unmet Transit Needs process throughout the year are recorded on the Unmet Transit Needs Matrix. This Matrix is reviewed by the Social Services Transportation Advisory Council (SSTAC). No Unmet Transit Needs were received during FY 20/21.

Section II

FY 2021/22 Unmet Transit Need

Testimony & Requests

Adopted “Unmet Transit Needs” Definition

The ACTC adopted the definition for the term ‘unmet transit needs’ by minute order on November 3, 2017.

An “Unmet Transit Need” is defined as “any expressed or identified transportation need in the system of public transit services, specialized transportation services, paratransit services or private transportation services within Amador County which has been identified by community members or through the regional planning process and which has not been funded and implemented. The transportation desire of a small group of individuals shall not, in and of themselves, be sufficient to justify a finding of unmet transit need.”

Adopted “Reasonable to Meet” Criteria

The ACTC adopted the following specific ‘reasonable to meet’ criteria on November 3, 2017. An unmet transit need must meet ALL of the following adopted criteria to be deemed ‘reasonable to meet’.

- Amador Transit’s overall service (including administration and overhead) must achieve 10% farebox return.
- ACTC may allow routes to exist that provide between 6% and 10% farebox recovery ratio provided the overall system maintains a 10% farebox recovery ratio as mandated by the TDA.
- Transit services are ‘capped’ by the amount of available TDA (LTF and STA) funds and other grants that are available in any given year.
- Financial Feasibility: 1) Supporting data indicates sufficient ridership and revenue potential exists for the new, expanded or revised transit service to meet or exceed the required farebox revenue to operating cost ratios on a standalone basis.
- System Impact: The effect of the new, expanded or revised transit service on the overall system’s measures of efficiency and effectiveness, such as the cost per passenger trip, cost per vehicle service hour, passenger trips per vehicle service hour, passenger trips per service mile, on-time performance and vehicle service hours per employee shall not have a significant adverse impact.
- Impact Limits: Implementation of the new, expanded or revised transit service will be considered reasonable if the projected average cost per trip, by type of service, can be provided at a cost no higher than 10% above the average cost per passenger trip, by type of service, of the overall transit system.

Revised Lassen Reasonable to Meet Criteria

BE IT FURTHER RESOLVED that the definition of “**reasonable to meet**” is deemed as follows:

An identified unmet transit need can be determined to be “reasonable to meet” if it is demonstrated, based upon LCTC staff analysis or other independent evidence, that the transit need can be met within the following performance and financial standards:

- For fixed route systems, data analysis must demonstrate that the unmet transit need will meet a 10% fare revenue ratio after a period of two years.
- For all other systems, data analysis must demonstrate that the unmet transit need shall achieve at least the fare revenue ratio and passenger productivity standards established in the Lassen County Transit Development Plan and the Regional Transportation Plan or as established by statute after a period of two years.
- Unmet transit needs which are an extension of service shall achieve at least half the system-wide performance standards, when considered separately. An exception can be made in the case of an extension of service determined to be a necessary lifeline service for transit dependent populations.
- Unmet transit needs shall not cause the transit system to fail to meet the systemwide farebox ratio standard set by the state.

The unmet transit need will not require the expenditure of more than the affected jurisdiction(s) proportional share of Transportation Development Act funds that are apportioned by LCTC on the basis of population.

The determination of whether a transit need is reasonable to meet shall also take into account as appropriate:

1. Likely demand for service based on transit use rates per capita in comparable communities and/or observed use rates in Lassen County.
2. Opportunities for coordination among adjoining public entities or with private transportation provider and /or funding agencies. This shall include consideration of other existing resources (including financial), as well as the legal or customary responsibilities of other entities (e. g., social service agencies, religious organizations, schools, carpools, etc.) Duplication of other services or recourses is unnecessary and not a prudent use of public funds.
3. An unmet transit need may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar time factors, or because additional information is needed to determine whether or not the unmet needs is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.

4. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for a finding that a transit need is not reasonable to meet.
5. Comparing unmet transit needs with the need for streets and roads shall not make the determination of whether an unmet transit need is reasonable to meet.

