

**TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AT 2:00 P.M. TUESDAY, JANUARY 25, 2022**

REGISTER IN ADVANCE FOR THIS WEBINAR:

[HTTPS://US02WEB.ZOOM.US/WEBINAR/REGISTER/WN_JNHUYCIIRIOGZOXHLX1AAG](https://us02web.zoom.us/webinar/register/wn_jnhuyciiriozgzoXHLX1AAG)

Registering in advance is a requirement of Zoom

1. Call Meeting to Order

2. Public comment period

Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.

3. Select chair and vice chair for the 2022 calendar year.

Proposed action: By consensus, select chair and vice chair.

4. Minutes of January 4, 2022

Proposed action: By consensus, approve minutes.

5. 2022-23 Overall

Consider draft Overall Work Program spreadsheets and recommend Commission direct staff to fully develop the 2022-23 Overall Work Program with the presented work elements.

6. Discussion items

- State Transportation Block Grant Program draft
- Information sharing by TAC members, including project updates: California Highway Patrol, Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC.

7. Adjourn to the regularly scheduled meeting on February 22, 2022, at 2 p.m. by Zoom Webinar unless restrictions related to COVID19 are fully lifted.

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton: Phone (707) 465-3878; email Tamera@DNLTC.org.

**MINUTES
TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AT 2:00 P.M. ON JANUARY 4, 2022**

Present: Rosanna Bower, County
Larry Depee, California Highway Patrol
Andrew Leighton, City
Heidi Kunstal, County, Vice-Chair
Brandi Natt, Yurok Tribe
Jon Olson, City, Chair
Suresh Ratnam, Caltrans
Joe Rye, RCTA

Absent: Tim Petrick, Harbor

Also Present: Kurt Henderson, City
Tamera Leighton, DNLTTC

1. CALL MEETING TO ORDER

Chair Olson called the meeting to order at 2:00 p.m.

2. PUBLIC COMMENT PERIOD

Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda. Public Comments are limited to three minutes.

The following person(s) addressed the Committee: None

3. MINUTES OF SEPTEMBER 28, 2021

Proposed action: By consensus, approve minutes.

Public Comment: None

Rosanna Bower asked that the statement "The County would benefit as well." Be removed from item #4. Brandi Natt noted that she was present at the September meeting.

Rosanna Bower moved to approve the minutes of September 28, 2021, with the noted changes, seconded by Heidi Kunstal, and unanimously carried; the Technical Advisory Committee approved the minutes of September 28, 2021, with the noted changes.

4. 2022-23 OVERALL WORK PROGRAM DEVELOPMENT

Proposed action: Recommend work products and develop a general budget for the 2022-23 Overall Work Program.

Tamera Leighton gave an overview of the Overall Work Program (OWP) for the 2022-2023 work year. The County OES is ready to move forward with the Evacuation Planning Project, the GIS Mapping work will continue, and with the State's Electric Vehicle (EV) mandate an EV scope of work and planning document is added to the OWP.

The TAC discussed the three projects and project impacts. The GIS Mapping Project is essentially an ongoing project, with continuing updates. Discussions included

contracting options for ongoing work. The EV mandates discussion included permitting, emergency roadside assistance, adequate charging locations, and how the Commission can take the lead in compiling information. The OWP draft will be ready for review in 3-4 weeks. The Commission will approve the draft work elements at their February 1 meeting, Caltrans will review and comment by April, and the final draft will go to the Commission in April or May.

5. DISCUSSION

- Highway Improvement Program Funding – Tamera Leighton stated she has received the notice for future Highway Information Program Funding which tells them what they can expect for funding on this program in the future. Tamera will send the spreadsheet information to the TAC members.

- Information sharing by TAC members, including project updates: Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC – Rosanna Bower reported the Local Roadway Safety Plan is out for review and the County expects to hold a public meeting in mid-February. The Hunter Creek Bridge Replacement Project received the Coastal Development permit in December. The County is responding to the Coastal Commissions' questions on the Pebble Beach Project. The Washington Boulevard Culvert Project is out for an RFP again.

Joe Rye reported that Redwood Coast Transit has reduced its service platform through mid-January due to the loss of drivers. Wages have been increased and regular service will resume on January 18th.

Tamera Leighton reported that they are awaiting updates from Caltrans for the US 199 Safety Corridor Plan. The Elk Valley Cross Road at Highway 199 is waiting on Caltrans's ability to help fund the project. The Dr. Fine Bridge replacement is going out to bid in April or May. The Washington Boulevard Pedestrian Path will connect the county sidewalk to the pedestrian path keeping pedestrians away from the highway. The ADA work is 70% complete and will start up again in spring.

Jon Olson reported the Clean California application for a watershed clean-up project is being developed, and the City will seek letters of support for the application. The City is moving forward with its Measure S projects.

6. ADJOURN TO THE NEXT REGULARLY SCHEDULED MEETING ON JANUARY 25, 2022 AT 2:00 PM BY ZOOM WEBINAR UNLESS RESTRICTIONS RELATED TO COVID-19 ARE LIFTED.

With no further business to come before the TAC, the Chair adjourned the meeting at 3:04 p.m., to the next regularly scheduled meeting on January 25, 2022, at 2:00 p.m.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 5 Staff Report

DATE: JANUARY 25, 2022
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: 2022-23 OVERALL WORK PROGRAM DEVELOPMENT

PROPOSED ACTION: Consider draft Overall Work Program spreadsheets and recommend Commission direct staff to fully develop the 2022-23 Overall Work Program with the presented work elements.

BACKGROUND: Eligible agencies have presented to DNLTC transportation planning activities needed for their jurisdictions. The preliminary spreadsheet is attached. The Overall Work Program represents the work and the budget for Del Norte Local Transportation Commission for a fiscal year. While the requirements are tied to Rural Planning Assistance funds, the work program is inclusive of other fund sources and represents the total work for the transportation commission. In future meetings, a fully developed draft will be presented for consideration.

The Regional Planning Handbook is posted online:

http://www.dot.ca.gov/hq/tpp/offices/orip/owp/index_files/fy1718/Final2017RPH11.9.17.pdf

This handbook provides an introduction to the Overall Work Program:

The core regional transportation planning document is the Overall Work Program (OWP) and its core product is the Regional Transportation Plan (RTP).

The OWP and RTP are directly and inextricably interconnected. OWP activities support the RTP and development of the RTP is an OWP activity. The RTP is implemented through the Regional Transportation Improvement Program (RTIP)

and the Federal Transportation Improvement Program (FTIP). Development of the RTIP and FTIP are also OWP activities.

The OWP is a California variant of what federal regulations [23 Code of Federal Regulation (CFR) 450.308] refer to as a Unified Planning Work Program (UPWP). Federal regulations do not define it, but list what it must contain, depending on the size of the MPO and various other factors. The least complex OWPs include a description of what work is to be accomplished, when, by whom, and using which specific funding.

The OWP is a one-year scope of work and budget for transportation planning activities and funding sources to be accomplished between July 1 and June 30 of the state fiscal year. It is a statement of proposed work and estimated costs that tie specific available transportation planning funding sources to specific transportation planning activities. The OWP is essentially a grant application for CPG and RPA funds, therefore MPOs and RTPAs are only required to include activities in the OWP funded with these funds. However, many MPOs and RTPAs use the OWP as their annual business plan and budget and choose to include all of their activities and fund sources in the OWP.

Federal law uses the term Metropolitan Transportation Plan (MTP) and defines the term as the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area. California law uses the term RTP. Statutes relative to legislative intent (Gov. Code Section 65070), preparation and contents (Gov. Code Section 65080), and public hearing (Gov. Code Section 65090) effectively provide a definition.

As with most plans, the RTP has a long-term horizon (not less than 20 years within the entire life of the RTP) and identifies existing and future transportation needs in

the region. Although it includes rough cost estimates for the transportation proposals and is fiscally constrained (i.e., the total anticipated cost of the proposals is limited to the total reasonably anticipated revenues for the term of the plan), specific fund sources are usually not identified for the individual transportation proposals.

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Page numbers will be corrected in the final draft.

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A. OVERALL WORK PROGRAM FUNDING

The Del Norte Local Transportation Commission (Commission) has funded the Del Norte County Regional Transportation Planning Agency Fiscal Year 2022/2023 Overall Work Program with funds and services from a variety of sources including: 1) Rural Planning Assistance; 2) Rural Planning Assistance Discretionary Grant; 3) Transportation Development Act; 4) State Transportation Improvement Program; and 5) Service Authority for Freeway Emergencies. Funding charts in this document's appendices detail the sources and amounts of expected revenue and proposed expenditures.

B. ORGANIZATION AND MANAGEMENT

The Commission is composed of six members as follows: three members appointed by the Crescent City Council and three members appointed by the Del Norte County Board of Supervisors. When joined by the Caltrans Deputy District Director for Planning, the Commission becomes the Policy Advisory Committee.

The Technical Advisory Committee (TAC) membership consists of one member from the California Department of Transportation, one member from the California Highway Patrol, two members from the City of Crescent City, one member from the Crescent City Harbor District, two members from the County of Del Norte, one member from the Redwood Coast Transit Authority, and one member from the Yurok Tribe.

The Commission has established a Social Service Transportation Advisory Council for Del Norte County, in compliance with SB 498. The Council solicits the input of transit-dependent and transportation-disadvantaged people, including people who are seniors, disabled, or have limited means. The Council also has the responsibility to advise the Regional Transportation Planning Agency (RTPA) on any other major transit issues. The Social Services Transportation Advisory Council is comprised of nine members appointed in conformance with Transportation Development Act Statute 99238.

Staff for the Commission expedites and facilitates the operations of the organization, especially regional transportation planning efforts, the administration of Transportation Development Act funds, and the administration of the Service Authority for Freeway Emergencies (SAFE). Staff is responsible for coordinating the development and execution of the Overall Work Program.

Consultation with Native American Tribes and Rancherias

The Commission maintains working relationships with Elk Valley Rancheria, Resighini Rancheria, Tolowa Dee-ni' Nation, and the Yurok Tribe by proactively consulting with Tribal leaders on issues of importance, and by providing formal opportunities for input regarding transportation planning activities and projects. The Elk Valley Rancheria, Tolowa Dee-ni' Nation, and Yurok Tribe are active participants with the TAC. The Yurok Tribe has a designated voting member on the TAC.

Successful coordination between the local Tribes, Rancherias, and Redwood Coast Transit Authority regarding transit service to the Smith River and Klamath areas has led to stable services into these regions.

