

**TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AT 2:00 P.M. TUESDAY, OCTOBER 31, 2023
WASTEWATER TREATMENT PLANT COMMUNITY ROOM
210 BATTERY STREET, CRESCENT CITY, CA 95531**

This is an in-person meeting. If you cannot attend in person, register in advance for this webinar:

[HTTPS://US02WEB.ZOOM.US/WEBINAR/REGISTER/WN_JNHUYCIIRIOGZOXHLX1AAG](https://us02web.zoom.us/join/joinMeeting?meetingRef=JNHUYCIIRIOGZOXHLX1AAG)

- 1. Call Meeting to Order and Introductions**
- 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. Minutes of July 25, 2023**
By consensus, approve minutes.
- 4. GHD ADA Accessibility Proposal**
Consider and agree upon the GHD ADA Accessibility proposal or provide and agree upon changes to the proposal.
- 5. Overall Work Program Amendment 1**
Requested action: Recommend Del Norte Local Transportation Commission approve resolution 2023 14 Overall Work Program Amendment 1.
- 6. Legal Review Policy for Contracting**
Requested action: Recommend Del Norte Local Transportation Commission approve the legal review policy for contracting.
- 7. Green DOT Transportation Solutions contract for the 2024 Regional Transportation Plan**
Requested action: Recommend Del Norte Local Transportation Commission authorize the executive director to sign the contract after approval by counsel.
- 8. Discussion items**
 - Climate Adaptation Grant update
 - FY23-24 STPG Grant program, workshops and office hours
 - Last Chance Grade.
 - Information sharing by TAC members, including project updates: California Highway Patrol, Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC.
- 9. Adjourn to the regularly scheduled meeting on November 28, 2023, at 2 p.m.**

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

**MINUTES
TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AT 2:00 P.M. ON JULY 25, 2023**

Present: Rick Borges, CHP
Rosanna Bower, County
Andrew Leighton, City, Vice-Chair
Heidi Kunstal, County, Chair
Suresh Ratnam, Caltrans
Joe Rye, RCTA
Dave Yeager, City

Absent: Patricia Ulmer, Yurok Tribe

Also Present: Susan Brown, Rural Approaches
Tamera Leighton, DNLTC
Jon Olson, County Engineer

1. CALL MEETING TO ORDER

Chair Kunstal called the meeting to order at 2:03 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 JUNE 27, 2023

Proposed action: By consensus, approve minutes.

Public Comment: None

Rosanna Bower moved to approve the minutes of June 27, 2023, seconded by Andrew Leighton, and unanimously carried out; the Technical Advisory Committee approved the minutes of June 27, 2023.

4. CONSIDER THE COUNTY FUNDING REQUEST FOR CULVERT UNDER WASHINGTON BOULEVARD

Requested action: Recommend Del Norte Local Transportation Commission consider the request and authorize the allocation.

Rosanna Bower explained that the culvert is in rough shape and has been declared a state of emergency by the Board of Supervisors. Emergency action is being taken, however, the scope of the cost is unknown. The County is asking that funds previously allocated from the Highway Infrastructure Program (HIP) be made available for emergency work. They have reached out to Caltrans to see if that funding can be allocated to another project. The county has not received a response from Caltrans yet. Rosanna believes that HIP funding can only be used under standard procedures set by the program. HIP funds standard procedures require necessary documents to be in

place; environmental, engineering, etc. A declared emergency project could bypass these requirements. The County would like to fund the emergency using Regional Surface Transportation Program (RSTP) funds. They are looking at other county fund sources to help with the project as well. Jon Olson explained why the slip line solution did not work. Once they got the slip line in, the water level was lowered and rocks were loosened, they were able to view how much damage there is in the culvert. Jon also explained that some of the HIP funds have been used for geotechnical borings.

Public comment: None

Rosanna Bower moved to recommend Del Norte Local Transportation Commission authorize the allocation of \$353,534 of RSTP funds for the culvert under Washington Boulevard, seconded by David Yeager, and unanimously carried; the Technical Advisory Committee recommended Del Norte Local Transportation Commission authorize the allocation of \$353,534 of RSTP funds for the culvert under Washington Boulevard.

5. DISCUSSION

- Zero Emission Vehicle Project Initiation Plan – Tamera Leighton reported there was a contractor delivery time issue; invoices had not been received by June 30th, so any work done after that could not be invoiced. Tamera directed the TAC to the revised document in the packet. Rosanna Bower asked about the comments received being addressed in the document. Tamera stated the comments were incorporated, but she will develop a comparison document for TAC members to review the changes. The TAC discussed incorporating a response matrix into future documents.

- Information sharing by TAC members, including project updates: California Highway Patrol, Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC. Suresh Ratnam discussed the 2023-2024 Sustainable Transportation Planning grant and Adaptation Planning grant announcement at the end of August, and Clean California grant awards will be announced at the end of August. Suresh will share the fact sheet with TAC members. Tamera Leighton asked Tatiana Ahlstrand where the Commission is at on the award contract for the Sustainable Transportation grant. Tatiana thought that the contract should be out to the Commission in mid-August and the Commission is expecting more funds than asked for in the grant application.

Andrew Leighton talked about the Front Street project, which is moving along as scheduled.

Jon Olson shared a presentation regarding Wayfinding apps. Google Maps has been routing people to the wrong roads. For example, wayfinding is sending folks onto Elk Valley Road instead of keeping them on Highway 101. Jon spent some time trying to contact Google. He found a contact at Google and started sending out emails. Finally, he was able to find the right contact and started seeing mapping results. Jon was able to find a single point of contact to address these routing issues in the future, and all the rural communities would be part of the process.

6. ADJOURN TO THE NEXT REGULARLY SCHEDULED MEETING ON AUGUST 29, 2023 AT 2:00 PM.

With no further business to come before the TAC, the Chair adjourned the meeting at 2:58 p.m., to the next regularly scheduled meeting on August 29, 2023, at 2:00 p.m.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 4 Staff Report

DATE: OCTOBER 31, 2023
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: GHD ADA ACCESSIBILITY PROPOSAL

PROPOSED ACTION: Consider and agree upon the GHD ADA Accessibility proposal or provide and agree upon changes to the proposal.

BACKGROUND: As part of Work Element A: Regional Mapping, GHD has provided a detailed proposal for ADA sidewalk and curb ramp assessments with Mobile Scanning LiDAR. Using this method of mobile scanning will enable an assessment of the pedestrian facilities in Crescent City and some urbanized areas of Del Norte County within our budget. There are some limitations to this method, and GHD will review these limitations and answer questions in the TAC meeting.

The proposal is attached.

Our ref: 12585091

01 August 2023

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, #16
Crescent City, CA 95531

Letter Proposal for ADA Sidewalk and Curb Ramp Assessment with Mobile Scanning LiDAR

Dear Ms. Leighton,

GHD is pleased to present this plan and fee to use Mobile Scanning LiDAR for the assessment of pedestrian facilities in Crescent City and some urbanized areas of Del Norte County. Areas surveyed will be those with pedestrian facilities in the State Responsibility Area, the City of Smith River, and the town of Klamath. GHD technologists will extract features up until the current target budget for this effort is spent. This will leave funds left over for any requirements of other members of the DNLTC, and also the annual renewal of the ArcGIS Online account.

Technology

GHD has developed Mobile scanning LiDAR capabilities in North America to help our clients assess their linear assets. Leveraging this powerful technology with our proven experience in survey and engineering, GHD can deliver detailed information on topography and road/railway features, such as striping, signage, sidewalks, and utilities. This fast and cost-effective solution is changing the way the industry is surveying corridors and managing assets.

GHD's Mobile Mapping System (MMS), which includes LiDAR, 360 camera, GPS, and Internal Measuring Unit (IMU), can be used to survey, measure and assess roadways, railways, runways, and other linear assets. MMS produces rich data point clouds that can be converted into 3D models, digital surfaces, and topographic maps. The data can also be used to identify, classify, and assess features in the data sets, such as sidewalks, curb ramps, utility poles and distribution wires. The desktop software that is used to take measurements with the point cloud contains many time saving modules and functionalities which allows users to be far more efficient with their time as compared to making the same measurements physically in the field.

Applications

GHD has utilized MMS technology to deliver survey and asset management products to our clients across the continent. Below are applications where GHD has applied this technology.