DRAFT

BE IT FURTHER RESOLVED that the definition of “reasonable to meet” is deemed as follows:

An identified unmet transit need can be determined to be “reasonable to meet” if it is demonstrated, based upon LCTC staff analysis or other independent evidence, that the transit need can be met within the following performance and financial standards:

- ~~For fixed route or deviated fixed route systems, data analysis must demonstrate that the unmet transit need will meet The performance standard for fixed route systems is a~~ 10% fare revenue ratio after a period of two years.
- ~~For a~~All other systems, data analysis must demonstrate that the unmet transit need shall achieve at least the fare revenue ratio and passenger productivity standards established in the Lassen County Transit Development Plan and the Regional Transportation Plan or as established by statute after a period of two years.
- ~~Unmet transit needs which are a~~An extension of service ~~shall not cause the system of which it is a part to fail to meet the system-wide performance standards. Considered separately, it~~ shall achieve at least half the system-wide performance standards, when considered separately. An exception can be made in the case of an extension of service determined to be a necessary lifeline service for transit dependent populations.
- Unmet transit needs shall not cause the transit system to fail to meet the systemwide farebox ratio standard set by the state.

The unmet transit need will not require the expenditure of more than the affected jurisdiction(s) proportional share of Transportation Development Act funds that are apportioned by LCTC on the basis of population.

The determination of whether a transit need is reasonable to meet shall also take into account as appropriate:

1. Likely demand for service based on transit use rates per capita in comparable communities and/or observed use rates in Lassen County.
- ~~2. Whether a service to meet the need would put the system of which it is a part in jeopardy of losing state or federal funding as a result of failing to meet mandated performance or efficiency standards.~~
- ~~3.2. In the case of any new general public transit services, potential Americans with Disabilities Act implications within that service area, including whether complementary paratransit service, if required, would impose an “undue financial burden” on the public entity.~~
- ~~4. In the case of a paratransit service providing complementary service to fixed route service by a public entity, whether meeting the need would require spending a greater~~

~~amount than that required by an undue financial burden waiver approved by the Federal Transit Administration under the Americans with Disabilities Act.~~

- ~~5.3.~~ Opportunities for coordination among adjoining public entities or with private transportation provider and /or funding agencies. This shall include consideration of other existing resources (including financial), as well as the legal or customary responsibilities of other entities (e. g., social service agencies, religious organizations, schools, carpools, etc.) Duplication of other services or recourses is unnecessary and not a prudent use of public funds.
- ~~6.4.~~ An unmet transit need may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar time factors, or because additional information is needed to determine whether or not the unmet needs is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.
- ~~7.5.~~ The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for a finding that a transit need is not reasonable to meet.
- ~~8.6.~~ Comparing unmet transit needs with the need for streets and roads shall not make the determination of whether an unmet transit need is reasonable to meet.



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814


P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 4.12**

Date: December 13, 2022

From: John L Clerici, Executive Secretary 

Subject: Adoption of the 2022 Regional Transportation Improvement Program - RTIP

REQUESTED ACTION

By Motion: Adopt Resolution 21-14 approving the 2022 Regional Transportation Improvement Program (RTIP).

BACKGROUND

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects on and off the State Highway System, funded with revenue from the State Highway Account and other funding sources (most notably SB 1). STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects.

Once the fund estimate is adopted, Caltrans and the regional planning agencies (the LCTC) prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIP's). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

Local agencies work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP. In our case the Lassen County Transportation Commission (LCTC) is responsible for working with the City of Susanville, Lassen County, and the Susanville Indian Rancheria, to identify and nominate a list of projects for inclusion in the Lassen County RTIP.

Once projects are programmed, agencies may begin the project implementation process. It is important to note that there are timely use of funds rules associated with STIP projects that are established by statute and outlined in both the STIP Guidelines adopted by the CTC and Chapter 23 of the Local Assistance Program Guidelines.

Locally, the RTIP can include capital projects associated with the state highway system. The Gateway Project associated with US 395 are an example of this type of project, as well as capital overlay projects on local streets and roads. Any project that is nominated through the RTIP/STIP process must be consistent with the Lassen County Regional Transportation Plan.

Over the past four months Commission staff has met with City of Susanville, Lassen County, Caltrans and CTC staff to determine the best mix of projects to be included in the 2022 STIP. This has included detailed re-evaluation of projects being carried over from the 2020 STIP, and potential new projects to be nominated as part of the 2022 cycle. Caltrans District 2 staff have been consulted to make sure that our actions conform to the most current STIP guidelines.