C. AREA PROFILE

Del Norte County is California's northern-most county on the Pacific coast. The County hosts the Redwood State and National Parks, Wild and Scenic Rivers, and has some of the highest indicators of poverty, low literacy and poor health. With nearly 80% of its land area under public ownership, local residents recognize Del Norte County as the Nature Park for the State of California where approximately 100 Threatened and Endangered Species and 1,000 State Species of Special Concern live in sensitive habitat. The 1,000 square mile county is bordered by Oregon to the north, Siskiyou County to the east, Humboldt County to the south, and the Pacific Ocean to the west. Crescent City, the county seat, lies 370 miles north of San Francisco and 330 miles south of Portland, Oregon.

Land ownership is an important consideration to the area profile, describing the percentage of land owned by the public and private sectors. Total land area is calculated by a summation of county parcels. Only 22.4 percent of parcel land in Del Norte County is privately held and subject to property tax, leaving nearly 78 percent of the county in public ownership. A vast majority of this land (69.3 percent) is federal, including lands in Six Rivers National Forest.

The climate of Del Norte County resembles a temperate rainforest, with mild temperatures along the coast. The average annual rainfall is 75 inches; nearly double the rainfall of Portland, Oregon (37.5 inches) and more than triple the annual rainfall of San Francisco (22.8 inches). Precipitation varies significantly from year to year. During the 2014-15 rain year and statewide drought, Crescent City received 46.3 inches of rainfall. During the 2016-17 rain year, Crescent City received 95.58 inches, which was not even close to the wettest on record. In Crescent City, temperatures range from 40-55 degrees in January and from 53-66 degrees in July.

The major transportation facilities in the region are Jack McNamara Field Airport in Crescent City, U.S. Highways 101 and 199, State Routes 197 and 169, and the Crescent City Harbor. Contour Airlines provides daily commuter air service from Jack McNamara Field Airport to Oakland and the Border Coast Regional Airport Authority completed the new airport terminal in 2019.

While for many Californians commuting to work has become a way of life, Del Norte County has experienced opposite trends. In Del Norte, 65.7% commute for 14 minutes or less compared to 21.4% in California in 2019. These differences in commute times demonstrate a significant lifestyle difference between rural and urban areas.

The most frequently utilized means of transportation to work may indicate how accessible or feasible certain modes of transportation are for a region's labor force. This indicator is especially useful when assessed alongside travel times to work and can be helpful for planners in the development of public transportation resources, bike paths, and other transportation infrastructure. Between 2012 and 2019, the proportion of workers carpooling increased substantially, while the proportion of workers bicycling and working at home decreased significantly. The COVID pandemic will likely change this trend, and the Economic and Demographic Profile provided by the Commission is an essential resource for tracking these trends.

Utilization of public transportation increased proportionally by a huge margin between 2012 and 2018 (100% increase), as did those who worked at home (771% increase), but both remain low in absolute numbers. The largest traffic increases between 2008 and 2017 were seen at the US 101 interchange with Route 169 and the US 199 interchange with Route 197 North, while the largest decrease was seen at the U.S. 101/Route 199 interchange.

Del Norte County's population density in 2019 had an average of 27.2 residents per square mile, which was significantly lower than the overall state average of 256 residents per square mile. Between 2008 and 2017, the total harvested acreage decreased from 4.3 percent of total land area to 3.6 percent. Del Norte County's air quality remained quite good between 2007 and 2016, with no days above the PM 2.5 national average and only two days (one each in 2009 and 2011) above the California PM 10 standard. Annual temperatures appear to have remained relatively stable in Del Norte County since 1990, while annual precipitation levels have exhibited notable year-to-year fluctuations.

The beauty of the land and the abundant wildlife provide the basis for a strong tourism sector of the local economy. Hunting, fishing, hiking, kayaking, biking, surfing and swimming are important recreational activities along the rugged coastline, within the redwood forests and along the Smith and Klamath Rivers of Del Norte County.

Del Norte is an emergency-prone county. We have tsunamis, earthquakes, floods, landslides, wildfires, and in the past ten years, we've had all of these events. We are separated from our neighboring California counties by geography. We cannot drive to Siskiyou County to the east without traveling through Josephine County, Oregon and vast forestlands separate us from Humboldt County to the south. However, we have much in common with our northern neighbor, Curry County, Oregon, just 15 miles up US Highway 101. We share forests and forest fires, fault lines and earthquakes, and coastlines and tsunamis, and storms and storm damage. We share a single north-south route, U.S. Highway 101, and a single eastern route, U.S. Highway 199. In addition to McNamara Field, Ward Field and Andy McBeth Airport cater to general aviation and are potential facilities for service as emergency staging areas.

Del Norte Regional Transportation Planning Agency's Overall Work Program is prepared annually to identify and guide transportation planning tasks. These tasks are to be fulfilled in accordance with the policies and goals of the 2020 Del Norte Regional Transportation Plan. The primary goal of the OWP is to promote a coordinated and balanced regional transportation system considering all modes of transportation and sources of funding.

Significant Transportation Issues

Among the significant regional transportation issues in Del Norte County are the following:

- Operational and safety improvements to the region's U.S. and State highway systems 199 and 197. Of particular concern is the need to bring Highways 197 and 199 into current design compliance.
- Reliability issues on US Highway 101, with a focus on Last Chance Grade, which has a long history of lane failure due to common heavy rainfall, landslide activity, and beach erosion from the Pacific Ocean. Caltrans District 1 has completed

Project Study Report, Engineered Feasibility Study, and an Economic Analysis of a full closure at the urging of the DNLTC and many businesses, agencies and citizens. The environmental phase for a project that may reroute Last Chance Grade is funded and underway.

- Operational and safety issues on US Highway 101 at the gateways to the urban area of Crescent City are significant and must be corrected per the Complete Streets directive signed in 2008. While we've made significant progress, there's still essential work to be done.
- The passage of SB 1 alleviates some of the revenue challenges for ongoing local streets and roads maintenance, though over a decade of severe underfunding has left a significant backlog of needed work. DNLTC is committed to proactively addressing the rehabilitation and development of local streets and roads system.
- Health and safety of school children in school zones.
- Development on Tribal lands and encouragement for active Tribal participation in the transportation planning process.
- Continued operation of cost-effective public transportation systems.
- Continued efforts to develop alternative transportation modes to facilitate decreases in vehicle trips and vehicle miles traveled.
- Proactive transportation planning across modes, including measuring system performance to support the FAST Act requirements.
- Zero Emission Vehicle Infrastructure planning has become a pressing need, given Governor Newsom's mandates established in 2020.

These significant issues are addressed in Del Norte Local Transportation Commission's 2021/2022 OWP by placing emphasis on specific work elements including:

- Enhancing a crowdsourcing platform that integrates collision information with community input.
- Coordination and consultation with Native American Tribes and Rancherias.
- Coordinating with Caltrans regarding State Highway planning and programming, including Last Chance Grade and the Gateway areas on US Highway 101.
- Monitoring projects on the State highway system that are funded through the State Transportation Improvement Program and High Priority Program with a focus on the Highway 197/199 corridor.
- Planning and programming for the local streets and roads system with a focus on establishing a GIS data system for partner agencies to meet the needs of mandatory reporting.
- Monitoring the current work program and preparing the 2022/2023 Overall Work Program.
- Administering the legal requirements of the Transportation Development Act.
- Administering the Service Authority for Freeway Emergencies System (SAFE);
- Addressing the Safety and Security planning needs for the region in partnership with the Office of Emergency Services.
- Initiating a Zero Emission Vehicle readiness plan, with anticipation that the work will be ongoing.

FEDERAL PLANNING FACTORS

The federal planning factors in the FAST Act should also be incorporated in the MPOs/RTPAs Overall Work Program. Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective. The planning factors are included in the chart below.

| Federal Planning Factors | Work Elements | | | | | | | |
|--|---------------|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| 1. Support the economic vitality of the nonmetropolitan area, especially by enabling global competitiveness, productivity, and efficiency. | X | X | X | X | X | | X | X |
| 2. Increase the safety of the transportation system for motorized and non-motorized users. | X | X | X | X | X | X | X | |
| 3. Increase the security of the transportation system for motorized and non-motorized users. | X | X | X | | X | X | X | |
| 4. Increase the accessibility and mobility of people and for freight. | X | X | X | X | X | | X | X |
| 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between regional transportation improvements and State and local planned growth and economic development patterns. | X | X | X | X | X | | | X |
| 6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight. | X | X | X | X | X | | | X |
| 7. Promote efficient system management and operation. | X | X | X | X | X | X | | X |
| 8. Emphasize the preservation of the existing transportation system. | X | X | X | X | X | X | X | |
| 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. | X | X | X | X | X | | X | |
| 10. Enhance travel and tourism. | X | X | X | X | X | X | X | X |

PUBLIC PARTICIPATION, OUTREACH & INTERAGENCY COORDINATION

A Memorandum of Understanding formalizes the cooperative arrangement between the State of California and Del Norte Local Transportation Commission (DNLTC). (Appendix B). In order to assure citizen participation in the planning and decision making process and specifically to encourage participation by minority, low-income and community based groups, Del Norte Local Transportation Commission makes efforts to ensure widespread public noticing of its activities. It holds noticed public hearings whenever significant decisions are considered. It encourages the regional newspaper and the local radio stations to monitor Del Norte Local Transportation Commission meetings on a continuous basis, it maintains a website (www.dnltc.org) and provides crowdsourcing opportunities on the website. DNLTC partners with other local agencies and community based organizations whenever possible, and people and organizations known to be interested in specific issues are informed of meetings dealing with those issues.

The development of the OWP begins in the public Technical Advisory Committee meetings. All partner agencies have an opportunity to put forward planning projects for the TAC's consideration and prioritization. The DNLTC executive director drafts a budget for the TAC and DNLTC approval, and then completes the draft Overall Work Program based on the approved projects selected. All discussions are in open, public meetings.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Del Norte Local Transportation Commission (DNLTC) fully complies with Title VI of the Civil Rights Act of 1964. DNLTC's website, www.DNLTC.org, may be translated into multiple languages. Publications and other public documents may be made available in alternative languages and formats, if requested. DNLTC public meetings are always held in ADA-accessible facilities and in transit accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DNLTC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DNLTC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DNLTC's Title VI program, or to obtain a Title VI Complaint Form, please call (707) 465-3878 or email Tamera@DNLTC.org.

WORK ELEMENT A Long Range Planning Coordination

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|-------------|-------------|-------------|
| Staff Allocations and Funding Requirements | | | | | |
| DNLTC | Amount | RPA | STIP/PPM | RSTP | Other |
| DNLTC Staff Services | \$ 45,000.00 | 45,000.00 | | \$ - | \$ - |
| Consultant | \$ 25,900.00 | \$ 25,900.00 | \$ - | \$ - | \$ - |
| TOTAL | \$ 70,900.00 | \$ 70,900.00 | \$ - | \$ - | \$ - |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To collaborate with various agencies such as local, regional, state agencies and Tribal governments to discuss and coordinate issues related to transportation planning. Carry forward the DNLTC regional planning process that is cooperative, comprehensive, and promotes a shared regional vision. Provide information to the region to help inform decision-making that impacts transportation-

Discussion

This work element provides the resources for staff and Commission members to participate in the efforts and activities to develop plans and programs that represent the transportation needs of the region as established in the 2020 Regional Transportation Plan. This work represents ongoing efforts for Del Norte's representation and participation in developing planning documents that impact the region. Responsible party: DNLTC staff services.