Survey Products:

- Topographic Maps (Figures, CAD files)
- Digital Surface/Elevation Models
- Volumetric Calculations

Asset Management Products:

- Roadway feature extraction (lane striping, curb & gutter, flat assets)

- Asset Inventory (street furniture, sidewalks, trees, signage)
- Condition Assessment (ADA compliance, sign/stripping reflectivity, condition rating)
- Utilities Assessments (manholes, power distribution wires, utility boxes)

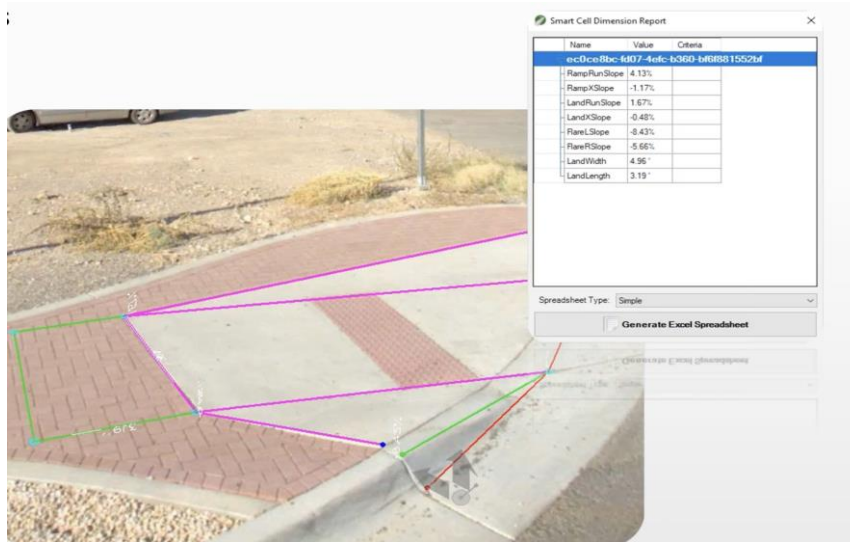


Figure 1: Feature Extraction with TopoDOT

The immediate benefit of having this LiDAR information will be to extract measurements and features that are associated with ADA compliance on pedestrian facilities. These measurements were identified in previous scoping exercises and are included in Table 1; however the LiDAR can provide immense value beyond this immediate application. The LiDAR derived surface can be used in a wide variety of planning applications as its accuracy is very high, and as funding becomes available more features can be extracted.

Table 1: Survey Attributes

Category	Attribute
Sidewalk ADA Compliance	Cross slope measures < 2% for entire length of block
	Comments regarding necessary grinding or replacement of specific joints or panels
Ramp ADA Compliance	3'x5' truncated dome panel
	Ramp slope < 8.33%
	Ramp flare slope < 10.0%
	Landing L48" x W48"
	Landing cross slope < 2%

Project Experience

Guam Roadway Scan | Tamuning and Hagåtña, US Territory of Guam

In 2021, GHD mobilized the mobile LiDAR system to capture data along 30 km of Highway 1 in the US Territory of Guam. Combining traditional survey methods with mobile LiDAR, GHD captured and processed the point cloud data to generate topographic maps, including elevation contours, lane striping, curbs & gutters, edge of road, and utilities, to support pavement hardening efforts.

Carson Asset Management | Carson, California, USA

In 2022, GHD deployed MMS to capture data of the entire city of Carson, CA, for asset inventory, management, and conditions assessment. GHD drove approximately 300 miles of roadways and is using

the imagery and data to inventory and assess every above-ground asset managed by the City along the right-of-way.

Spatial Accuracy

The scope of this project does not require survey grade accuracy and so the required number of ground control points to obtain this detail (around one control point every 1000 feet) will not be collected. This however will not lower the precision of the local measurements derived from the LiDAR point cloud (such as slope measurements on a surface in the point cloud), but only the point cloud's position in relation to its real-world location.

If there was ever a need to obtain survey level accuracy in an area that was captured by the scan, recollecting data would not be required; the existing point cloud can be augmented and reprocessed with control points taken after the scan to bring the entire scan or just a small portion of it, to survey grade accuracy.

Schedule and Fee

GHD will plan to deploy the mobile scanning solution in the month of September, 2023. The collection of data will take approximately 3 days in the field. After the field data is complete the LiDAR Point cloud will need to be processed before Feature Extraction can take place.

Feature extraction is typically the most time-consuming part of this process. GHD will not have enough budget to extract detailed information from every single curb ramp and sidewalk that will be included in the scan. However, the basic condition (whether there is a rumble strip) and presence of a curb ramp or sidewalk is information that was collected previously in GIS, and will allow GHD to save time by ignoring curb ramps that are known to be non-compliant, just as GHD field staff would be doing if there was a site visit.



Mobile Scanning LiDAR - FY2024 12585091

Description	Harrison Hummel	Zach Porteous	Amber Shows	Ryan Galbraith	Total Hours	Labor Total	Disb.	Disb. Fee	Total Disb.	Estimated Project Total
	LIDAR Specialist	Project Manager	Project Director	Drafting Technician						
	\$181.3	\$172.0	\$244.1	\$127.7						
Task1	2	6	2	0	10	\$1,883	\$0	\$65	\$65	\$1,948
Subtask 1.1 Project Management	2	6	2	0	10	\$1,883	\$0	\$65	\$65	\$1,948
Task2	32	2	0	0	34	\$6,145	\$5,000	\$221	\$5,221	\$11,366
Subtask 2.1 Scanning Prep	8	0	0	0	8	\$1,450	\$5,000	\$52	\$5,052	\$6,502
Subtask 2.2 Mobile Scanning	24	2	0	0	26	\$4,695	\$0	\$169	\$169	\$4,864
Task3	50	6	0	80	136	\$20,314	\$0	\$884	\$884	\$21,198
Subtask 3.1 LIDAR Processing	40	2	0	0	42	\$7,595	\$0	\$273	\$273	\$7,868
Subtask 3.2 Feature Extraction	10	4	0	80	94	\$12,718	\$0	\$611	\$611	\$13,329
Task4	2	2	1	0	5	\$951	\$0	\$33	\$33	\$983
Subtask 4.1 Final Report	2	2	1	0	5	\$951	\$0	\$33	\$33	\$983
Total Labor Hours	86	16	3	80						
Estimated Project Total	\$15,590	\$2,752	\$732	\$10,218	185	\$29,292	\$5,000	\$1,203	\$6,203	\$35,495

Regards,

Zach Porteous
Project Manager

1 707-267-2281
zach.porteous@ghd.com

Amber Shows
Project Director

+1 707 267-2202
amber.shows@ghd.com

Item 5 Staff Report

DATE: OCTOBER 31, 2023
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: OVERALL WORK PROGRAM AMENDMENT 1

PROPOSED ACTION: Recommend Del Norte Local Transportation Commission approve resolution 2023 14 Overall Work Program Amendment 1.

BACKGROUND: The Overall Work Program (OWP) is the primary management tool for the Del Norte Local Transportation Commission, identifying the activities and schedule of work for regional transportation planning in Del Norte County.

DISCUSSION: The attached draft resolution details the changes in amendment and the pages following include the revised work elements.



MPO/RTPA OWP Amendment Transmittal Memo

This form is required for all administrative and formal Overall Work Program (OWP) amendments. Refer to the MPO/RTPA OWP and Grant Amendment Guidelines for assistance with submitting your request.

OWP Amendment Information

OWP Amendment Information			
MPO/RTPA Name		Fiscal Year (FY)	
Amendment Type	Choose an item.	Amendment #	

OWP Amendment Checklist

Reason for an Administrative Amendment (select all that apply)

- Clarify an already approved task in the executed OWP (Examples: clarifying responsible parties or correction of errata)
- Enhance already approved activities or tasks in the executed OWP (Examples: adding outreach sessions or meetings to a Work Element activities)
- Shift funds between Work Elements as long as there is no change to scope of work or total programmed amount of CPG/RPA/SPR/SB 1 funds
- Combine already approved activities
- Changes to non-CPG/RPA/SPR/SB 1 funds (adding/deleting a Work Element) that don't affect transportation planning funds, activities or products and don't result in redirection of staff time or aren't a detriment to previously approved transportation planning activities and products
- Grant amendment that includes revisions to approved tasks, Project Cost and Schedule, or project title change to use an AKA (no changes to project deliverables or total project cost)
- Other: _____

Administrative Amendment Package Required Documents

Please submit in one email	<ul style="list-style-type: none"> <input type="checkbox"/> MPO/RTPA OWP Amendment Transmittal Memo (this form) that clearly outlines the revisions to the OWP and/or OWP budget <input type="checkbox"/> All revised Work Elements and any other affected pages within the OWP <input type="checkbox"/> Revised OWP Budget Revenue Summary <input type="checkbox"/> Grant Amendment: Completed Change in Grant Agreement Terms (CAT) form, revised Scope of Work/Project Cost and Schedule, and revised SB 1 Sustainable Communities Formula List of Projects, as applicable (associated Work Element task schedule/budget table should mirror the revised grant Scope of Work/Project Cost and Schedule)
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Reason for a Formal Amendment (select all that apply)