Projects implemented from the 2020 STIP include:

- County Rehab Project B
- County Rehab Project C
- City Rehab Project FD

This represents an investment in excess of \$8,000,000 in STIP funding for the region.

DISCUSSION

The draft 2022 Regional Transportation Improvement Program is ready for your review and adoption. As mentioned, it is the result of extensive discussions between your staff, the City of Susanville, Lassen County, Caltrans and other regional stakeholders.

The current programming target for either augmenting or new projects for the 2022 STIP is \$4,094,000. The current requests for either augmentation to currently programmed project is \$1.18 million. In addition, LCTC staff is requesting \$120,000 of new program of PPM funding during this STIP cycle. This will leave a balance of \$2,794,000 to carryover to the next STIP cycle, or to accommodate changes in currently programmed projects as needed.

The following are the highlights from the 2022 RTIP:

Projects Carried Over from the 2020 RTIP/STIP

- **Janesville Main Street Bike path and Overlay (PPNO 2261)** - In Janesville, along Main Street from the intersection of Route 395 to the intersection of Route 36. Rehabilitate roadway, shoulders, drainage and bike path
 - Programmed \$75,000 for PS&E in FY 21/22.
 - Requested action – No changes have been requested for the 2022 STIP.

- **Beaver Creek Bridge Replacement (PPNO 2562)** -- Near the town of Bieber on Pittville Road over Beaver Creek
 - Programmed \$254, 000 as match money Highway Bridge Program to replace bridge in FY 22/23
 - Requested action – move to construction to FY 24/25 to accommodate changes in construction planning, and an additional \$250,000 of STIP funding to mitigate new project cost projections.

- **Southeast Gateway Project (PPNO 3492)** -- In the City of Susanville on State Route 36
 - Construct curb gutter and sidewalk
 - ADA compliant ramps
 - Widen shoulders
 - Safety lighting
 - Landscaping and irrigation
 - Programmed \$161,000 for ROW acquisition in FY 20/21 and funding of \$2,277,000 for construction in FY 21/22
 - Requested action – \$768,000 of Covid Mid-cycle funds be substituted for construction funding. This would leave a balance of \$1,509,000 of currently programmed funding

- **Riverside Drive Reconstruction & Class I Ped-Bike Lane (PPNO 2480)** – In Susanville build class 1 bike path and bridge
 - \$50,000 for ROW acquisition in FY 20/21 and \$300,000 for PS&E in FY 22/23
 - Requested action - No changes have been requested for the 2022 STIP

- **County Rehab D (PPNO 2600)** – Standish Road, Mapes Lane to US 395 North. Rehabilitate roadway
 - Programmed \$1,550,000 for project construction in FY 23/24
 - Requested action – additional funding of \$465,000 for construction to mitigate new project cost projections.

- **County Rehab E (PPNO 2601)** – Standish Road, US 395 to Honey Girl Road East. Rehabilitate roadway
 - Programmed \$1,550,000 for project construction in FY 24/25
 - Requested action – additional funding of \$465,000 for construction to mitigate new project cost projections

New Projects proposed for 2022 RTIP

LCTC staff is making a modest request for funds (shown below) to do important regional planning work on behalf of the city, county and other regional stakeholders.

Planning Programming and Monitoring (PPNO 2602) – STIP monitoring and various planning activities

- New project – Not programmed in the 2020 STIP
- Requested Action – \$40,000 PPM allocation in FY 22/23 (from mid-cycle COVID programming), and \$40,000 in PPM in FY 2024/25 and in FY 25/26 each

Other projects - After careful analysis, and in consultation with the City of Susanville and Lassen County have, the city and county have elected to hold the majority of the remaining balance of STIP share (\$2,794,000) for future allocation. Recent trends in construction costs, as demonstrated by two projects currently programmed in the STIP requiring additional funding, indicate that having funds available for future cost increases is the most prudent choice at this time for Lassen County.

NEXT STEPS

Staff will finalize cost and scheduling for each proposed projects and will transmit the final 2022 RTIP for Lassen County to the California Transportation Commission prior to the December 15, 2021 deadline.

ALTERNATIVES

Direct staff to consider an alternative list of projects.