Previous Accomplishments

- Regular Participation in the US Highway 197/199 Project Delivery Team
- Commented on STIP and SHOPP projects for Caltrans and California Transportation Commission
- Participated in Last Chance Grade Project Initiation Delivery and Economic Impact of Closure studies
- Support the Demographic and Economic Profile for Del Norte County
- 2020 Regional Transportation Plan and Environmental Documents
- Advocated for the US Highway 101 urban area pedestrian improvement projects.
- Participated in California Active Transportation Plan
- Partnering with Elk Valley Rancheria to fund the Humboldt Road/Sandmine Roundabout
- Participating in Dr. Fine Bridge replacement project delivery team meetings.
- Participating in Regional Transportation Planning Agency meetings that establish programs impacting the Del Norte region.
- Develop shapefiles for GIS database regional mapping.

Product 1: Regional Transportation Plan Development

| Task/Activity | | Product | Schedule |
|---------------|---|--|--|
| 1 | Assess regional priorities and participate in the system planning process on an ongoing basis as initiated by Caltrans. Comment on Caltrans policies, procedures and mandates under development. | Meeting notes, agendas, reports, comment letters | As needed |
| 2 | Prepare for and attend Regional Transportation Planning Agency executive director meetings as requested by Caltrans District 1 to comment on issues of significance to and coordinate with colleagues in District 1. | Meeting notes, agendas, and comment letters | Quarterly or as scheduled by Caltrans D1 |
| 3 | Participate in implementing federal legislation and funding that supports rural transportation and meets the needs of the DNLTC 2020 Regional Transportation Plan by whatever method of participation becomes available such as state meetings, webinars and conference calls. | Meeting notes, agendas, and comment letters | As needed and relevant to the Del Norte region |
| 4 | Coordinate and consult with Tribal governments as requested, including but not limited to Tribal long range planning. This work supports common goals including the Smith River Rancheria for the US Highway 101 corridor, the Elk Valley Rancheria on US Highway 101 trail crossing, and Yurok Tribe projects. | Meeting notes, agendas, and comment letters | As needed, approximately six times per year. |

| | | | |
|---|---|---|-------------------------------------|
| 5 | Engage and coordinate the goods movement industry (Lily bulb growers, dairy/cheese, solid waste management, wood products, etc.) in regional transportation planning. Track efforts to improve goods movement on the interregional US Highway 101 and 199 corridors. Support policies, programs and actions that provide goods movement throughout the Northcoast region. | Meeting notes, agendas, and comment letters | As needed, approximately quarterly. |
| 6 | Participate in transportation safety and security planning activities to support the RTP, including attending local and regional meetings as requested by the Del Norte Office of Emergency Services. | Meeting notes | As needed |
| 7 | Participate in working group activities, review State policies, and review the work to date in the State to assess the need for Zero Emissions Vehicle readiness planning. | Meeting notes, agendas, and work scoping. | Monthly or as needed |
| 8 | Support Border Coast Regional Airport Authority activities that increase transportation options with a focus on access to the airport including multi-modal access. Attend Boarder Coast Regional Airport Authority meetings as topics of relevance arise. | Meeting notes, agendas, and comment letters | As needed |
| 9 | Post transportation articles and documents to the website that inform the public regarding planning activities that support the Regional Transportation Plan. | Up-to-date website | Monthly or as needed |

| Product 1 Estimate | Amount | RPA | STIP/PPM | RSTP |
|----------------------|------------------|------------------|-------------|-------------|
| DNLTC Staff Services | \$ 34,000 | \$ 34,000 | \$ - | \$ - |
| Consultant | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 34,000 | \$ 34,000 | \$ - | \$ - |

Product 2: Last Chance Grade Update

Advocate for long term solutions to the instability of Last Chance Grade on US Highway 101, including reviewing and commenting on Caltrans documents and disseminating community information. Participate in the Efficient Environmental Review Proces workgroup.

| Task/Activity | Products | Schedule |
|---|----------------------------------|-------------|
| 1 Public information available on website. | Updated website | July - June |
| 2 Advocate for long term solutions to the instability of Last Chance Grade on US Highway 101 by participating in regional and State meetings to support the project. This work supports Caltrans' efforts and informs the Regional Transportation Plan. | Meeting comments as appropriate. | July - June |

| Product 2 Estimate | Amount | RPA | STIP/PPM | RSTP |
|-------------------------|-----------------|-----------------|-------------|-------------|
| DNLTC Staff Services | \$ 4,000 | \$ 4,000 | \$- | \$- |
| Consultant and Printing | \$ - | \$ - | | \$ - |
| Total | \$ 4,000 | \$ 4,000 | \$ - | \$ - |

Product 3: 2023 Economic and Demographic Profile

With the assistance of the Center of Economic Development, CSU Chico, provide the 2023 Economic and Demographic Profile to inform the Regional Transportation Plan and other planning documents.

| Task/Activity | Products | Schedule |
|--|-------------------|-----------------|
| 1 Contract management for 2023 Economic and Demographic Profile | Executed contract | July - November |
| 2 Develop the 2023 Databook, including chapter development, document review, final approval and post to website. | 2021 Databook | February - May |

| Product 3 Estimate | Amount | RPA | STIP/PPM | RSTP |
|----------------------|-----------------|-----------------|-------------|-------------|
| DNLTC Staff Services | \$ 3,000 | \$ 3,000 | \$ - | \$ - |
| Consultant | \$ - | \$ 5,900 | \$ - | \$ - |
| Total | \$ 3,000 | \$ 8,900 | \$ - | \$ - |

Product 4 Regional Mapping

The scope of work began with County and City maintained mileage mapping, which is a requirement, and it was then expanded into many areas to more accurately and efficiently inform planning processes. The shapefile mapping informs many regional planning documents, including the Regional Transportation Plan. This work builds on the prior two-years work for as-needed mapping maintenance and right-of-way mapping. The intention is to select a consultant to assist with the work for five years.

| Task/Activity | Products | Schedule |
|--|---|-----------------|
| 1 Deliver a consultant selection process including a request for proposals, proposal evaluation, and contracting. | Request for Proposals,, Scoresheets, Contract | July - October |
| 2 In partnership with local agencies, consultant will deliver shapefiles for right-of-way and maintain past regional mapping work. | Shapefiles | October - June |
| 3 Contract administration and year-end closeout. | Invoice processing, closeout. | July - June |

| Product 1 Estimate | Amount | RPA | STIP/PPM | RSTP |
|--------------------|-----------|-----------|----------|------|
| Staff | \$ 4,000 | \$ 4,000 | \$ - | |
| Consultant | \$ 20,000 | \$ 20,000 | \$ - | \$ - |
| Total | \$ 24,000 | \$ 24,000 | \$ - | \$ - |

WORK ELEMENT B

Overall Work Program Development

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|-------------|---------------------|--|
| Staff Allocations and Funding Requirements | | | | | |
| DNLTC | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 18,000.00 | \$ 18,000.00 | - | | |
| Consultant | \$ 20,000.00 | \$ 10,000.00 | \$ - | \$ 10,000.00 | |
| TOTAL | \$ 38,000.00 | \$ 28,000.00 | \$ - | \$ 10,000.00 | |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To provide administration of the Overall Work Program, to conduct day-to-day operations of DNLTC, provide support to the Commission and its committees, develop and adopt a budget, goals, policies and objectives for the regional transportation planning

Discussion

The Overall Work Program describes proposed transportation planning activities for a fiscal year and is a contracting mechanism. The OWP is a public document that identifies the DNLTC's planning activities and products, who is performing the work, when the activity and products will be completed, and the funding source for the work.

Previous Accomplishments

- Develop an Overall Work Program and budget on an annual basis
- Prepare and submit required reports, including summaries of work performed and corresponding budget expenditures on a monthly, quarterly or annual basis as required
- Consult and coordinate with state partners and regional agencies regarding the content of the Overall Work Program
- Develop and maintain a cost accounting system for fiscal management.

Product 1: Overall Work Program

| Task/Activity | | Products | Schedule |
|---------------|--|---|-----------|
| 1 | Compile daily and monthly reports as necessary to provide quarterly progress reports and year-end packages for the current year Overall Work Program. | Meeting notes, quarterly progress reports, year-end packages, requests for reimbursement, correspondence and documentation. | Daily |
| 2 | With the assistance of an accounting firm, maintain an accounting system that directly reflects all consultant services in a timely manner and meets reporting requirements, including time tracking systems and contract oversight. | Quarterly requests for reimbursement. | Monthly |
| 3 | Amend current year Overall Work Program as necessary. | Overall Work Program amendments. | As needed |
| 4 | Develop and submit draft Overall Work Program for 2023-24 and present to DNLTC for adoption prior to June 30, 2023. | 2023-24 Overall Work Program development and adoption | Annually |

| Product B1 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|------------------|----------|------------------|
| DNLTC Staff Services | \$ 18,000 | \$ 18,000 | \$ - | \$ - |
| Consultant | \$ 20,000 | \$ 10,000 | \$ - | \$ 10,000 |
| Total | \$ 38,000 | \$ 28,000 | | \$ 10,000 |

WORK ELEMENT C Public Participation and Information Dissemination

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|---|------------------|------------------------|-----------------|---------------------|-------------|
| Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | RSTP |
| DNLTC Staff Services | \$ 34,750.00 | \$ 34,750.00 | - | \$ - | \$ - |
| Consultant Dues | \$ 37,500.00 | \$ 35,000.00 | \$ 2,500.00 | \$ - | \$ - |
| Travel Reimbursement (staff/commission) | \$ 10,000.00 | \$ - | \$ - | \$ 10,000.00 | \$ - |
| TOTAL | 82,250.00 | \$ 69,750.00 | 2,500.00 | \$ 10,000.00 | \$ - |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract. Note: DNLTC does not fund any lobbying activities.

Objective

To create and strengthen partnerships to facilitate and conduct regional planning activities, and to provide information to partner agencies and the general public on transportation issues and planning activities within the Del Norte region.

Discussion

Del Norte Local Transportation Commission provides an overall coordination role in planning and programming funds for transportation projects and operations. As the regional transportation planning agency (RTPA), it is responsible for actively seeking participation of all relevant agencies and stakeholders in the planning process. This element coordinates regional priorities among diverse stakeholders. Public participation and public meetings are mandatory work for all regional transportation planning agencies in California. DNLTC has initiated and maintained its own web-based feedback and data collection platform for comprehensive community feedback on regional planning efforts.