- Increase/decrease in total CPG/RPA/SPR/SB 1 funds
- Program carry-over CPG/RPA/SPR/SB 1 funds from previous fiscal years
- Program new FHWA Strategic Partnerships, FTA § 5304/SHA Sustainable Communities Grants, SB 1 Competitive Grants and SB 1 Formula Grant Funds
- Add/delete a Work Element (Federal approval required if CPG - see below) and/or Work Element tasks/activities (CPG/RPA/SPR/SB 1 funds)
- Grant Amendment that increases/decreases total project cost
- Other: _____

Requiring Federal Approval (MPO Only)

- Significant changes to the Scope of Work of a Work Element
- 20% increase or decrease in CPG funds (cumulative or in a single change)
- Add/delete a CPG-funded Work Element

Formal Amendment Package Required Documents

Please submit in one email

- MPO/RTPA OWP Amendment Transmittal Memo (this form) that clearly outlines the revisions to the OWP and/or OWP budget
- All revised Work Elements and any other affected pages within the OWP
- Revised OWP Budget Revenue Summary
- If there is an increase or decrease in the total amount of CPG/RPA/SPR/SB 1 funds, include amended and fully executed OWPA
- Board Resolution or minutes from the board meeting approving the amendment
- Grant Amendment:** Completed CAT form, revised Scope of Work/Project Cost and Schedule, and SB 1 Sustainable Communities Formula List of Projects included as applicable (associated Work Element task schedule/budget table should mirror the revised grant Scope of Work/Project Cost and Schedule)

Amendment Details (insert additional sheets as needed)

Include affected Work Element number(s) and name(s), specific fund source(s), the amount of funding increase/decrease for each Work Element, and justification for the change(s)

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

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Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
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Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

Work Element #		Work Element Name	
Fund Source		Amount of Funding Increase/Decrease	
Justification			

MPO/RTPA Signature

This form is required for all OWP amendments and must be signed by the MPO/RTPA Executive Director or designated staff.

MPO/RTPA Executive Director (or Designated Staff)			
Full Name			
Signature		Date	

WORK ELEMENT A Long Range Planning Coordination

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
DNLTC	Amount	RPA	STIP/PPM	RSTP	Other
DNLTC Staff Services	\$ 41,000.00	41,000.00		\$ -	\$ -
Consultant	\$ 79,237.55	\$ 79,237.55	\$ -	\$ -	\$ -
TOTAL	\$ 120,237.55	\$ 120,237.55	\$ -	\$ -	\$ -

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 planning, programming and monitoring
- 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
- 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
- Participating in the US 199 Safety Audit
- Participating in the Tolowa Dee-ni' Nation Connected Communities Plan
- Develop and submit Climate Change Adaptation Planning Grant application

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, comment letters	As needed, approximately six times per year.

5	Engage and coordinate the goods movement industry 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 studies supporting solutions to the impacts of climate change, including attending local, regional, and state meetings.	Meeting agendas, notes, and comment letters	As needed and relevant to the Del Norte region
8	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
9	Support Border Coast Regional Airport Authority activities that increase transportation options with a focus on access to the airport including multi-modal access.	Meeting notes and comment letters	As needed
10	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: 2024 Economic and Demographic Profile

With the assistance of the Center of Economic Development, CSU Chico, provide the 2024 Economic and Demographic Profile to inform the Regional Transportation Plan and other planning documents.

Task/Activity	Products	Schedule
1 Contract management for 2024 Economic and Demographic Profile. Responsible party: DNLTC.	Executed contract	July - November
2 Develop the 2024 Databook, including chapter development, document review, final approval and post to website. Responsible party: Consultant.	2024 Databook	February - May

Product 3 Estimate	Amount	RPA	STIP/PPM	RSTP
DNLTC Staff Services	\$ 4,000	\$ 4,000	\$ -	\$ -
Consultant	\$ 5,900	\$ 5,900	\$ -	\$ -
Total	\$ 9,900	\$ 9,900	\$ -	\$ -

Product 3: 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 regional planning documents, including the Regional Transportation Plan. This work builds on the prior two-years work for as-needed GIS data mapping

Task/Activity	Products	Schedule
1 Contract management, accounting, and invoice processing. Responsible party: DNLTC.	Processed invoices and quarterly reports.	July - June

2

In partnership with local agencies, consultant will deliver shapefiles for Americans With Disabilities Act (ADA), Stormwater Drainage, and mapping needed by regional partners, and maintain past regional mapping work. Responsible party: Consultant.

Shapefiles, field data, data dictionaries, map packages and all analysis layers for future
July - June

Product 1 Estimate	Amount	RPA	STIP/PPM	RSTP
Staff	\$ 3,000	\$ 3,000	\$ -	
Consultant	\$ 73,338	\$ 73,337.55	\$ -	\$ -
Total	\$ 76,338	\$ 76,338	\$ -	\$ -

WORK ELEMENT B Overall Work Program Development

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
DNLTC	Amount	RPA	STIP/PPM	TDA	
DNLTC Staff Services	\$ 24,000.00	\$ 24,000.00	-		
Consultant	\$ -	\$ -	\$ -	\$ -	
TOTAL	\$ 24,000.00	\$ 24,000.00	\$ -	\$ -	

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 process.

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. Responsible party: DNLTC.	Quarterly reports, year-end packages, requests for reimbursement, correspondence and documentation.	Daily
2 Maintain an accounting system that directly reflects all consultant services in a timely manner and meets reporting requirements, including time tracking systems, invoice processing, and contract oversight. Responsible party: Accounting Firm.	Monthly checks, quarterly financial reports and other financial reports as needed.	Monthly
3 Amend current year Overall Work Program as necessary. Responsible party: DNLTC.	Overall Work Program amendments.	As needed
4 Develop and submit draft Overall Work Program for 2024-25 and present to DNLTC for adoption prior to June 30, 2024. Responsible party: DNLTC.	2024-25 Overall Work Program development and adoption.	Annually

Product B1 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ 24,000	\$ 24,000	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -
Total	\$ 24,000	\$ 24,000	\$ -	\$ -

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

WORK ELEMENT C Public Participation and Information Dissemination

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Allocations and Funding Requirements					
	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 34,250.00	\$ 34,250.00	-	\$ -	\$ -
Consultant	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -	\$ -
Dues			\$ 2,500.00		
Travel Reimbursement (staff/commission)	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00	\$ -
TOTAL	62,750.00	\$ 50,250.00	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, Tolowa Dee-ni Nation 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 the public meeting agendas.
- 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, and then updated to use a site-based data platform with a strategy to improve the public reporting formatting.

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 (as necessary). Responsible party: DNLTC.	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. Responsible party: DNLTC.	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. Responsible party: DNLTC.	Agendas, minutes, notes	Monthly or as needed
3	Facilitate public meetings and prepare draft minutes and notes. Responsible party: Consultant.	Minutes, notes	Monthly or as needed
4	Receive board direction on transportation policies, strategies, programs and actions to enhance the regional transportation planning process. Responsible party: DNLTC.	Minutes	Monthly or as needed
5	Post transportation articles and documents to the website that inform the public regarding regional planning meetings and activities. Responsible party: DNLTC.	Up-to-date website	As needed

Product C1 Estimate	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ -
Consultant	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -
Total	\$ 28,500	\$ 28,500	\$ -	\$ -	\$ -

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 impact the NSSR economy. Responsible party: DNLTC.	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 and comments on RCTF projects. Responsible party: DNLTC.	Agendas, minutes, notes and letters	January, March, May, July, September, November
3 Participate in the development of transportation programming guidelines, including STIP, ATP, Regional Transportation Plan, LCTOP, PTMISEA, CalOES, Cap and Trade Programs, etc. Responsible party: DNLTC.	Record of meetings.	As needed
4 Attend California Regional Transportation Planning Agency (RTPA), California Transportation Commission meetings and workshops. Responsible party: DNLTC.	Record of meetings.	As needed
5 Provide travel reimbursement to meetings and necessary software to hold and access meetings. Responsible party: DNLTC.	Record of meetings.	As needed

Product C2 Estimate	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 7,750	\$ 7,750	\$ -	\$ -	\$ -
Dues	\$ 2,500		\$ 2,500	\$ -	\$ -
Meeting Access & Travel	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ -

Total \$ 20,250 \$ 7,750 \$ 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. Responsible party: DNLTC.	Website that is current and relevant	July - June
2 Post transportation articles and documents to the website that inform the public regarding regional planning meetings and activities. Responsible party: Consultant.	Up-to-date website	As needed
3 Maintain a web based feedback and data collection platform to enable public input by computer or smart phone. Responsible party: Consultant.	Data collection tool and year-end data	July - June

Product 3 Estimate	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 4,000	\$ 4,000	\$ -	\$-	\$-
Consultant	\$ 10,000	\$ 10,000	\$ -	\$-	\$-
Total	\$ 14,000	\$ 14,000	\$ -	\$ -	\$-

WORK ELEMENT E Transportation Development Act Administration and Fiscal Management

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
	Amount	RPA	STIP/PPM	TDA	
DNLTC Staff Services	\$ 30,500.00	\$ -	-	\$ 30,500.00	
Consultant/Auditor	\$ 73,100.00	\$ -	\$ -	\$ 73,100.00	
TOTAL	\$ 103,600.00	-	-	103,600.00	

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 postings.