LASSEN COUNTY TRANSPORTATION COMMISSION
Resolution 21-14
Adopting the 2022 Regional Transportation Improvement Program (RTIP)

WHEREAS, the Lassen County Transportation Commission (LCTC) is the Regional Transportation Planning Agency (RTPA) for Lassen County and the incorporated City of Susanville; and,

WHEREAS, the LCTC has the responsibility under State law to program projects in the Regional Improvement Program funds by adopting a program of projects in the RTIP, which is to be programmed as part of the State Transportation Improvement Program (STIP) by the California Transportation Commission; and,

WHEREAS, the LCTC has a programming target of \$4.094 million and a maximum estimated share of \$5,351 million; and,

WHEREAS, LCTC staff has worked with representatives from the City of Susanville, Lassen County and Caltrans to develop a list of eligible projects that meet the programming target;

NOW THEREFORE BE IT RESOLVED, that the Lassen County Transportation Commission hereby adopts the 2022 Regional Transportation Improvement Program.

The foregoing resolution was passed and adopted at the December 13, 2021 meeting of the Lassen County Transportation Commission by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jeff Hemphill, Chairman
Lassen County Transportation Commission

The foregoing instrument is a correct copy of the original on file in the office of the Executive Secretary of the Lassen County Transportation Commission.

John L. Clerici, Executive Secretary December 13, 2021

LASSEN COUNTY TRANSPORTATION COMMISSION

2022

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



Adopted December 13, 2021

Prepared by:

Lassen County Transportation Commission

PO Box 1028
Susanville, CA 96310





LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130

PH: (530) 919-9739

John L. Clerici, Executive Secretary

December 13, 2021

Ms. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Mr. Weiss:

Enclosed please find one (1) copies of the Lassen County Transportation Commission's 2022 Regional Transportation Improvement Plan (RTIP). In addition, as requested by the Commission and electronic version of the RTIP has been forwarded to Kacey.Ruggiero@catc.ca.gov.

The 2022 Lassen County RTIP represents a collaboration between the LCTC, City of Susanville, Lassen County, Susanville Indian Rancheria, Caltrans and your staff at the CTC. Like most rural parts of the state, Lassen County faces extreme challenges in providing for the development and maintenance of vital transportation infrastructure. Though not a cure-all, the projects being funded through this process will promote safe mobility in the region and improve the quality for the Californians living in and those visiting Lassen County.

If you have any questions please contact me at (530) 919-9739 or jlfcleric@gmail.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "John L. Clerici".

John L. Clerici
Executive Secretary

cc: Dave Moore, Caltrans, District 2
Kathy Grah, Caltrans, District 2

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

For the 2022 RTIP, LCTC will continue prioritizing the completion of previous State Transportation Improvement Program (STIP) funded, important to improving mobility, enhancing economic activity and providing for needed road maintenance in the region. In attrition, the 2022 RTIP will reserve a significant portion of its STIP share for future projects, or more importantly to address project cost increases that are becoming more problematic of rural agencies implementing capital projects.

This RTIP sees the region shifting from the development of capital projects and focusing more on maintenance of existing transportation infrastructure.

The 2022 RTIP identifies over \$ 7.36 million of capital improvements on transportation infrastructure (spread over 6 distinct capital projects) during the 5-year programming horizon. For this STIP the LCTC will be programming a modest amount of Planning, Programming and Monitoring (PPM) funds to help update the Regional Transportation Plan in FY 2022-23 and assist the local jurisdictions with project development and delivery as requested.

Section 2. General Information

- **Regional Agency Name**
Lassen County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.lassenctc.com>

RTIP document link: <https://www.lassenctc.com/library>

RTP link: <https://www.lassenregionalplan.com/read-me/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name John L. Clerici
Title Executive Secretary
Email jlfclerici@gmail.com
Telephone 530-919-9739

- **RTIP Manager Staff Contact Information**

Name	John Clerici	Title	Executive Secretary
Address	PO Box 1028		
City/State	Susanville, CA		

Zip Code 96130
Email jlfclerici@gmail.com
Telephone 530-919-9739 Fax NA

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email teresa.favila@catc.ca.gov
Telephone 916-653-2064 Fax 916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The primary planning document which guides transportation planning, investment priorities, and ultimately delivery is the RTP, updated every five years. The RTP illustrates the regional transportation goals, objectives, policies, and performance measures within a fiscally constrained framework of short-term and long-term transportation projects and programs. LCTC staff works very closely with the City of Susanville, County of Lassen, Lassen Transit Service Agency, the Susanville Indian Rancheria, and Caltrans in the development of the RTP.