Previous Accomplishments

- Participated in statewide and regional meetings including Rural Counties Task Force, North State Super Region, California Regional Transportation Planning Agency and California Transportation Commission
- Participated in the Elk Valley Rancheria, Resighini Rancheria, Smith River Rancheria and the Yurok Tribe transportation planning partnerships to advance joint regional priorities.
- Provided agendas and minutes to DNLTC and its Technical Advisory Committee monthly or as needed and posted agendas in compliance with the Brown Act.
- Developed and maintained DNLTC’s website as a tool for providing access to transportation planning documents and information.
- Development of a web-based feedback and data collection platform using Commonplace.

Product 1: Informed Local Transportation Commission

| Task/Activity | Products | Schedule |
|---|-------------------------|----------------------|
| 1 Sponsor or attend various meetings to advance agency policies and programs such as Caltrans District 1 meetings, California Transportation Commission meetings (as necessary) and Redwood Coast Transit Authority | Agendas, minutes, notes | As needed |
| 2 Monitor and respond to key state and federal legislative and policy changes. Prepare informational updates and action items for presentation to the public and Del Norte Local Transportation Commission and its committees. Note: DNLTC does not fund any lobbying activities. | Agendas, minutes, notes | Monthly or as needed |
| 3 Hold Technical Advisory Committee and Del Norte Local Transportation Commission meetings for decision making, priority setting and sharing and receiving public information. This work includes consultant assistance for posting agendas and drafting minutes. | Agendas, minutes, notes | Monthly or as needed |
| 4 Receive board direction on transportation policies, strategies, programs and actions to enhance the regional transportation planning process. | Minutes | Monthly or as needed |

5 Post transportation articles and documents to the website that inform the public regarding regional planning meetings and activities. Up-to-date website As needed

| Product C1 Estimate | Amount | RPA | STIP/PPM | TDA | RSTP |
|----------------------|------------------|------------------|-------------|-------------|-------------|
| DNLTC Staff Services | \$ 22,000 | \$ 22,000 | \$ - | \$ - | \$ - |
| Consultant | \$ 6,000 | \$ 6,000 | \$ - | \$ - | \$ - |
| Total | \$ 28,000 | \$ 28,000 | \$ - | \$ - | \$ - |

Product 2: Partnerships and Planning Agreements

| Task/Activity | Products | Schedule |
|---|--|--|
| 1 The North State Super Region, an alliance of 16 RTPAs, supports and promotes transportation policies and programs in north state counties. DNLTC contributes information and participates in the evaluation of state and federal policies that impact the NSSR area, such as the implementation of FAST Act and interregional transportation projects that | Agendas, minutes, notes and letters | Fall and Spring, and as needed |
| 2 In order to provide a direct opportunity for the small counties to remain informed, have a voice, and become involved with changing statewide transportation policies and programs, a task force was formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the rural counties. DNLTC is one of 26 rural county Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). DNLTC representative attends these meetings to discuss and influence changing statewide transportation issues of concern to the rural counties | Agendas, minutes, notes and letters | January, March, May, July, September, November |
| 3 Consultant assistance to support the City of Crescent City's Measure S transportation planning is needed to develop an asset management product for the City's roadway system. By planning, the City will more effectively develop a strategy and local support for local roadway | Reimbursement payment to City of Crescent City | June |
| 4 Participate in the development of transportation programming guidelines, including STIP, ATP, Regional Transportation Plan, LCTOP, PTMISEA, CalOES, Cap and Trade Programs, etc. | Record of meetings. | As needed |
| 5 Attend California Regional Transportation Planning Agency (RTPA), California Transportation Commission meetings and workshops. | Record of meetings. | As needed |
| 6 Provide travel reimbursement to meetings and necessary software to hold and access meetings. | Record of meetings. | As needed |

| Product C2 Estimate | Amount | RPA | STIP/PPM | TDA | RSTP |
|-------------------------|------------------|------------------|-----------------|------------------|-------------|
| DNLTC Staff Services | \$ 7,750 | \$ 7,750 | \$ - | \$ - | \$ - |
| Consultant Dues | \$ 19,500 | \$ 17,000 | \$ 2,500 | \$ - | \$ - |
| Meeting Access & Travel | \$ 10,000 | \$ - | \$ - | \$ 10,000 | \$ - |
| Total | \$ 37,250 | \$ 24,750 | \$ 2,500 | \$ 10,000 | \$ - |

Product 3: Website & Crowdsourcing Information

| Task/Activity | Products | Schedule |
|---|--------------------------------------|-------------|
| 1 With Consultant assistance, review website and update throughout the year to provide public information about the progress toward meeting the goals of the 2020 Regional Transportation Plan. | Website that is current and relevant | July - June |

2 Project initiation meeting with Technical Advisory Committee to identify key outputs and reports for electronic platform development for use on smartphones, tablets, and computers. Meeting minutes July - August

3 Provide a web based feedback and data collection platform to enable public input by computer or smart phone. Data collection tool and year-end data July - June

| Product 3 Estimate | Amount | RPA | STIP/PPM | TDA | RSTP |
|-----------------------|------------------|------------------|-------------|-------------|------------|
| DNLTC Staff Services | \$ 5,000 | \$ 5,000 | \$ - | \$- | \$- |
| Consultant / Software | \$ 12,000 | \$ 12,000 | \$ - | \$- | \$- |
| Total | \$ 17,000 | \$ 17,000 | \$ - | \$ - | \$- |

WORK ELEMENT D Regional Transportation Improvement Program (RTIP) Development

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|----------------------|---------------------|------------------------|---------------------|-------------|--|
| | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 8,000.00 | \$ - | 8,000.00 | \$ - | |
| Consultant | \$ 50,000.00 | \$ - | \$ 50,000.00 | \$ - | |
| TOTAL | \$ 58,000.00 | \$ - | \$ 58,000.00 | \$ - | |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To identify and develop candidate projects for the region's transportation programming needs for federal, state and local transportation improvement programs consistent with the 2020 Regional Transportation Plan for future allocations and future capacity made available with the help of Senate Bill 1. To support the construction of the 197/199 corridor STIP funded projects in a manner that explains to the community what is happening to the bridge replacement and curve realignment of a bridge built in 1926, and to protect the investment of regional dollars.

Discussion

Financial planning and programming state highway and local projects is a complex process involving multiple inter-related federal, state, regional, and local agencies as well as innumerable documents and funding programs. The process is further complicated by the necessity to maintain priorities while reporting requirements shift. Without a map and a strategy for developing fundable projects, regions risk missing funding opportunities. The current focus for STIP monitoring is on encouraging the delivery of the US Highway 197/199 corridor STIP funded projects. Del Norte Local Transportation Commission is committed to the delivery of the bridge replacement and curve realignment that has a regional funding investment of \$19.4 million. Developing and maintaining the Regional Transportation Improvement Program is mandatory work for all regional transportation planning agencies in California.

Previous Accomplishments

- Coordinate with TAC and prepare Regional Transportation Improvement Program (RTIP) every odd numbered year.
- Monitor the Regional Transportation Improvement Program (RTIP).
- Develop and provide public information to local, regional, state and federal stakeholders for existing projects in the STIP, including Middle Fork Smith River Bridge replacement and curve realignment on US Highway 199.
- Establish a legal counsel contract and general work scope and goals.

Product 1: Develop and Maintain TIP

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP and Interregional Transportation Improvement Program (ITIP is established by Caltrans) programming generally occurs every two years and is controlled by a complex set of guidelines and requirements. This work is necessary for programming new and maintaining existing STIP funding. Products include reports to DNLTC that track progress on projects funded in the STIP

| Task/Activity | Product | Schedule |
|--|--------------------------------|--------------------------|
| 1 Monitor the Project Charter with Caltrans District 1 for the Middle Fork Smith River Bridge replacement and curve realignment. | Up-to-date project information | Quarterly and as needed. |
| 2 Schedule and hold meeting to resolve litigation topics of concern. | Agendas, notes | July - June |
| 3 Monitor project compliance with laws and regulations | Agendas, notes | July - June |

| Product D1 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|-----------------|-------------|-----------------|-------------|
| DNLTC Staff Services | \$ 8,000 | \$ - | \$ 8,000 | \$ - |
| Consultant | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 8,000 | \$ - | \$ 8,000 | \$ - |

Product 2: Project Representation

Products include: Documents drafted and delivered to federal court in partnership with regional stakeholders. This project was initiated in June 2014. DNLTC was awarded intervenor status by the Court in 2020. The case is ongoing.

| Task/Activity | Schedule |
|--|-----------|
| 1 Complete research and develop strategy for DNLTC to have adequate representation for its Safe STAA project: Bridge replacement and curve realignment on US Highway | July-June |
| 2 Draft and finalize documents that represent the interest of DNLTC and its stakeholder partners for US Highway 199/197 projects. | July-June |
| 3 Represent DNLTC and stakeholder partners in federal court. | July-June |
| 4 Post articles and documents to the website that inform the public regarding the process and activities as appropriate. | July-June |

| Product D2 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|-------------|------------------|-------------|
| DNLTC Staff Services | \$ - | \$ - | \$ - | \$ - |
| Consultant | \$ 50,000 | | \$ 50,000 | \$ - |
| Total | \$ 50,000 | \$ - | \$ 50,000 | \$ - |

WORK ELEMENT E Transportation Development Act Administration and Fiscal Management

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|----------|------------------|--|
| Staff Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 28,500.00 | \$ - | - | \$ 28,500.00 | |
| Consultant/Auditor | \$ 29,100.00 | \$ - | \$ - | \$ 29,100.00 | |
| TOTAL | \$ 57,600.00 | - | - | 57,600.00 | |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Previous Accomplishments:

State Controller Report, TDA annual fiscal audits and triennial performance audits, Unmet needs process, Social Service Transportation Advisory Counsel support, Transit grant review and support, 2020 Coordinated Transportation Plan

Discussion

Public participation is a key component of the TDA. Public meetings are held to discuss transportation needs and hear concerns. DNLTC is required to establish a Social Service Transportation Advisory Council (SSTAC), comprised of people who are transit-dependent. SSTAC members work with local agencies in developing transit unmet needs criteria, which are used in making project approval decisions. To ensure program compliance, fiscal and performance audits are conducted. Fiscal audits are conducted annually, and include transit operator's expense-to-revenue ratio, known as farebox recovery. Performance audits are conducted every three years and include performance measures that verify the efficiency and effectiveness of planning agencies and transit operators. Fiscal and performance audits are mandatory work for all regional transportation planning agencies in California