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	\$ 11,000	\$ -	\$ -	\$ 11,000
Total	\$ 23,500	\$ -	\$ -	\$ 23,500

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	\$ 16,000	\$ -	\$ -	\$ 16,000
Accounting Services	\$ 21,000			\$ 21,000
Auditors Office	\$ 4,600		\$ -	\$ 4,600
Consultant Auditor	\$ 36,000	\$ -	\$ -	\$ 36,000
Total	\$ 77,600	\$ -	\$ -	\$ 77,600

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 G Climate Change Adaptation Planning

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
	Amount	RPA	TDA	PPM	CAP Grant
DNLTC Staff Services	\$ 24,500.00	\$ 19,500.00	\$ -	\$ -	\$ 5,000.00
Consultant	\$ 85,000.00	\$ -		\$ -	\$ 85,000.00
TOTAL	\$ 109,500.00	\$ 19,500.00		\$ -	\$ 85,000.00

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

Objective

To study the climate stressors of sea level rise and storm surge which has led to flooding and overtopping on US 101 at South Beach and Anchor Way.

Discussion

In partnership with the Elk Valley Rancheria and the Crescent City Harbor District and with Climate Adaptation Planning grant funding (CAP Grant), hire a consultant to prepare a South Beach Climate Resilience Plan.

The winter storm on January 5, 2023 resulted in a closure of US 101 at South Beach in the greater Crescent City area in Del Norte County. The tide was only 7.5 according to NOAA. There will be 53 days in 2023 with higher tides than this, and 24 of these days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms resulting from climate change are increasing the threat to US 101, our lifeline highway, and our only north/south highway through the County.

The risks to US 101 in the South Beach area from more intense storms and sea level rise pose a significant risk to the safety and commerce in the Del Norte region. When US 101 is closed, all the traffic is diverted to local roads, primarily Elk Valley Road, which already has significant safety concerns with local traffic. The South Beach Climate Resilience Plan is critical to both the local and traveling public. It's our only north/south route and our lifeline highway. The scope of work is for two years. Year 1 is in this work plan and year 2 is shaded.

Previous Accomplishments

1998 South Beach Multiuse Trail Feasibility Study, 2010 US 101 Traffic Calming and Gateway Study, 2011 Pedestrian Evacuation Time Analysis, 2011 Gateway Traffic Calming Project, 2011 South Beach Trails Connector Project, 2012 US 101 Crescent City Gateway Traffic Calming Project/Project Study Report, 2015 Climate Change and Stormwater Management Plan.

Product 1: South Beach Climate Resilience Plan

The South Beach Plan will address the flooding and closure of US Highway 101 at South Beach and Anchor Way. A consultant team will provide the majority of the work and prepare the draft and final documents. DNLTC, the Harbor, and Elk Valley Rancheria will primarily assist with public engagement and document review.

Task/Activity 2023-24	Product	Schedule
1 Grant agreement processing with Caltrans and sub-applicants, and establish accounting and reporting systems. Responsible party: DNLTC.	Final agreements.	November - December

2	2023-24 Administration: DNLTC will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract with Caltrans. DNLTC will submit quarterly invoices and reports to Caltrans, including detailed progress reports. Responsible Party: DNLTC.	Meeting notes, quarterly invoices, progress reports	November - June
3	Develop a Request for Proposals in partnership with the Crescent City Harbor District and the Elk Valley Rancheria, and administer a consultant selection process. Responsible party: DNLTC.	RFP, proposal scoring, contract, meeting notes	November - February
6	Existing Conditions: Review and summarize all available previous studies, literature, and data sources, and prepare a summary report documenting the existing conditions and delivering the Summary of Existing Conditions Report. Responsible party: Consultant.	Summary and complete Existing Conditions Report, meeting	February - June
7	Analysis including a review of the existing conditions project area and considering the projections, Consultant will prepare and aerial exhibit of the project area that shows the extent of the climate change. After receiving public feedback, Consultant will develop adaptation strategies. Each strategy will include an aerial exhibit and total project cost estimates. The developed near-, mid-, and long-term adaptation strategies with a scoring matrix will be presented to the public. Prepare the developed strategies and supporting analysis reports. Responsible party: Consultant.	Existing Project Area Exhibit, Adaptation Strategy Exhibits and Cost Estimates, Summary of Analysis Report, Meeting	March - June
8	2023-24 Public Outreach: The consultant will implement the Collaboration model for public outreach and develop a stakeholder list and lead all public participation activities. The public will be involved in each aspect of the decision process, including development of adaptation strategies and identification of preferred strategies. With the collaboration of DNLTC, the consultant will update the reporting module for the existing crowdsourcing tool. DNLTC and the sub-applicants will actively encourage public participation. The consultant shall schedule, organize, prepare materials, and facilitate all public workshops. The consultant shall keep records of all public outreach materials, public comments, and community survey results and incorporate those into the Draft and Final Plan.	Stakeholder list, crowdsourcing update, outreach materials, presentations, exhibits, posters, sign-in sheets, comment cards, survey material and results, bilingual services	January - June

9	<p>An Advisory Committee including Del Norte Local Transportation Commission, Crescent City Harbor District, Elk Valley Rancheria, and Caltrans District 1 shall be created and oversee the development of the project. Consultant shall schedule, organize, and lead the Advisory Committee meetings at least quarterly. The consultant shall prepare the agendas and meeting notes. Consultant shall create and maintain an updated action item list of deliverables with schedule for the duration of the project and distribute to the Advisory Committee monthly. Consultant shall present to, and receive approval from, the Advisory Committee all project materials before distribution to the stakeholder groups and to the public. Consultant's project management activities performed during the Advisory Committee efforts are included in this task. The Advisory Committee members will review and comment on all materials.</p>	<p>Agendas, Meeting notes, List of attendees, Action items list, Project Schedule</p>	<p>December - June</p>
10	<p>Project administration, including invoice processing, quarterly reporting, and project closeout for 2024-25. DNLTC will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract with Caltrans. DNLTC will submit quarterly invoices and reports to Caltrans, including detailed progress reports and close-out documents. Responsible party: DNLTC.</p>	<p>Meeting notes, quarterly invoices, progress reports, project closeout.</p>	<p>July 2024 - June 2025</p>
11	<p>2024-25 Public Outreach: The consultant will implement the Collaboration model for public outreach and develop a stakeholder list and lead all public participation activities. The public will be involved in each aspect of the decision process, including development of adaptation strategies and identification of preferred strategies. With the collaboration of DNLTC, the consultant will update the reporting module for the existing crowdsourcing tool. DNLTC and the sub-applicants will actively encourage public participation. The consultant shall schedule, organize, prepare materials, and facilitate all public workshops. The consultant shall keep records of all public outreach materials, public comments, and community survey results and incorporate those into the Draft and Final Plan.</p>	<p>Outreach materials, presentations, exhibits, posters, sign-in sheets, comment cards, survey material and results, bilingual services</p>	<p>July 2024 - June 2025</p>
12	<p>2024-25 Consultant shall schedule, organize, and lead the Advisory Committee meetings at least quarterly. The consultant shall prepare the agendas and meeting notes. Consultant shall create and maintain an updated action item list of deliverables with schedule for the duration of the project and distribute to the Advisory Committee monthly. Consultant shall present to, and receive approval from, the Advisory Committee all project materials before distribution to the stakeholder groups and to the public. Consultant's project management activities performed during the Advisory Committee efforts are included in this task. The Advisory Committee members will review and comment on all materials.</p>	<p>Agendas, Meeting notes, List of attendees, Action items list, Project Schedule</p>	<p>July 2024 - June 2025</p>