A Technical Advisory Committee representing the agencies described above was also consulted in developing the RTIP, as were as environmental, business, agriculture, and ranching interests. In preparation for each RTIP cycle, LCTC staff works with these partner agencies and groups to prioritize projects, included within the current RTP, for consideration in the RTIP. Many of the projects submitted in this RTIP have been part of an ongoing planning process, as outlined, dating back nearly 20 years.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

The 2020 STIP primarily consisted of a mix of partially-funded projects on the state highway system and a number of local street rehab projects. Projects either completed, or that will be completed, from the 2020 STIP include:

Project Name and Location	Description	Summary of Improvements/Benefits
City Street Rehab (FD) PPNO 2561	In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. <ul style="list-style-type: none"> ▪ Richmond Rd-Main St. south to city limits ▪ Bunyan-From Hwy 139 to Skyline Rd ▪ Spring Ridge-From Hwy 139 East to Dave Anderson 	CON \$2,167,000 (2020 Programmed) \$2,777,000 (Revised STIP)
County Rehab B* PPNO 2356 County Roads	In Lassen County Road rehabilitation on <ul style="list-style-type: none"> • Pumpkin Center Road – County Road 417 (portions) • Ash Valley Road – County Road 527 (US 395 to end of A/C) • Mail Route – County Road 502 (portions) 	CON \$2,556,000 (2020 Programmed) \$1,995,000 (Revised STIP)
County Rehab C PPNO 2564 Center Road (County Road 215) Rice Canyon Road to SR 395 at Litchfield	In Lassen County: <ul style="list-style-type: none"> • Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay • Class II Base shoulder backing (3' shoulders each side) 	CON \$3,375,000 (2020 Programmed) \$1,995,000 (Revised STIP)

*** On May 10, 2021 the LCTC took action to modify County Rehab B to include only the Punkin Center Road portion of the project. This reduced the overall project cost to \$1.99 million. A portion of the remainder was programmed to County Rehab C to satisfy a funding shortfall. The balance of the funds (Approximately \$380,000) was placed back into Lassen Counties STIP balance for programming in the 2022 RTIP/STIP cycle. The CTC acted on this request at their June 2021 meeting, and the revised balances are reflected in the 2021 Lassen County Orange Book page.**

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Lassen Region Meeting with Caltrans, District 2	August 19, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
LCTC Public Review of Project Nominations and Draft Recommended Programming	November 8, 2021
Lassen Region Meeting with Caltrans, District 2	November 12, 2021
CTC ITIP Hearing, North	November , 2021
CTC ITIP Hearing, South	November , 2021
Regional Agency adopts 2022 RTIP	RTPA Board Approval Date
LCTC Adoption of 2022 RTIP	December 13, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

Public notices related the RTIP were posted in August, October, November and December 2021.

The availability of the RTIP promoted projects was announced at the November 8 Regular Meeting of the Lassen County Transportation Commission. In addition, staff discussed the development of the RTIP at LCTC Regular meetings in August and October, including presentations by Lassen County and City of Susanville staff.

LCTC staff engaged the Technical Advisory Committee on three occasions (August 2, October 7, and November 1, 2021) to develop a list of nominated projects, provide project information and selection criteria, and draft a list of proposed projects for RTIP consideration.

The Draft RTIP project list was submitted to the LCTC Board at their November 8, 2021 Regular meeting, for review and preliminary approval. LCTC staff then engaged the TAC again on December 6, 2021 for the development of the final proposed RTIP. The LCTC Board approved the final RTIP at their December 13, 2021 Regular meeting.

C. Consultation with Caltrans District

Caltrans District 2: LCTC staff, in coordination with the City of Susanville and Lassen County met with Caltrans District 2 staff to discuss the 2020 Lassen County RTIP on the following dates.