Product 1: Office Operations

Recurring office activities such as maintenance of records, data transcription and legal counsel. Provide staff support in compliance with Transportation Development Act (TDA) statutes and regulations, most often on a daily basis. Office operations are necessary to meet the requirements of the TDA. Products include a well-maintained filing system and contracts reviewed and signed by counsel. Contracting expenses include costs associated with legal notices and mandatory media posting such as requests for proposal in local newspaper.

| Task/Activity | Products | Schedule |
|---|--------------------------------------|-----------|
| 1 Prepare state and federal documents as required by the Transportation Development Act. This activity is on-going throughout the fiscal year. | Document production and submission | As needed |
| 2 Maintain records and archival of correspondence and documents as required by the Del Norte Local Transportation Commission document retention policy. | Document retention and filing system | Daily |
| 3 Professional services contracts for attorney services, to advise and assist DNLTC as necessary and for contract review. | Approved contracts | As needed |

| E1 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|-------------|-------------|------------------|
| DNLTC Staff Services | \$ 12,000 | \$ - | \$ - | \$ 12,000 |
| Contracting Expense | \$ 500 | \$ - | \$ - | \$ 500 |
| Consultant | \$ 7,000 | \$ - | \$ - | \$ 7,000 |
| Total | \$ 19,500 | \$ - | \$ - | \$ 19,500 |

Product 2: Fiscal Management

Transportation Development Act (TDA) annual fiscal and triennial performance audits and annual state controller report, TDA findings and allocations. This work is mandatory per the Transportation Development Act. Products include State Controllers Report and audited financial statements for DNLTC.

| Task/Activity | Products | Schedule |
|--|------------------------------------|-----------------|
| 1 Apportion TDA funds, approve claims, allocate funds, prepare and submit State Controllers Report, including services of the Auditors Office. | TDA resolutions; State Controllers | July-June |
| 2 Conduct TDA fiscal audits, including services of independent auditor, and certified public accountant. | Fiscal Audit | August-December |

| E2 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|-------------|-------------|------------------|
| DNLTC Staff Services | \$ 14,000 | \$ - | \$ - | \$ 14,000 |
| Auditors Office | \$ 4,600 | | \$ - | \$ 4,600 |
| Consultant | \$ 17,000 | \$ - | \$ - | \$ 17,000 |
| Total | \$ 35,600 | \$ - | \$ - | \$ 35,600 |

Product 3: Social Services Transportation Advisory Council support

Coordinate the annual unmet transit needs process by providing staff support to the Social Services Transportation Advisory Council (SSTAC). DNLTC is responsible for administering the annual unmet transit needs process concurrent with transit planning activities. This task is accomplished with the assistance of the SSTAC and is a mandatory activity per the Transportation Development Act. Products include Unmet Needs report and certification, agendas, minutes, and website postings.

| Task/Activity | Products | Schedule |
|---|--|-----------------|
| 1 Prepare SSTAC meeting agendas, public notices, attend meetings, prepare meeting notes, post information to website. | Agendas, notices minutes, notes, website | As needed |
| 2 Administrative tasks necessary to accomplish the Unmet Needs Process. | Unmet needs certification to State | Annually |

| E3 Estimate | Amount | RPA | STIP/PPM | TDA |
|---------------------|-----------------|-------------|-------------|-----------------|
| DNLTC Staff Service | \$ 2,500 | \$ - | \$ - | \$ 2,500 |
| Consultant | \$ - | \$ - | \$ - | |
| Total | \$ 2,500 | \$ - | \$ - | \$ 2,500 |

WORK ELEMENT F SAFE: Service Authority for Freeway Emergencies

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|-------------|-------------|---------------------|
| Staff Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | SAFE |
| DNLTC Staff Services | \$ 6,000.00 | \$ - | - | \$ - | \$ 6,000.00 |
| Consultant | \$ 20,000.00 | \$ - | \$ - | \$ - | \$ 20,000.00 |
| TOTAL | \$ 26,000.00 | \$ - | \$ - | \$ - | \$ 26,000.00 |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Previous Accomplishments

The City of Crescent City and County of Del Norte adopted resolutions establishing a Service Authority for Freeway Emergencies (SAFE) and designating Del Norte Local Transportation Commission as the SAFE in Del Norte County, California. The SAFE has established and maintained a system of 26 Call Boxes, provided accessibility upgrades to the system, converted files to electronic records, and implemented a records retention policy.

Objective

To operate and maintain a motorist aid call box system as a safety enhancement for the traveling public and to enable the Del Norte region to generate revenue for the purpose of purchasing, installing, operating and maintaining its emergency motorist aid call box system.

Discussion

In the rural and remote region of Del Norte County cellular and electrical services are inconsistent. Utilizing special towers and solar technology, the call box system provides a safety net for the traveling public. Per capita, the system has among the highest rate of use and is sustained with SAFE funding.

Product 1: Call Box System Maintenance and Reporting

Provide an operational and efficient Call Box System by analyzing current conditions, reporting on necessary improvements and developing a plan for future maintenance and system improvements. Update SAFE system information at www.DNLTC.org. This work is necessary for the basic functioning of the regional call box system. Products include a functional call box system and system annual report.

| Task/Activity | Products | Schedule |
|---|--------------------------------|-----------|
| 1 System Operation: Contract with California Highway Patrol for call center services and cellular phone company for call line service. | Contract | As needed |
| 2 System Administration: Maintain records and archival of correspondence and documents monthly. Provide a system wide annual report. | Annual report | Annually |
| 3 System Maintenance: Contract with call box supplier and repair company providing systems in California to ensure system is monitored and maintained. Perform site inspections as needed throughout the system to ensure compliance with laws. | Contract; operating call boxes | As needed |

| F1 Estimate | Amount | RPA | STIP/PPM | TDA | SAFE |
|-------------------------|-----------|------|----------|------|-----------|
| DNLTC Staff Services | \$ 6,000 | \$ - | \$ - | \$ - | \$ 6,000 |
| Operation & Maintenance | \$ 20,000 | \$ - | \$ - | \$ - | \$ 20,000 |
| Total | \$ 26,000 | | | | |

WORK ELEMENT G Safety & Security Planning

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|-------------|-------------|--|
| Staff Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 3,000 | \$ 3,000 | \$ - | \$ - | |
| Consultant | \$ 20,000 | \$ 20,000 | \$ - | \$ - | |
| TOTAL | \$ 23,000.00 | \$ 23,000.00 | \$ - | \$ - | |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To meet the needs of the Office of Emergency Services and the goals of the Regional Transportation plan for safety and security.

Discussion

In partnership with the County Office of Emergency Services and Del Norte Local Transportation Commission, the consultant will prepare an Evacuation and Transportation Annex (Annex) for the County of Del Norte Operational Area all-hazard Emergency Operations Plan (EOP). The EOP recently underwent a complete rewrite and the County is looking to update or create all relevant annexes. The new EOP will be available to the consultant at the outset of the project. The goal of the Annex is to address evacuation areas and evacuation routes within Del Norte County based off the hazards identified within the Hazard Mitigation Plan, as well as to identify resources and procedures for transportation of individuals and animals in need during evacuation.

Consultant will write the Annex using a regional, integrated framework that is consistent with the EOP while addressing the hazards and existing resources within the Operational Area. It should address the needs of those within the jurisdiction, including persons with disabilities and those with access and functional needs. Specific functions within the plan shall include appropriate tasks, checklists, references and other resources necessary for personnel to fulfill their duties and deliver effective execution of the plan by persons who may not have emergency management as their primary daily role.

Consultant will plan and facilitate meetings with personnel from appropriate departments, agencies, and organizations to gather the necessary information to successfully research, write, and submit a complete plan. As requested, the consultant will prepare progress reports that summarize the anticipated and completed tasks, respond to any inquiries or comments by the County, and will update the project schedule as required.

The Annex shall be aligned with the new EOP and will be compliant with the principles of planning outlined in FEMA’s Developing and Maintaining Emergency Operations Plans (CPG 101 v2), the organizational structure outlined by California Office of Emergency Services Standardized Emergency Management System (SEMS) as well as the National Incident Management System (NIMS), and the standards set forth by the Emergency Management

Previous Accomplishments

2011 Pedestrian Evacuation Time Analysis, multiple years of Transportation Emergency Planning and Preparedness collaboration with transportation providers in the region, pedestrian evacuation modeling. Systemic Safety Analysis Support, Highway Safety Improvement Program grant application support. Crescent City and Del Norte County Local Roadway Safety Plans.

Product 1: Evacuation and Transportation Annex Plan

The Transportation Annex to the region's Emergency Operations Plan will address evacuation areas and evacuation routes within Del Norte County based off the hazards identified within the Hazard Mitigation Plan, as well as to identify resources and procedures for transportation of individuals and animals in need during evacuation

| Task/Activity | Product | Schedule |
|--|------------------------------------|---------------------|
| 1 Develop a Request for Proposals in partnership with the County Office of Emergency Service. Administer a consultant selection process. | Consultant selection process | July - September |
| 2 Establish and convene a Transportation Annex workgroup and hold a kick-off meeting. | Agendas and minutes | August - September |
| 3 Develop the draft Transportation Annex to the Emergency Operations Plan. | Agendas, minutes, monthly progress | October - December |
| 4 Approved Transportation Annex to the Emergency Operations Plan. | Final plan | December - February |

| G1 Estimate | Amount | RPA | STIP/PPM | TDA |
|-------------|-----------|-----------|----------|------|
| Staff | \$ 3,000 | \$ 3,000 | \$ - | \$ - |
| Consultant | \$ 20,000 | \$ 20,000 | \$ - | \$ - |
| Total | \$ 23,000 | \$ 23,000 | \$ - | \$ - |

WORK ELEMENT H Zero Emission Vehicle Support Plan

2022-23 Overall Work Program Draft 1

| Expenditures | | Revenue by Fund Source | | | |
|--|-------------|------------------------|-------------|-------------|--|
| Staff Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff | | \$ 8,000 | \$ - | | |
| Consultant | | \$ 30,350 | \$ - | \$ - | |
| TOTAL | \$ - | \$ 38,350 | \$ - | \$ - | |

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract. The consultant area of this work is expected to capture carryover.

Objective

This work element will develop a detailed scope of work to begin to address the regional needs to meet the Zero Emission Vehicle mandates created by Governor Newsom in 2020.

Discussion

Governor Newsom signed an executive order that bans the sale of new gasoline and diesel-powered vehicles by 2035. The California Air Resources Board mandated that all new trucks sold in California emit zero emissions by 2045. This is the initiation of what is likely to be several years of planning efforts to meet the new mandate in a balanced and respectful way.

Previous Accomplishments

Participation on the North State Super Region Zero Emissions Planning Workgroup. Transit Development Plans.