- | | | | |
|----|--|---|---------------------------|
| 13 | The consultant will define the major design elements of the project and refine the project's scope, schedule and budget. The Consultant shall include 10% and 30% design schematics within the project limits to address climate risks, conceptual drawings for alternative design concepts, proposed locations of improvements to transportation infrastructure, prioritized list of project alternatives, GIS data and mapping of the proposed improvement area, determine land acquisition needs, provide preliminary cost estimates, and present the information to the Advisory Committee for review. | Summary of opportunities and constraints, 10% and 30% design schematics, maps and conceptual drawings for alternatives, preliminary cost estimates. | December 2024 - June 2025 |
| 14 | The consultant shall provide the final Plan, prepare project presentation materials, and present the project to the DNLTC, the Crescent City Harbor District, and the Elk Valley Rancheria boards. Del Norte Local Transportation Commission, Elk Valley Rancheria, and Crescent City Harbor District will coordinate with the Consultant to provide a presentation for their boards and the public attending their meetings. They will place the final plan on their meeting agendas in a manner that is usual and customary for each of them to provide a path that leads to adoption. | Board(s) supporting materials, presentation materials, meeting minutes with board approval, final plan. | August 2024 - May 2025 |

G1 Estimate Year 1	Amount	RPA	TDA	PPM	CAP Grant
Staff Admin	\$ 5,000	\$ -	\$ -		\$ 5,000
Staff Match	\$ 19,500	\$ 19,500	\$ -	\$ -	
Consultant	\$ 85,000	\$ -	\$ -	\$ -	\$ 85,000
Total	\$ 109,500	\$ 19,500	\$ -	\$ -	\$ 90,000

G1 Estimate Year 2	Amount	RPA	TDA	PPM	CAP Grant
Staff Admin	\$ 8,410	\$ -	\$ -	\$ -	\$ 8,410
Staff Match	\$ 15,249	\$ 15,249	\$ -	\$ -	
Consultant	\$ 169,797	\$ -	\$ -	\$ -	\$ 169,797
Total	\$ 193,456	\$ 15,249	\$ -	\$ -	\$ 178,207

WORK ELEMENT H 2024 Regional Transportation Plan

2020-21 Overall Work Program Amendment 1

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
		Amount	RPA	STIP/PPM	RSTP
	DNLTC Staff Services	\$ 4,500	\$ 4,500	\$ -	
	Consultant	\$ 40,000	\$ 18,000	\$ 22,000	\$ -
	TOTAL	\$ 44,500	\$ 22,500	\$ 22,000	\$ -

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

Previous Accomplishments

2020 Regional Transportation Plan, 2022 Short Range Transit Plan, Emergency Evacuation Plan, regional GIS data mapping, data collection, Active Transportation Plan, Public Participation Plan, Climate Change and Stormwater Management Planning, Coordinated Human Services Transportation Plan, Rural Counties Pavement Needs Assessment, SB 743 planning, Zero Emission Vehicle Readiness Plan, Elk Valley Crossroad Corridor Plan, Elk Vally Road Bicycle and Pedestrian Plan, Wonderstump Road Public Outreach.

Objective

To update the 2020 Regional Transportation Plan (RTP), monitor and track progress towards RTP goals, policies, and actions identified in the 2020 RTP, and to accomplish an update of the RTP based on the agency's four-year planning cycle (2024) through continuous, annual work that contributes to the goals and that informs the policy of the RTP.

Discussion

The Regional Transportation Plan is the long-range planning document that DNLTC uses to describe the existing system, discuss current trends, and express their intentions and needs for the transportation system within the region. The RTP establishes the region's transportation goals, objectives and policies. It is the reference document for transportation related improvements in the region. The RTP contains a discussion of regional transportation issues, problems and possible solutions accompanied by respective goals, objectives and policies. The Del Norte Regional Transportation Plan will aspire to meet the goals of the California Transportation Plan (CTP) 2050, including a low-carbon multi-modal transportation system.

Product 1 2024 Regional Transportation Plan

This is a multi-year product with the first year focus on the contracting process, data collection, partner outreach, and the Action Element. Year two will include the Financial Element, public outreach and the document management in order to complete the Regional Transportation Plan by December 2024. This will be an update that meets the requirements

Task/Activity	Products	Schedule
1 Administer and document a sole source contract to develop a minimum RTP update.	Fully executed contract	September - December
2 Review 2020 Regional Transportation Plan and identify areas of needed update, including an evaluation of existing data.	Data	January - March
3 Conduct public outreach per the scope of work agreed upon by DNLTC and the selected consultant and following the Public Participation Plan.	Meeting announcements, notes	January - June
4 Review and update the Public Participation Plan.	Chapter update	September - December

5	Update the Existing Conditions and Modal Discussion section, including Native American Tribes, roadway transportation system descriptions, transit services, active transportation facilities, aviation, goods movement, Crescent City harbor, operations and management, teletransportation and air quality.	Chapter update	January - June
6	Update the policy element, including regional transportation needs and issues, local and regional needs and issues, goals, policies and objectives.	Policy Element update	January - June
7	Update the Action Element including plan assumptions, safety, security, emergency preparedness, system improvements, environmental mitigation and strategies to reduce emissions.	Action Element update	July - October
8	Update the financial element, including roadway improvement funding, transit improvement funding, aviation, projected revenues and financial strategies.	Financial Element update	July - October
9	Update Top Priority Project chapter to provide a focused list of financially constrained regional transportation capital improvement projects which are viewed by DNLTC and the community as the highest priority for the region. A top priority list provides DNLTC and staff with direction for moving projects efficiently through funding, environmental, design and construction phases.	Priority Project chapter update	July - October
10	Adopt 2024 Regional Transportation Plan.	Regional Transportation Plan 2024	December

Product 1 Estimate	Amount	RPA	STIP/PPM	RSTP
Staff	\$ 4,500	\$ 4,500	\$ -	
Consultant	\$ 40,000	\$ 18,000	\$ 22,000	\$ -
Total	\$ 44,500	\$ 22,500	\$ 22,000	\$ -

**This work be completed in the 2024-25 year.*

Del Norte Local Transportation Commission

Overall Work Program Expenditure Detail

2023-24 Overall Work Program

Work Element	Description	Funding Sources	DNLTC	Consultant/ Other
A	Long Range Planning Coordination	RPA	\$ 41,000	\$ 79,238
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		Other/RSTP	\$ -	\$ -
Total A	\$120,238		\$41,000	\$79,238
B	Overall Work Program Development	RPA	\$ 24,000	\$ -
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		Other	\$ -	\$ -
Total B	\$24,000		\$ 24,000	\$ -
C	Public Participation and Information Dissemination	RPA	\$ 34,250	\$ 16,000
		PPM	\$ 2,500	\$ -
		TDA	\$ -	\$ 10,000
		Other:	\$ -	\$ -
Total C	\$62,750		\$ 36,750	\$ 26,000
D	Regional Transportation Improvement Program (RTIP) Development	RPA	\$ -	\$ -
		PPM	\$ 8,000	\$ 55,000
		TDA	\$ -	\$ -
		Other	\$ -	\$ -
Total D	\$63,000		\$ 8,000	\$ 55,000
E	Transportation Development Act Administration and Fiscal Management	RPA	\$ -	\$ -
		PPM	\$ -	\$ -
		TDA	\$ 30,500	\$ 73,100
		Other	\$ -	\$ -
Total E	\$103,600		\$ 30,500	\$ 73,100
F	SAFE: Service Authority for Freeway Emergencies	RPA	\$ -	\$ -
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		SAFE	\$ 7,000	\$ 25,000
Total F	\$32,000		\$ 7,000	\$ 25,000
G	Climate Change Adaptation Planning	RPA	\$ 0	\$ -
		PPM	\$ -	\$ -
		Match RPA	\$ 19,500	\$ -
		Other: CAP	\$ 5,000	\$ 85,000
Total G	\$109,500		\$ 24,500	\$ 85,000
H	2024 Regional Transportation Plan	RPA	\$ 4,500	\$ 18,000
		PPM	\$ -	\$ 22,000
		TDA	\$ -	\$ -
		Other:	\$ -	\$ -
Total H	\$44,500		\$ 4,500	\$ 40,000