August 19, 2021 November 12, 2021

Section 18 contains a consultation letter with Caltrans District 2.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Regional Share through Fiscal Year 2026/27	\$4,094,000
Maximum Estimated Share through Fiscal Year 2027/28	\$5,351,000

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, programming, and monitoring	Planning, programming, and monitoring	\$40,000 FY 22/23 (Covid mid-cycle) \$40,000 FY 24/25 \$40,000 FY 25/26
Susanville South East Gateway State Route 36, from PM 26.2 to 26.7	In the City of Susanville on State Route 36 <ul style="list-style-type: none"> • Construct curb gutter and sidewalk • ADA compliant ramps • Widen shoulders • Safety lighting • Landscaping and irrigation 	RW \$50,000 CON \$2,277,000
Riverside Drive Ped/Bicycle Trail South side of Riverside Drive – Riverside Park to Susan River Trail	In the City of Susanville along Riverside Drive <ul style="list-style-type: none"> • Construct paved class 1 bike path 	PS&E \$300,000 RW \$150,000
Beaver Creek Bridge Pittville Road (County Road 111) over Beaver Creek	Near the town of Bieber on Pittville Road. Replace 2-lane bridge	CON* \$504,000 *match to HBP
County Rehab D Standish-Buntingville Road (County Road 301) US 395 east to Honey Girl Lane	In the community of Janesville: <ul style="list-style-type: none"> • Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders 	CON \$2,015,000

<p>County Rehab E</p> <p>Standish-Buntingville Road (County Road 301) From Mapes Lane to US 395 North</p>	<p>Near the community of Standish:</p> <ul style="list-style-type: none"> • Pulverization of existing A/C surfacing ▪ Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders 	<p>CON \$2,015,000</p>
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Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP.

Click here to enter text.

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Beaver Creek Bridge 7C-82	\$254,000				Local HBP \$1,958,500		\$2,212,500
							-
Totals	\$254,000				\$1,958,500		\$2,212,500

Notes: Click here to enter text.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The Lassen County region does not have any ITIP project priorities or funding requests for the 2022 cycle.

Looking forward, improvements to US 395 from east of Susanville to Reno are expected to be a high-priority for the region, and may be a candidate ITIP project.

Section 9. Projects Planned Within Multi-Modal Corridors

There are no applicable projects that fit the guidelines with the Lassen County.

Section 10. Highways to Boulevards Conversion Pilot Program

There are no applicable projects for highways to boulevards conversion pilot program in Lassen County.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 11. Regional Level Performance Evaluation

The LCTC does not currently monitor quantitative performance measures. The LCTC does provide a qualitative assessment of the benefits of this RITP below Table B (1a).

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use the following Table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	N/A	
	Percent of congested VMT (at or below 35 mph)		
	Commute mode share (travel to work or school)		
Infrastructure Condition	Percent of distressed state highway lane-miles		
	Pavement Condition Index (local streets and roads)		
	Percent of highway bridges by deck area classified in Poor condition		
	Percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)		
	Accessibility and on-time performance for rail and transit		
Safety	Fatalities and serious injuries per capita		
	Fatalities and serious injuries per VMT		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit		

	stops with frequent transit service	
	Mean commute travel time (to work or school)	
	Farebox recovery ratio	
Environmental Sustainability	Change in acres of agricultural land	
	CO ₂ emissions reduction per capita	

Table B1(a) Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist	NA	
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

LCTC Qualitative Assessment

The LCTC has used the following performance measures in developing the 2022 RTIP: Congestion Reduction, Infrastructure Condition and Safety.

1. **Congestions Reduction:** Data such as vehicles miles travelled per capita, area, by facility ownership and/or local vs tourist in not maintained in Lassen County. Mobility is measured based on Level of Service (LOS) on roadways within the region.
2. **Infrastructure Condition:** in keeping with the State of California’s efforts to “fix it first” preserving the existing road system remains a high priority in the Regional Transportation Plan. The City of Susanville and Lassen County have few viable options when it comes to rehabilitating deteriorated roadways. For these agencies, the RTIP is the best funding option at this time. Roadways that carry a significant level of traffic continue to deteriorate throughout the region. While there will probably always be a need for one or two capacity increasing projects within the region, the need for preserving the existing roadway system

is equally as great. Seven of the nine projects being promoted in the 2022 RTIP will improve the condition of regional roadways.

3. **Safety:** Safety is monitored through the accident rate (accidents per million vehicle miles of travel) for State highways. Lassen County does not keep accident rates on County roads within the region primarily due to a lack of comprehensive traffic count data. The LCTC continues to make substantial progress toward completing counts on several roadways; however more counts are needed to have a comprehensive data set for the entire region. The majority of accidents in Lassen County occur on the State Highway system. The 2022 RTIP contains **Nine (9)** projects that will help improve transportation/mobility safety in Lassen County.