Product 1: ZEV Project Initiation

| Task/Activity | Products | Schedule |
|---|---|----------------------|
| Develop a Request for Proposals in partnership with the Technical Advisory Committee. Administer a consultant selection process. Project administration. | Consultant selection process materials. | July - June |
| With consultant assistance, establish a regional Workgroup and develop a detailed and prioritised workplan to address Zero Emission Vehicle and Zero Emission Bus mandates. | Agendas, minutes, workplan. | September - November |
| Develop and initiate a strategy to address the priorities set by the Workgroup to meet the California's ZEV mandates. | Agendas, minutes, strategy. | November - June |

| Product 1 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|------------------|-------------|-------------|
| DNLTC Staff Services | \$ 8,000 | \$ 8,000 | \$ - | \$ - |
| Consultant | \$ 30,350 | \$ 30,350 | \$ - | \$ - |
| Total | \$ 38,350 | \$ 38,350 | \$ - | \$ - |

WORK ELEMENT Z: Caltrans Information Element

2022-23 Overall Work Program Draft 1

Per the FY 2022-23 Overall Work Program Guidelines, this Work Program includes an Information Element. The purpose of the Information Element is to list transportation planning activities that are being done by other agencies in the region.

| AGENCY | PRODUCT | ACTIVITY/FUNDING SOURCE | DUE DATE |
|----------|---|-------------------------|----------|
| Caltrans | District 1 Active Transportation Plan | Caltrans | 2021 |
| Caltrans | Non-Motorized Census Plan | Caltrans | Ongoing |
| Caltrans | California Transportation Plan 2050 | Caltrans | 2021 |
| Caltrans | District Bicycle Touring Guide | Caltrans | 2021 |
| Caltrans | Interregional Transportation Strategic Plan | Caltrans | 2021 |

Del Norte Local Transportation Commission

Overall Work Program Expenditure Detail

2022-23 Overall Work Program Draft 1

| Work Element | Description | Funding Sources | DNLTC | Consultant/Other |
|----------------|---|-----------------|-----------------|------------------|
| A | Long Range Planning Coordination | RPA | \$ 45,000 | \$ 25,900 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | Other/RSTP | \$ - | \$ - |
| Total A | \$70,900 | | \$45,000 | \$25,900 |
| B | Overall Work Program Development | RPA | \$ 18,000 | \$ 10,000 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ 10,000 |
| | | Other | \$ - | \$ - |
| Total B | \$38,000 | | \$18,000 | \$20,000 |
| C | Public Participation and Information Dissemination | RPA | \$ 34,750 | \$ 35,000 |
| | | PPM | \$ - | \$ 2,500 |
| | | TDA | \$ - | \$ 10,000 |
| | | Other: | \$ - | \$ - |
| Total C | \$82,250 | | \$34,750 | \$47,500 |
| D | Regional Transportation Improvement Program (RTIP) Development | RPA | \$ - | \$ - |
| | | PPM | \$ 8,000 | \$ 50,000 |
| | | TDA | \$ - | \$ - |
| | | Other | \$ - | \$ - |
| Total D | \$58,000 | | \$8,000 | \$50,000 |
| E | Transportation Development Act Administration and Fiscal Management | RPA | \$ - | \$ - |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ 28,500 | \$ 29,100 |
| | | Other | \$ - | \$ - |
| Total E | \$57,600 | | \$28,500 | \$29,100 |
| F | SAFE: Service Authority for Freeway Emergencies | RPA | \$ - | \$ - |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | SAFE | \$ 6,000 | \$ 20,000 |
| Total F | \$26,000 | | \$6,000 | \$20,000 |
| G | Safety & Security Planning | RPA | \$ 3,000 | \$ 20,000 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | Other: | \$ - | \$ - |
| Total G | \$23,000 | | \$3,000 | \$20,000 |
| H | Zero Emission Vehicle Support Plan | RPA | \$ 8,000 | \$ 30,350 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | Other: | \$ - | \$ - |
| Total H | \$38,350 | | \$8,000 | \$30,350 |

Del Norte Local Transportation Commission

Overall Work Program Revenue Summary

2022-23 Overall Work Program Draft 1

| Work Element | Description | RPA | TDA | STIP PPM | SAFE/RSTP | Work Element Total |
|--------------|--|---------------------|---------------------|---------------------|---------------------|---------------------|
| A | Long Range Planning Coordination | | | | | |
| Product 1 | Regional Transportation Plan Development | \$ 34,000.00 | \$ - | \$ - | \$ - | |
| Product 2 | Last Chance Grade Update | \$ 4,000.00 | | \$ - | \$ - | |
| Product 3 | 2023 Economic and Demographic Profile | \$ 8,900.00 | \$ - | | | |
| Product 4 | Regional Mapping | \$ 24,000.00 | | | | |
| | Total Work Element A | \$ 70,900.00 | \$ - | \$ - | \$ - | \$ 70,900.00 |
| B | Overall Work Program Development | | | | | |
| Product 1 | Overall Work Program | \$ 28,000.00 | \$ 10,000.00 | \$ - | \$ - | |
| | Total Work Element B | \$ 28,000.00 | \$ 10,000.00 | \$ - | \$ - | \$ 38,000.00 |
| C | Information Dissemination | | | | | |
| Product 1 | Commission | \$ 28,000.00 | \$ - | \$ - | \$ - | |
| Product 2 | Partnerships and Planning Agreements | \$ 24,750.00 | \$ 10,000.00 | \$ 2,500.00 | \$ - | |
| Product 3 | Website & Crowdsourcing Information | \$ 17,000.00 | | | | |
| | Total Work Element C | \$ 69,750.00 | \$ 10,000.00 | \$ 2,500.00 | \$ - | \$ 82,250.00 |
| D | Regional Transportation Improvement Program (RTIP) Development | | | | | |
| Product 1 | Develop and Maintain TIP | \$ - | \$ - | \$ 8,000.00 | \$ - | |
| Product 2 | Project Representation | \$ - | \$ - | \$ 50,000.00 | \$ - | |
| | Total Work Element D | \$ - | \$ - | \$ 58,000.00 | \$ - | \$ 58,000.00 |
| | | 0 | 0 | | | |
| E | Transportation Development Act Administration and Fiscal Management | | | | | |
| Product 1 | Office Operations | \$ - | \$ 19,500.00 | \$ - | \$ - | |
| Product 2 | Fiscal Management | \$ - | \$ 35,600.00 | \$ - | \$ - | |
| Product 3 | SSTAC Support | \$ - | \$ 2,500.00 | \$ - | \$ - | |
| | Total Work Element E | \$ - | \$ 57,600.00 | \$ - | \$ - | \$ 57,600.00 |
| F | SAFE: Service Authority for Freeway Emergencies | | | | | |
| Product 1 | Call Box System Maintenance & Reporting | \$ - | \$ - | \$ - | \$ 26,000.00 | |
| | Total Work Element F | \$ - | \$ - | \$ - | \$ 26,000.00 | \$ 26,000.00 |

| | | | | | | |
|---------------------------------|---|----------------------|---------------------|---------------------|---------------------|----------------------|
| G | Safety & Security Planning | | | | | |
| Product 1 | Evacuation and Transportation Annex Pla | \$ 23,000.00 | \$ - | \$ - | \$ - | |
| | Total Work Element G | \$ 23,000.00 | \$ - | \$ - | \$ - | \$ 23,000.00 |
| H | Zero Emission Vehicle Support Plan | | | | | |
| Product 1 | ZEV Project Initiation | \$ 38,350.00 | | \$ - | | |
| | Total Work Element H | \$ 38,350.00 | | \$ - | | \$ 38,350.00 |
| TOTAL LABOR AND EXPENSES | | \$ 230,000.00 | \$ 77,600.00 | \$ 60,500.00 | \$ 26,000.00 | \$ 394,100.00 |

Appendix A Work Schedule

2022-23 Overall Work Program Draft 1

Work Element

| | | J | A | S | O | N | D | J | F | M | A | M | J |
|--|--|---|---|---|---|---|---|---|---|---|---|---|---|
|--|--|---|---|---|---|---|---|---|---|---|---|---|---|

A Long Range Planning Coordination

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |
| Product 3 | | | | | | | | | | | | | |
| Product 4 | | | | | | | | | | | | | |

B Overall Work Program Development

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

C Public Participation and Information Dissemination

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |
| Product 3 | | | | | | | | | | | | | |

D Regional Transportation Improvement Program (RTIP) Development

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |

E Transportation Development Act Administration and Fiscal Management

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |
| Product 3 | | | | | | | | | | | | | |

F SAFE: Service Authority for Freeway Emergencies

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

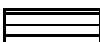
G Safety & Security Planning

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

H Zero Emission Vehicle Support Plan

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

KEY  Anticipated major milestones.

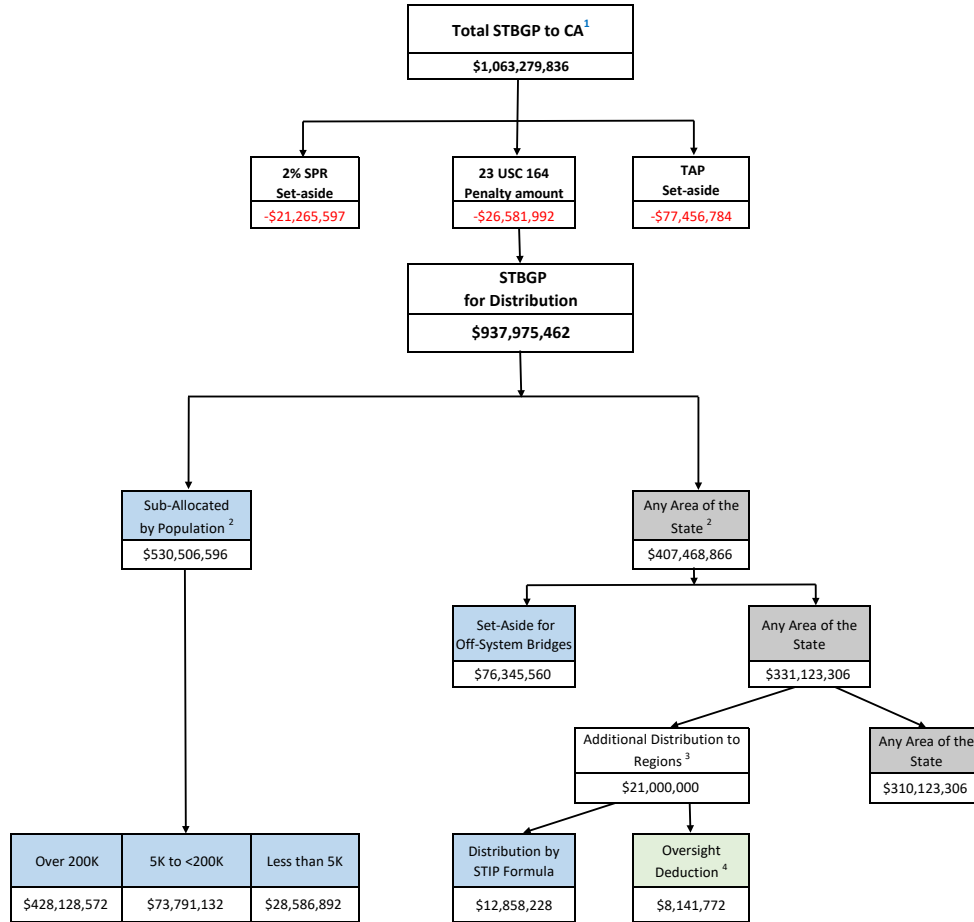
 Anticipated project maintenance work.