Del Norte Local Transportation Commission

Overall Work Program Revenue Summary

2023-24 Overall Work Program

Work Element	Description	RPA	TDA	STIP PPM	SAFE/Special	Work Element Total
A	Long Range Planning Coordination					
Product 1	Regional Transportation Plan Development	\$ 34,000.00	\$ -	\$ -	\$ -	
Product 2	2024 Economic and Demographic Profile	\$ 9,900.00	\$ -			
Product 3	Regional Mapping	\$ 76,337.55				
	Total Work Element A	\$ 120,237.55	\$ -	\$ -	\$ -	\$ 120,237.55
B	Overall Work Program Development					
Product 1	Overall Work Program	\$ 24,000.00	\$ -	\$ -	\$ -	
	Total Work Element B	\$ 24,000.00	\$ -	\$ -	\$ -	\$ 24,000.00
C	Information Dissemination					
Product 1	Commission	\$ 28,500.00	\$ -	\$ -	\$ -	
Product 2	Partnerships and Planning Agreements	\$ 7,750.00	\$ 10,000.00	\$ 2,500.00	\$ -	
Product 3	Website & Crowdsourcing Information	\$ 14,000.00		\$ -		
	Total Work Element C	\$ 50,250.00	\$ 10,000.00	\$ 2,500.00	\$ -	\$ 62,750.00
D	Regional Transportation Improvement Program (RTIP) Development					
Product 1	Develop and Maintain TIP	\$ -	\$ -	\$ 8,000.00	\$ -	
Product 2	Project Representation	\$ -	\$ -	\$ 55,000.00	\$ -	
	Total Work Element D	\$ -	\$ -	\$ 63,000.00	\$ -	\$ 63,000.00
E	Transportation Development Act Administration and Fiscal Management					
Product 1	Office Operations	\$ -	\$ 23,500.00	\$ -	\$ -	
Product 2	Fiscal Management	\$ -	\$ 77,600.00	\$ -	\$ -	
Product 3	SSTAC Support	\$ -	\$ 2,500.00	\$ -	\$ -	
	Total Work Element E	\$ -	\$ 103,600.00	\$ -	\$ -	\$ 103,600.00
F	SAFE: Service Authority for Freeway Emergencies					
Product 1	Call Box System Maintenance & Reporting	\$ -	\$ -	\$ -	\$ 32,000.00	
	Total Work Element F	\$ -	\$ -	\$ -	\$ 32,000.00	\$ 32,000.00
G	Climate Change Adaptation Planning					

Product 1	South Beach Climate Resilience Plan	\$ 19,500.00	\$ -	\$ -	\$ 90,000.00	
	Total Work Element G	\$ 19,500.00	\$ -	\$ -	\$ 90,000.00	\$ 109,500.00

H	2024 Regional Transportation Plan					
Product 1	2024 Regional Transportation Plan	\$ 22,500.00		\$ 22,000.00		
	Total Work Element H	\$ 22,500.00		\$ 22,000.00		\$ 44,500.00

TOTAL LABOR AND EXPENSES		\$ 236,487.55	\$ 113,600.00	\$ 87,500.00	\$ 122,000.00	\$ 559,587.55
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RESOLUTION NO. 2023 14

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION APPROVING
AMENDMENT 1 OF THE 2023-24 OVERALL WORK PROGRAM

WHEREAS, the Del Norte Local Transportation Commission in its official capacity as the designated Regional Transportation Planning Agency, hereafter referred to as the RTPA, is responsible for the planning, allocating and programming of funds; and

WHEREAS, the 2023-24 Overall Work Program (OWP) is the primary management tool for the Del Norte Local Transportation Commission, identifies the activities and a schedule of work for regional transportation planning in Del Norte County, and is a requirement of the Memorandum of Understanding between Del Norte Local Transportation Commission and the California Department of Transportation; and

WHEREAS, the Del Norte Local Transportation Commission adopted the 2023-24 OWP at the May 2, 2023 meeting; and

WHEREAS, the work elements, expenditure detail, and revenue summary are attached to this resolution; and

WHEREAS, Amendment 1 of the 2023-24 OWP makes the following changes:

Work Element:	Purpose of change:	Action taken:
A 2	Removes product	Removes Last Chance Grade planning because the project is well beyond the planning phase.
A 3	Adds funding	Adds \$1,000 to accommodate the review process needed to deliver the product.
A 4	Reduces funding	Reduces funding \$22,239 to accommodate the match funding needed for work elements G and H. This work element was a placeholder for the match funding.
B 1	Adds funding	Adds \$1,000 to accommodate the work product needed for additional amendments for work element G.
B1	Moves funding	Moves funding for accounting services to E2.
C 1	Adds funding	Adds \$1,000 to better accommodate staffing.
C 3	Reduces funding	Reduces \$1,000 to better accommodate staffing.
E 1	Reduces funding	Reduces funding by \$1,000 for services not needed.

E 2	Adds funding from B 1	Adds funding that was in B 1 for accounting services.
F 1	Reduces funding	Reduces funding by \$32,500 to reflect the systems change accomplished in 2023-24.
G 1	Adds funding	Adds the CAP grant funding and all related match funding and Tasks; delineates tasks for two fiscal years.
H 1	Adds work element	Adds the work element to meet the timing requirements of the Regional Transportation Plan update.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Del Norte Local Transportation Commission hereby approves Amendment 1 of the 2023-24 Overall Work Program.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission, a Regional Transportation Planning Agency of the State of California on the 1st day of November 2022 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

 Joey Borges, Chair
 Del Norte Local Transportation Commission

ATTEST:

 Tamera Leighton, Executive Director
 Del Norte Local Transportation Commission

Item 6 Staff Report

DATE: OCTOBER 31, 2023
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: LEGAL REVIEW POLICY FOR CONTRACTING

Requested action: Recommend Del Norte Local Transportation Commission approve the legal review policy for contracting.

BACKGROUND: A legal review policy is a set of guidelines and procedures that DNLTC follows to ensure that its contracts are reviewed and approved by qualified people. The purpose of a legal review policy is to minimize legal risks, ensure compliance with applicable laws and regulations, and protect DNLTC's interests. The draft policy addresses the recommended items listed here.

DISCUSSION:

Why a Legal Review Policy is Important:

- 1 Minimizing legal risks: A thorough legal review can identify potential legal risks and liabilities that may arise from a contract. By addressing these risks before the contract is finalized, an organization can minimize its exposure to disputes, litigation, and financial losses.
- 2 Ensuring enforceability: A legally sound contract is more likely to be enforceable. A legal review can help ensure that a contract contains all the necessary elements to be considered legally binding and enforceable.
- 3 Compliance with laws and regulations: Organizations must comply with various laws and regulations that may impact their contracts. A legal review can help identify any potential compliance issues and suggest necessary modifications to ensure compliance.
- 4 Protecting the organization's interests: A legal review can help ensure that a contract is in the organization's best interests, with fair and balanced terms that protect the organization's rights and interests.

Recommendations for Implementing a Legal Review Policy:

- 1 Develop a standardized contract template: Utilizing a standardized contract template that has been pre-approved by legal counsel can streamline the review process and minimize the need for extensive legal review of each individual contract.
- 2 Prioritize contracts for review: Not all contracts pose the same level of risk or complexity. Establish a system for prioritizing contracts for legal review based on factors such as the value of the contract, the potential risks involved, and the complexity of the terms.

Draft for approval on November 7, 2023

Del Norte Local Transportation Commission Legal Review Policy for Contracting

The executive director of Del Norte Local Transportation Commission has the option to present a contract for approval by the Commission only when the following three conditions are met:

- 1 The Technical Advisory Committee reviews contracts and recommends approval to the Del Norte Local Transportation Commission.
- 2 The contract is under \$100,000.
- 3 The contract uses standard language provided by its legal counsel.

All contracts not meeting these conditions will be reviewed by legal counsel and approved as to form prior to the signature of the executive director.

Item 7 Staff Report

DATE: OCTOBER 31, 2023
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: GREEN DOT TRANSPORTATION SOLUTIONS CONTRACT FOR THE
2024 REGIONAL TRANSPORTATION PLAN

Requested action: Recommend Del Norte Local Transportation Commission authorize the executive director to sign the contract after approval by counsel.

BACKGROUND: The Regional Transportation Plan is a mandate of the State for all Regional Transportation Planning Agencies, and it must be updated every 4 years to also meet the needs of the City and County planning cycles.

After gathering several ideas for streamlining the Regional Transportation Plan update, the attached proposal meets the best fit for a “mini update”. This streamlined approach meets the requirements of the California Transportation Commission and keeps the 4-year cycle on track to meet the needs of the City and County. DNLTC anticipates a comprehensive update for 2028 with an estimated cost of \$150,000.

From the introduction to the draft 2024 Regional Transportation Plan guidelines:

Every Regional Transportation Planning Agency (RTPA) that has the appropriate planning and programming role for their particular county is required by law to conduct long-range **transportation** planning to ensure the region’s vision and goals are clearly identified. The long-range plan, known as the Regional Transportation Plan (RTP), is an important policy document that is based on the unique needs and characteristics of a as enumerated in California

The California Transportation Commission (Commission or CTC) is authorized to develop the following guidelines by GC Section 14522, which reads:

In cooperation with the regional transportation planning agencies (RTPA), the

commission may prescribe study areas for analysis and evaluation by such agencies and guidelines for the preparation of the RTPs.