Section 12. Regional and Statewide Benefits of RTIP

Implementing projects in the 2022 RTIP for Lassen County will achieve the following regional and interregional transportation benefits.

- Provide improved access to and from primary employment centers and locations of regional importance via SR 36 and SR 139. Including:
 - Banner Lassen Medical Center
 - Lassen Community College
 - Susanville Municipal Airport
 - Diamond Mountain Casino and Hotel
 - Lassen High School
 - Lassen County Offices
 - City of Susanville City Hall
- Build upon a growing active transportation system by creating new Class I and II bicycle routes as well as sidewalks and pedestrian amenities connecting primary government, employment, and commercial centers.
- Reduce congestion and potential for accidents and delay.
- Improve system performance and reduce VMT to contribute to the emissions reductions targets desired for the region and the state.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	N/A	
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

Table B2(a)

Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	N/A	
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

Table B3			
Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		N/A
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

Section 14. Project Specific Evaluation

The Lassen region RTIP nominations total less than \$15 million. Therefore, project-specific benefit evaluations do not apply.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

Below is an overview of projects programmed in the 2022 RTIP. Location descriptions and phasing plans for the project included in the 2022 RTIP are in the appendices Section 15.

Please note as mentioned previously aside from augmenting existing projects already programmed in the STIP and providing for a modest amount of PPM funding over three fiscal years, the 2022 Lassen County RTIP will reserve approximately 2.7 million for future programming or to augment existing STIP projects.

- **(PPNO 2261) Janesville Main Street Bike path and Overlay - In Janesville, along Main Street from the intersection of Route 395 to the intersection of Route 36. Construct bike path and overlay Main Street. – No Additional Funding Requested**
Programmed \$75,000 for PS&E in FY 21/22.

No changes have been requested for the 2022 STIP.

- **(PPNO 2480) Riverside Drive Reconstruction & Class I Ped-Bike lane -- Near Susanville, Riverside Drive in the unincorporated area of Lassen County. Construct Class I bike-pedestrian trail. – No additional funding requested.**

Programmed \$50,000 for ROW acquisition in FY 20/21 and \$300,000 for PS&E in FY 22/23.

No changes have been requested for the 2022 STIP.

- **(PPNO 3492) SR 36 South East Gateway Project -- In the City of Susanville on State Route 36 from PM 26.2 to 26.5. Install new City of Susanville Gateway monument approximately 2 miles south of current location. Construct curb gutter and sidewalk, ADA compliant ramps, widen shoulders, safety lighting, landscaping and irrigation. – Construction \$2,277,000**

Programmed \$161,000 for ROW acquisition in FY 20/21 and funding of \$2,277,000 for construction in FY 21/22.

Requesting \$768,000 of Covid Mid-cycle funds be substituted for construction funding. This would leave a balance of \$1,509,000 of currently programmed funding.

- **(PPNO 2562) Beaver Creek Bridge – Pittville Road (County Road 111) over Beaver Creek. Match to HBP grant – Bridge replacement/construction – \$254,000**

Programmed \$254,000 as a match to HBP grant for construction in FY 22/23.

Requesting project construction be moved to FY 24/25, and an additional \$250,000 of funding to mitigate new project cost projections.

- **(PPNO 2600) County Rehab (D) – Standish-Buntingville Road (County Road 301) US 395 east to Honey Girl Lane – Roadway Rehabilitation – \$1,550,000**

Programmed \$1,550,000 for project construction in FY 23/24

- Requesting additional funding of \$465,000 for construction to mitigate new project cost projections.

- **(PPNO 2601) County Rehab (E) – Standish-Buntingville Road (County Road 301) From Mapes Lane to US 395 North – Roadway Rehabilitation – \$1,550,000**

Programmed \$1,550,000 for project construction in FY 24/25

Requesting additional funding of \$465,000 for construction to mitigate new project cost projections.

- **(PPNO 2602) Planning, Programming and Monitoring**

De-programmed all PPM in 2020 STIP

Requesting \$40,000 PPM allocation in FY 22/23 (from mid-cycle COVID programming), and \$40,000 in PPM in FY 2024/25 and in FY 25/26 each.

F. Appendices

Section 16. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 17. Board Resolution or Documentation of 2022 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 18. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 19. Detailed Project Programming Summary Table (Optional)

Section 20. Alternative Delivery Methods (Optional)

Section 21. Additional Appendices (Optional)