Appendix C

COMMON ACRONYMS

| | |
|--|---|
| ATP – Active Transportation Program | PPM – Planning, Programming & Monitoring Program |
| BTA – Bicycle Transportation Account | PTA – Public Transportation Account |
| CalACT – California Association for Coordinated Transportation | PUC – Public Utilities Commission / Public Utilities Code |
| CALCOG – California Association of Councils of Governments | RCT – Redwood Coast Transit |
| CalSTA – California State Transportation Agency | RCTA – Redwood Coast Transit Authority |
| Caltrans – California Department of Transportation | RCTF – Rural Counties Task Force |
| CEQA – California Environmental Quality Act | PSR – Project Study Report |
| CSAC – California State Association of Counties | RIP – Regional Improvement Program |
| CTC – California Transportation Commission | RPA – Rural Planning Assistance |
| CTSA – Consolidated Transportation Service Agency | RSTP – Regional Surface Transportation Program |
| DNLTC – Del Norte Local Transportation Commission | RTIP – Regional Transportation Improvement Program |
| DOT – California Department of Transportation, a.k.a. Caltrans | RTP – Regional Transportation Plan |
| DTR – District Transit Representatives | RTPA – Regional Transportation Planning Agency |
| FAA – Federal Aviation Administration | SB – Senate Bill |
| FAS – Federal Aid System | SHA – State Highway Account |
| FAST Act: Fixing America's Surface Transportation Act | SHS – State Highway System |
| FHWA – Federal Highway Administration | SHOPP – State Highway Operation and Protection Program |
| FTA – Federal Transit Administration | SR – State Route |
| FTIP – Federal Transportation Improvement Program | SSTAC – Social Services Transportation Advisory Council |
| FY – Fiscal Year | STA – State Transit Assistance |
| IIJA – Infrastructure Investment and Jobs Act | STIP – State Transportation Improvement Program |
| IIP – Interregional Improvement Program | STP – Surface Transportation Program |
| IRRS – Inter-Regional Roadway System | TAC – Technical Advisory Committee |
| ITIP – Interregional Transportation Improvement Program | TDA – Transportation Development Act of 1971 |
| JPA – Joint Powers Agreement | TDP – Transit Development Plan |
| LTF – Local Transportation Fund | TE – Transportation Enhancement Program (formerly TEA) |
| MAP-21 -- Moving Ahead for Progress in the 21st Century | TSM – Transportation System Management |
| MOU – Memorandum of Understanding | USDOT – United States Department of Transportation |
| MPO – Metropolitan Planning Organization | VMT – Vehicle Miles Traveled |
| NEPA – National Environmental Policy Act | WE – Work Element |
| OWP – Overall Work Program | YTD – Year to Date |
| | ZEB – Zero Emission Bus |
| | ZEV – Zero Emission Vehicle |

**Surface Transportation Block Grant Program (STBGP)
FFY 2021/22 Apportionment Estimate for Distribution
12/9/2021**



¹ Apportionment estimate per FHWA Notice N4510.856, 10/20/2021. Verified by Federal Resources on 10/29/2021. Estimates are based on a 12 month projected apportionment notice.

² Amounts Suballocated by Population and to Any area of the State per FMISW10A, 11/30/2021. Amount for Over 200k includes \$132 for Reno UZA given to California.

³ Additional Distribution to Regions: \$21M Admin Proposal (HSIP Exchange). After oversight deduction, the remaining funds are distributed to the regions based on the 2020 STIP County Share formula.

⁴ Oversight deduction estimate per HQ Local Assistance, 11/29/2021.

Local
State

**STBGP/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)
FFY 2021/22 Apportionment Estimate for Distribution
12/9/2021**