Alpine County Transportation Commission (CTC), Amador CTC, Calaveras Council of Governments (COG), Colusa CTC, Del Norte Local Transportation Commission (LTC), El Dorado CTC, Glenn CTC, Humboldt County Association of Governments, Inyo LTC, Lake County/City Area Planning Council, Lassen CTC, Mariposa LTC, Mendocino COG, Modoc CTC, Mono LTC, Transportation Agency for Monterey County, Nevada CTC, Placer County Transportation Planning Agency, Plumas CTC, Council of San Benito County Governments, Santa Cruz County Regional Transportation Commission, Sierra LTC, Siskiyou CTC, Tehama CTC, Trinity CTC, and Tuolumne CTC.

While the guidelines include both state and federal requirements, RTPAs have the flexibility to be creative in selecting transportation planning options that best fit their regional needs. The guidelines recognize that “one size does not fit all.” Solutions and techniques used by a larger RTPA will be different than those used by a smaller RTPA.

The full document is located here: <https://catc.ca.gov/-/media/ctc-media/documents/programs/transportation-planning/2024-rtp-guidelines/2024--rtp-guidelines-rtpas-final.pdf>.

**DEL NORTE LOCAL TRANSPORTATION COMMISSION
PROFESSIONAL SERVICES AGREEMENT WITH
GREEN DOT TRANSPORTATION SOLUTIONS**

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement") is entered into and effective as of November 7, 2023 ("Effective Date"), by and between the Del Norte Local Transportation Commission ("DNLTC") and Green DOT Transportation Solutions ("Consultant") (collectively, the "Parties").

WHEREAS, the Parties enter into this Agreement for the purpose of Consultant providing professional transportation planning services to DNLTC under the terms and conditions set forth in this Agreement.

THEREFORE, in consideration of the mutual covenants contained in this Agreement, the Parties agree as follows:

1. Services. Consultant will provide the professional services as described in and in accordance with the Scope of Services and Fees set forth in Exhibit A, attached hereto and incorporated herein ("Services"). As needed by DNLTC, Services will be ordered by DNLTC by specifying the task to be performed ("Task Orders"). Task Order #1 is attached as Exhibit B. Additional Task Orders may be agreed to by the Parties and these must be numbered in series and will be set forth in similar format and attached to and become part of this Agreement.

2. Compensation.

A. For the full performance of the Services described in Exhibit A, DNLTC will compensate Consultant on a time-and-materials basis at the compensation rates specified in Consultant's Services Rate Schedule included in Exhibit A; provided, however, that total compensation for the full performance by Consultant of all Services under all Task Orders must not exceed sixty-eight thousand five hundred (\$68,500), the "not-to-exceed" amount.

B. Consultant must submit detailed monthly invoices reflecting all services performed during the preceding month, including a revised or re-stated schedule for performance and any additional documentation requested by DNLTC.

C. Consultant will be compensated for services in addition to those described in Exhibit A, only if Consultant and DNLTC execute a written amendment to this Agreement describing the additional services to be performed and the compensation to be paid for those services. In no case will the total compensation under this Agreement exceed the "not-to-exceed" amount specified in Paragraph A,

above, without prior written authorization from DNLTC.

D. DNLTC's obligation to pay compensation to Consultant is contingent upon Consultant's performance of the Services pursuant to the terms and conditions of this Agreement and any amendments. Before payment is disbursed, Consultant must be in compliance with Paragraph 19 of this Agreement.

3. Term. The term of this Agreement commences on the Effective Date, and terminates on January 31, 2025 unless sooner terminated in accordance with Section 4. Upon termination, any and all of DNLTC's documents or materials provided to Consultant and any and all of the documents or materials prepared for DNLTC or relating to or derived from the performance of the Services, must be delivered to DNLTC as soon as possible, but not later than fourteen (14) days after termination of the Agreement.

4. Termination. DNLTC may terminate this Agreement without cause upon ten (10) days' written notice. DNLTC may immediately terminate or suspend this Agreement for cause. Cause for immediate termination or suspension includes, but is not be limited to, any breach of this Agreement by Consultant or Consultant's bankruptcy or insolvency. Upon receipt of notice of termination or suspension for cause, Consultant must immediately stop all work in progress under this Agreement. In the event of early termination of this Agreement by DNLTC, Consultant is entitled to payment for all Services performed to the date of termination to the extent the Services were performed to the satisfaction of DNLTC in accordance with the terms and conditions of this Agreement. If DNLTC terminates this Agreement for cause, Consultant is liable to DNLTC for any excess cost DNLTC incurs for completion of the Services.

5. Consultant's Representation; Independent Contractor. Consultant represents that Consultant possesses distinct skills for performing the Services. DNLTC has relied upon that representation as a material inducement to enter into this Agreement. Consultant must, therefore, provide properly skilled and technical personnel to perform all Services. It is expressly understood that Consultant, its agents, and employees act in an independent capacity and as an independent contractor and not as officers, employees or agents of DNLTC. This Agreement may not be construed as an agreement for employment.

6. Facilities and Equipment. Consultant must, at its sole cost and expense, furnish all facilities and equipment that may be required for furnishing Services under this Agreement. DNLTC will furnish to Consultant no facilities or equipment, unless DNLTC otherwise agrees in writing to provide them.

7. Licenses, Permits, Etc. Consultant must, at Consultant's sole cost and expense, keep in effect and require its subcontractors, if any, to keep in effect at all times during the term of this Agreement any licenses, permits or other approvals that are legally required for performing the Services.

8. Time. Consultant will devote enough time to the performance of the Services as may be reasonably necessary for satisfactory performance of Consultant's obligations under this Agreement.

9. Inspection. Consultant must provide DNLTC every reasonable opportunity to ascertain that the Services are being performed in accordance with the requirements and intentions of this Agreement. All work done and materials furnished, if any, are subject to inspection and approval by DNLTC. The inspection of the work does not relieve Consultant of any of its obligations under this Agreement.

10. Progress Reports. Upon DNLTC's request, Consultant must provide, in a form acceptable to DNLTC, written progress reports of all oral and written observations, opinions, recommendations, analyses, progress and conclusions related to Consultant's performance of the Services.

11. Confidentiality. In the course of providing services for DNLTC, Consultant may have access to trade secrets and confidential information, disclosure of which is protected or limited by law. Consultant will not directly or indirectly disclose or use any confidential information, except as required for the performance of the Services.

12. Conflict of Interest. Consultant represents that it presently has no interest, and covenants that it will not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of the Services. Consultant further covenants that, in the performance of this Agreement, it will not employ any subcontractor or person having a conflict of interest. Consultant represents that no one who has or will have any financial interest under the Agreement is an officer or employee of DNLTC. If a conflict of interest arises during this Agreement or any extension, Consultant will immediately advise DNLTC and DNLTC may, at its sole discretion, immediately terminate this Agreement.

13. Consultant No Agent. Except as DNLTC may specify in writing, Consultant has no authority, express or implied, to act on behalf of DNLTC in any capacity whatsoever as an agent. Consultant has no authority, express or implied, under this Agreement to obligate DNLTC in any way.

14. Standard of Performance. Consultant must perform all the Services in a manner consistent with the standards of Consultant's profession. If there is no professional standard applicable to the Services, Consultant must perform in a manner consistent with the standards applicable to Consultant or the type of work. All instruments of service, as defined by the American Institute of Architects, that Consultant delivers to DNLTC under this Agreement, must be prepared to comply with and conform to the standards of Consultant's type of work. All instruments of service become the sole and exclusive property of DNLTC upon delivery.

15. Assignment/Transfer. Consultant will make no assignment or transfer in whole or in part of this Agreement without the prior written consent of DNLTC.

16. Subcontractors. Consultant must directly perform all Services, and may not subcontract any portion of performance of the Services without the prior written consent of DNLTC. Any approved subcontractors are required to comply, to the full extent applicable, with the terms and conditions of this Agreement. Upon execution of this Agreement, Consultant must furnish a separate schedule of names and addresses of subcontractors, if any, and must notify DNLTC in advance if changes in subcontractors occur.

17. Internal Revenue Service Form W-9. Consultant will provide an Internal Revenue Service Form W-9, Request for Taxpayer Identification Number and Certification, as required by DNLTC to comply with regulations of the United States Department of the Treasury. DNLTC's Finance Department will provide Consultant with the required form. Consultant must complete and file the form with DNLTC before any payment for Services may be made.

18. Business License. Consultant must file and require all its subcontractors to file, a Business License Application as required by the appropriate local government agency. Consultant must file and require all its subcontractors to complete and file the form with the appropriate local government agency and must pay or cause to be paid the business license fee before any payment for Services under this Agreement is rendered.