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|--|---|-------------------|--|---------------------------|---|--|---|--|
| MPO/RTPA/County | STBGP Large UZA Apportionment (Pop >200k) ^{1,3} | STBGP Small Area Apportionment (Pop <200k) ¹ | CTAP Adjustment | STBGP Small Area (Pop < 200k) Net After CTAP (Col 3 minus 4) | State Flexible Adjustment | STBGP Small Area including State Flexible Traditional Apportionment (sum of Col 5, 6) | Traditional Estimated Apportionment Distribution (sum of Col 2, 7) | Additional Distribution by STIP Formula | Estimated Total Apportionment Distribution (sum of Col 8, 9) |
| MTC Region | \$ 87,542,677 | \$ 14,082,428 | \$ 95,781 | \$ 13,986,647 | \$ - | \$ 13,986,647 | \$ 101,529,324 | \$ 2,177,556 | \$ 103,706,881 |
| MTC other than large UZAs | | \$ 14,082,428 | \$ 95,781 | \$ 13,986,647 | \$ - | \$ 13,986,647 | \$ 13,986,647 | | |
| Antioch | \$ 3,953,585 | \$ - | | | \$ - | \$ - | \$ 3,953,585 | | |
| Concord | \$ 8,771,554 | \$ - | | | \$ - | \$ - | \$ 8,771,554 | | |
| SF-Oakland | \$ 46,725,363 | \$ - | | | \$ - | \$ - | \$ 46,725,363 | | |
| Santa Rosa | \$ 4,389,294 | \$ - | | | \$ - | \$ - | \$ 4,389,294 | | |
| San Jose | \$ 23,702,882 | \$ - | | | \$ - | \$ - | \$ 23,702,882 | | |
| SACOG Region | \$ 24,545,023 | \$ 7,737,616 | \$ 30,426 | \$ 7,707,190 | \$ - | \$ 7,707,190 | \$ 32,252,213 | \$ 748,241 | \$ 33,000,454 |
| Sacramento (Sacramento UZA) | \$ 19,355,995 | \$ 835,865 | \$ 19,031 | \$ 816,834 | \$ - | \$ 816,834 | \$ 20,172,829 | \$ 421,317 | |
| Placer (Sacramento UZA) | \$ 3,627,055 | \$ 1,169,046 | \$ 4,520 | \$ 1,164,526 | \$ - | \$ 1,164,526 | \$ 4,791,581 | \$ 115,091 | |
| El Dorado (Sacramento UZA) | \$ 874,666 | \$ 1,248,049 | \$ 2,001 | \$ 1,246,049 | \$ - | \$ 1,246,049 | \$ 2,120,715 | \$ 61,634 | |
| Sutter | \$ - | \$ 1,329,874 | \$ 1,253 | \$ 1,328,621 | \$ - | \$ 1,328,621 | \$ 1,328,621 | \$ 38,885 | |
| Yolo (Sacramento UZA) | \$ 687,307 | \$ 2,141,903 | \$ 2,667 | \$ 2,139,237 | \$ - | \$ 2,139,237 | \$ 2,826,544 | \$ 81,468 | |
| Yuba | \$ - | \$ 1,012,878 | \$ 955 | \$ 1,011,924 | \$ - | \$ 1,011,924 | \$ 1,011,924 | \$ 29,845 | |
| TRPA (South Lake Tahoe, CA-NV) ² | \$ 2,064,840 | \$ - | \$ 1,946 | \$ - | \$ - | \$ - | \$ 2,064,840 | \$ 17,294 | \$ 2,082,134 |
| SCAG Region | | | | | | \$ 15,130,003 | \$ 256,594,736 | \$ 5,527,693 | \$ 262,122,429 |
| Los Angeles Co Total | \$ 138,752,260 | \$ 1,052,184 | \$ 131,765 | \$ 920,418 | \$ - | \$ 920,418 | \$ 139,672,679 | \$ 2,692,619 | \$ 142,365,298 |
| Los Angeles County | \$ - | \$ 1,052,184 | \$ 131,765 | \$ 920,418 | \$ - | \$ 920,418 | \$ 920,418 | | |
| LA-LongBeach-Anaheim | \$ 129,805,679 | \$ - | | | \$ - | \$ - | \$ 129,805,679 | | |
| Lancaster-Palmdale | \$ 4,859,053 | \$ - | | | \$ - | \$ - | \$ 4,859,053 | | |
| Thousand Oaks | \$ 404,239 | \$ - | | | \$ - | \$ - | \$ 404,239 | | |
| Santa Clarita | \$ 3,683,290 | \$ - | | | \$ - | \$ - | \$ 3,683,290 | | |
| San Bernardino Co Total | \$ 28,536,216 | \$ 439,389 | \$ 27,309 | \$ 412,080 | \$ - | \$ 412,080 | \$ 28,948,296 | \$ 842,499 | \$ 29,790,795 |
| San Bernardino County | \$ - | \$ 439,389 | \$ 27,309 | \$ 412,080 | \$ - | \$ 412,080 | \$ 412,080 | | |
| Riverside-San Bernardino | \$ 15,268,067 | \$ - | | | \$ - | \$ - | \$ 15,268,067 | | |
| Victorville-Hesperia | \$ 4,677,275 | \$ - | | | \$ - | \$ - | \$ 4,677,275 | | |
| LA-LongBeach-Anaheim | \$ 8,590,873 | \$ - | | | \$ - | \$ - | \$ 8,590,873 | | |
| Riverside Co Total | \$ 23,462,620 | \$ 7,608,681 | \$ 29,284 | \$ 7,579,397 | \$ - | \$ 7,579,397 | \$ 31,041,917 | \$ 724,440 | \$ 31,766,357 |
| Riverside County | \$ - | \$ 7,608,681 | \$ 29,284 | \$ 7,579,397 | \$ - | \$ 7,579,397 | \$ 7,579,397 | | |
| Riverside-San Bernardino | \$ 12,253,629 | \$ - | | | \$ - | \$ - | \$ 12,253,629 | | |
| Indio-Cathedral City | \$ 4,921,154 | \$ - | | | \$ - | \$ - | \$ 4,921,154 | | |
| Murrieta-Temecula-Menifee | \$ 6,287,737 | \$ - | | | \$ - | \$ - | \$ 6,287,737 | | |
| Orange Co Total | \$ 42,800,800 | \$ 64,797 | \$ 40,401 | \$ 24,397 | \$ - | \$ 24,397 | \$ 42,825,196 | \$ 829,897 | \$ 43,655,094 |
| Orange County | \$ - | \$ 64,797 | \$ 40,401 | \$ 24,397 | \$ - | \$ 24,397 | \$ 24,397 | | |
| MissionViejo-Lake Forest-San Clemente | \$ 8,192,146 | \$ - | | | \$ - | \$ - | \$ 8,192,146 | | |
| LA-LongBeach-Anaheim | \$ 34,608,654 | \$ - | | | \$ - | \$ - | \$ 34,608,654 | | |
| Ventura Co Total | \$ 7,912,937 | \$ 3,757,076 | \$ 10,999 | \$ 3,746,077 | \$ - | \$ 3,746,077 | \$ 11,659,014 | \$ 279,592 | \$ 11,938,606 |
| Ventura County | \$ - | \$ 3,757,076 | \$ 10,999 | \$ 3,746,077 | \$ - | \$ 3,746,077 | \$ 3,746,077 | | |
| Oxnard | \$ 5,229,884 | \$ - | | | \$ - | \$ - | \$ 5,229,884 | | |
| Thousand Oaks | \$ 2,654,729 | \$ - | | | \$ - | \$ - | \$ 2,654,729 | | |
| LA-LongBeach-Anaheim | \$ 28,324 | \$ - | | | \$ - | \$ - | \$ 28,324 | | |
| Imperial County | \$ - | \$ 2,449,943 | \$ 2,309 | \$ 2,447,634 | \$ - | \$ 2,447,634 | \$ 2,447,634 | \$ 158,645 | \$ 2,606,279 |
| AMBAG Region | \$ - | \$ 10,285,415 | \$ 9,694 | \$ 10,275,721 | \$ - | \$ 10,275,721 | \$ 10,275,721 | \$ 278,728 | \$ 10,554,449 |
| Monterey | \$ - | \$ 5,826,378 | \$ 5,491 | \$ 5,820,886 | \$ - | \$ 5,820,886 | \$ 5,820,886 | \$ 158,483 | \$ 5,979,369 |
| Santa Cruz | \$ - | \$ 3,683,197 | \$ 3,471 | \$ 3,679,725 | \$ - | \$ 3,679,725 | \$ 3,679,725 | \$ 91,047 | \$ 3,770,773 |
| San Benito | \$ - | \$ 775,841 | \$ 731 | \$ 775,109 | \$ - | \$ 775,109 | \$ 775,109 | \$ 29,198 | \$ 804,307 |
| Alpine | \$ - | \$ 16,494 | \$ 16 | \$ 16,479 | \$ 114,729 | \$ 131,208 | \$ 131,208 | \$ 13,250 | \$ 144,458 |
| Amador | \$ - | \$ 534,704 | \$ 504 | \$ 534,200 | \$ - | \$ 534,200 | \$ 534,200 | \$ 30,061 | \$ 564,261 |
| Butte | \$ - | \$ 3,088,258 | \$ 2,911 | \$ 3,085,347 | \$ - | \$ 3,085,347 | \$ 3,085,347 | \$ 88,997 | \$ 3,174,344 |
| Calaveras | \$ - | \$ 639,803 | \$ 603 | \$ 639,200 | \$ - | \$ 639,200 | \$ 639,200 | \$ 35,944 | \$ 675,144 |
| Colusa | \$ - | \$ 300,670 | \$ 283 | \$ 300,387 | \$ - | \$ 300,387 | \$ 300,387 | \$ 23,801 | \$ 324,187 |
| Del Norte | \$ - | \$ 401,614 | \$ 379 | \$ 401,235 | \$ - | \$ 401,235 | \$ 401,235 | \$ 22,209 | \$ 423,444 |
| Fresno (Fresno UZA) | \$ 9,322,083 | \$ 3,871,861 | \$ 12,435 | \$ 3,859,426 | \$ - | \$ 3,859,426 | \$ 13,181,509 | \$ 335,640 | \$ 13,517,149 |
| Glenn | \$ - | \$ 394,764 | \$ 372 | \$ 394,392 | \$ - | \$ 394,392 | \$ 394,392 | \$ 24,934 | \$ 419,326 |
| Humboldt | \$ - | \$ 1,889,775 | \$ 1,781 | \$ 1,887,994 | \$ - | \$ 1,887,994 | \$ 1,887,994 | \$ 89,617 | \$ 1,977,611 |
| Inyo | \$ - | \$ 260,340 | \$ 245 | \$ 260,095 | \$ 413,258 | \$ 673,353 | \$ 673,353 | \$ 123,888 | \$ 797,241 |
| Kern (Bakersfield) | \$ 7,461,819 | \$ 4,430,766 | \$ 11,209 | \$ 4,419,557 | \$ - | \$ 4,419,557 | \$ 11,881,376 | \$ 452,215 | \$ 12,333,591 |
| Kings | \$ - | \$ 2,147,490 | \$ 2,024 | \$ 2,145,466 | \$ - | \$ 2,145,466 | \$ 2,145,466 | \$ 66,329 | \$ 2,211,796 |
| Lake | \$ - | \$ 907,737 | \$ 866 | \$ 906,882 | \$ - | \$ 906,882 | \$ 906,882 | \$ 38,912 | \$ 945,794 |
| Lassen | \$ - | \$ 489,840 | \$ 462 | \$ 489,378 | \$ - | \$ 489,378 | \$ 489,378 | \$ 56,965 | \$ 546,344 |
| Madera | \$ - | \$ 2,117,773 | \$ 1,996 | \$ 2,115,777 | \$ - | \$ 2,115,777 | \$ 2,115,777 | \$ 61,715 | \$ 2,177,492 |
| Mariposa | \$ - | \$ 256,199 | \$ 241 | \$ 255,958 | \$ - | \$ 255,958 | \$ 255,958 | \$ 23,288 | \$ 279,246 |
| Mendocino | \$ - | \$ 1,233,071 | \$ 1,162 | \$ 1,231,909 | \$ - | \$ 1,231,909 | \$ 1,231,909 | \$ 84,490 | \$ 1,316,399 |
| Merced | \$ - | \$ 3,590,703 | \$ 3,384 | \$ 3,587,319 | \$ - | \$ 3,587,319 | \$ 3,587,319 | \$ 110,126 | \$ 3,697,445 |
| Modoc | \$ - | \$ 135,968 | \$ 128 | \$ 135,839 | \$ 160,568 | \$ 296,407 | \$ 296,407 | \$ 30,412 | \$ 326,819 |
| Mono | \$ - | \$ 199,361 | \$ 188 | \$ 199,173 | \$ 30,552 | \$ 229,725 | \$ 229,725 | \$ 92,046 | \$ 321,771 |
| Nevada | \$ - | \$ 1,386,403 | \$ 1,307 | \$ 1,385,097 | \$ - | \$ 1,385,097 | \$ 1,385,097 | \$ 47,143 | \$ 1,432,239 |
| Plumas | \$ - | \$ 280,849 | \$ 265 | \$ 280,584 | \$ - | \$ 280,584 | \$ 280,584 | \$ 33,974 | \$ 314,558 |
| San Diego (San Diego UZA) | \$ 42,104,878 | \$ 1,827,210 | \$ 41,519 | \$ 1,785,691 | \$ - | \$ 1,785,691 | \$ 43,890,569 | \$ 952,760 | \$ 44,843,329 |
| Mission Viejo-Lake Forest-San | \$ 119,633 | \$ - | | | \$ - | \$ - | \$ 119,633 | | \$ 119,633 |
| San Joaquin (Stockton) | \$ 5,277,204 | \$ 4,417,935 | \$ 9,138 | \$ 4,408,798 | \$ - | \$ 4,408,798 | \$ 9,686,002 | \$ 228,572 | \$ 9,914,754 |
| San Luis Obispo | \$ - | \$ 3,785,039 | \$ 3,567 | \$ 3,781,472 | \$ - | \$ 3,781,472 | \$ 3,781,472 | \$ 167,982 | \$ 3,949,453 |
| Santa Barbara | \$ - | \$ 5,950,441 | \$ 5,608 | \$ 5,944,833 | \$ - | \$ 5,944,833 | \$ 5,944,833 | \$ 188,814 | \$ 6,133,647 |
| Shasta | \$ - | \$ 2,487,774 | \$ 2,345 | \$ 2,485,430 | \$ - | \$ 2,485,430 | \$ 2,485,430 | \$ 97,308 | \$ 2,582,738 |
| Sierra | \$ - | \$ 45,482 | \$ 43 | \$ 45,439 | \$ 85,769 | \$ 131,208 | \$ 131,208 | \$ 16,137 | \$ 147,345 |
| Siskiyou | \$ - | \$ 630,285 | \$ 594 | \$ 629,691 | \$ 25,239 | \$ 654,930 | \$ 654,930 | \$ 66,896 | \$ 721,826 |
| Stanislaus (Modesto) | \$ 5,100,468 | \$ 2,193,800 | \$ 6,875 | \$ 2,186,925 | \$ - | \$ 2,186,925 | \$ 7,287,393 | \$ 169,088 | \$ 7,456,481 |
| Tehama | \$ - | \$ 890,864 | \$ 840 | \$ 890,025 | \$ - | \$ 890,025 | \$ 890,025 | \$ 49,571 | \$ 939,596 |
| Trinity | \$ - | \$ 193,521 | \$ 182 | \$ 193,339 | \$ 58,573 | \$ 251,912 | \$ 251,912 | \$ 35,161 | \$ 287,074 |
| Tulare (Visalia) | \$ 3,125,085 | \$ 3,126,510 | \$ 5,892 | \$ 3,120,618 | \$ - | \$ 3,120,618 | \$ 6,245,704 | \$ 209,539 | \$ 6,455,242 |
| Tuolumne | \$ - | \$ 777,188 | \$ 732 | \$ 776,456 | \$ - | \$ 776,456 | \$ 776,456 | \$ 38,804 | \$ 815,260 |
| Statewide Total | \$ 428,128,442 | \$ 102,378,024 | \$ 500,000 | \$ 101,879,970 | \$ 888,689 | \$ 102,768,659 | \$ 530,897,101 | \$ 12,856,282 | \$ 543,753,383 |

¹ 2010 Census Population used for distribution except for TRPA. FAST Act designated Tahoe as a Bi-State MPO and was assigned a population of 145,000 for the California portion.

² TRPA's share of CTAP adjustment, \$1,946 (Col 4) is deducted from their share of STIP formula distribution in Col 9.

³ Total apportionment amount distributed to Large UZA >200k is slightly less than the flowchart value. Difference is the estimated apportionment given to CA for Reno UZA.