19. Compliance with All Laws. Consultant and any subcontractors must comply fully with all applicable local, state and federal rules, laws, regulations and ordinances pertaining to performance of the Services, including the Americans with Disabilities Act and any copyright, patent or trademark law. To the extent that any other government agency or entity provides compensation for any Services, Consultant must comply with all rules and regulations applicable to that fiscal assistance. Consultant's failure to comply with any law(s) or regulations(s) applicable to the performance of the Services hereunder may be declared, at the discretion of DNLTC, a breach of contract.

These laws include, but are not limited to, the California Prevailing Wage Law; California Labor Code section 1720 et seq. Because the services described in Exhibit A include "work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work," the services constitute public works within the definition of section 1720(a)(l) of the California Labor Code.

Therefore, the services described in Exhibit A must be performed in accordance with all applicable requirements of the California Prevailing Wage Law including, but not limited to, all applicable requirements contained in Exhibit C, which is attached to and made a part of this Agreement. To the extent that any other government agency or entity provides compensation

for any services, consultant must comply with all rules and regulations applicable to the fiscal assistance.

20. Discrimination. During the performance of this Agreement, Consultant must not discriminate against any employee or applicant for employment because of race, religion, creed, color, national origin, ancestry, gender, sexual orientation, age or physical or mental disability in violation of any applicable law.

21. Notice. Except as otherwise specified in this Agreement, all notices to be sent pursuant to this Agreement must be made in writing, and sent to the Parties at their respective addresses specified below or to any other address a Party may designate by written notice delivered to the other Party in accordance with this Section. All notices must be sent by:

- A. Personal delivery, in which case notice is effective upon delivery; or
- B. Certified or registered mail, return receipt requested, in which case notice will be deemed delivered on receipt if delivery is confirmed by a return receipt; or
- C. Nationally recognized overnight courier, or USPS Express or Priority Mail, with tracking, with charges prepaid or charged to the sender's account, in which case notice is effective on delivery if delivery is confirmed by the delivery service; or
- D. Facsimile transmission, in which case notice is deemed delivered upon transmittal, provided that (a) a duplicate copy of the notice is promptly delivered by first-class or certified mail or by overnight delivery, or (b) a transmission report is generated reflecting the accurate transmission thereof. Any notice given by facsimile is considered to have been received on the next business day if it is received after 5:00 p.m. recipient's time or on a non-business day.

DNLTC:

Tamera Leighton, Executive Director
900 Northcrest Drive #16
Crescent City, CA 95531
tameraleighton@dnltc.org
Mobile: 707-218-6424

Consultant:

Green DOT Transportation Solutions
Jeff Schwein, President
627 Broadway, Suite 220
Chico, CA 95928
Mobile: 530-781-2499
jeff@greendottransportation.com

22. Ownership of Documents. All original papers, documents or computer material on disk or microfilm, and copies thereof, produced as a result of this Agreement (collectively "Project Documents"), are the property of DNLTC and may not be used by Consultant without the written consent of DNLTC. Consultant will provide documents in electronic form in a format required by DNLTC. Copies of these documents or papers must not be disclosed to others without the written consent of the Director or their designated representative. DNLTC agrees

to indemnify and hold Consultant harmless for claims resulting from DNLTC's alteration of the Project Documents for another DNLTC project.

23. Internet-Ready Deliverables. If applicable to this Agreement, each contract deliverable must be delivered as a data file suitable for publication on the Internet. The following specifications define the formats that satisfy this requirement:

- A. Brochures, reports, plan documents, catalogues, flyers with graphics included, and forms are to be formatted as screen-optimized ".pdf " files, if possible.
- B. Freestanding, individual graphics such as logos, small maps and photos are to be formatted as ".tif " files, with the largest side no larger than four inches.
- C. Large maps are to be formatted as ".jpg" files with the largest side no larger than four inches, unless mutually agreed otherwise by the Parties.
- D. Short text documents with no graphics are to be in MS Word.
- E. Freestanding charts, graphs and listings are to be in MS Excel.

24. Indemnification. To the fullest extent allowed by law, Consultant will indemnify, defend with counsel acceptable to DNLTC, and hold harmless DNLTC and its officers, officials, employees, agents and volunteers from and against any and all liability, loss, damage, claims, suits, actions, arbitrations proceedings, administrative proceedings, regulatory proceedings, civil penalties and fines, expenses and costs (including, without limitation, attorney's fees and costs and fees of litigation) (collectively, "Liability") of every nature, whether actual, alleged or threatened, arising out of or in connection with Consultant's performance of the Services or its failure to comply with any of its obligations contained in this Agreement, except such Liability caused by the sole negligence or willful misconduct of DNLTC.

The Consultant's obligation to defend and indemnify will not be excused because of the Consultant's inability to evaluate Liability or because the Consultant evaluates Liability and determines that the Consultant is not liable to the claimant. The Consultant must respond within thirty (30) days to the tender of any claim for defense and indemnity by DNLTC, unless this time has been extended by DNLTC. If the Consultant fails to accept or reject a tender of defense and indemnity within thirty (30) days, in addition to any other remedy authorized by law, so much of the money due the Consultant under and by virtue of this Agreement as is necessary for DNLTC may be retained by DNLTC until disposition has been made of the claim or suit for damages, or until the Consultant accepts or rejects the tender of defense, whichever occurs first. Furthermore, Consultant and Subcontractors' obligations to indemnify and defend DNLTC are binding on their successors and assigns and will survive the termination or completion of this Agreement for the fullest extent and duration allowed by law.

With respect to third party claims against the Consultant, the Consultant waives any and all rights of any type to express or implied indemnity against the Indemnitees.

Notwithstanding the foregoing, to the extent this Agreement is a "construction contract" as defined by California Civil Code section 2783, as may be amended from time to time, such duties of Consultant to indemnify will not apply when to do so would be prohibited by California Civil Code Section 2782.

Notwithstanding the foregoing, to the extent that this Agreement includes design professional services under Civil Code Section 2782.8, as may be amended from time to time, such duties of Consultant to indemnify will only be to the full extent permitted by Civil Code Section 2782.8.

The defense and indemnification obligations of this Agreement are undertaken in addition to, and will not in any way be limited by, the insurance obligations contained in this Agreement. If any term or portion of this section is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, said section will be interpreted to allow the broadest indemnity permitted by law.

25. Insurance. Consultant must procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, Consultant's agents, representatives and employees.

A. Minimum Scope of Insurance. Coverage must be at least as broad as:

1. Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).
2. Insurance Services Office form number CA 0001 (Ed. 12/90) covering Automobile Liability, code 1(any auto), or code 8, 9 if no owned auto.
3. Workers' Compensation Insurance as required by the State of California and Employers' Liability Insurance. If no employees are utilized, the Consultant will provide a signed declaration as described in California Health and Safety Code Section 19825.
4. Professional liability insurance appropriate to the Consultant's profession. Architects' and Engineers' coverage is to be endorsed to include contractual liability.

B. Minimum Limits of Insurance. Consultant will maintain limits no less than:

1. General Liability: \$2,000,000 per occurrence for bodily injury,

personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit must apply separately to this project/location or the general aggregate limit must be twice the required occurrence limit.

2. Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.
3. Workers ' Compensation: statutory limit; Employer's Liability: \$1,000,000 per accident for bodily injury or disease.
4. Professional liability: \$1,000,000 per occurrence or claim.

C. Umbrella or Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance must contain or be endorsed to contain a provision that this coverage also apply on a primary and non-contributory basis for the benefit of DNLTC before DNLTC's insurance or self-insurance is called upon to protect it as a named insured.

D. Deductibles and Self-Insured Retention. Any deductibles or self-insured retentions must be declared to and approved by DNLTC and do not reduce the limits of liability. Policies containing any self-insured retention provision must provide or be endorsed to provide that the self-insured retention may be satisfied by either the named Insured or DNLTC. At the option of DNLTC, either: the insurer must reduce or eliminate the deductibles or self-insured retentions as respects DNLTC, its officers, officials, employees and volunteers, or the Consultant must provide a financial guarantee satisfactory to DNLTC guaranteeing payment of losses and related investigations, claim administration and defense expenses. DNLTC reserves the right to obtain a full certified copy of any insurance policy and endorsements. Failure to exercise this right does not constitute a waiver of right to so exercise later.

E. Other Insurance Provisions.

1. The Commercial General Liability and Automobile Liability policies are to contain, or be endorsed to contain, the following provisions:

a. DNLTC, its officers, officials, employees and volunteers (the "Additional Insureds") are to be covered as insureds as respects: liability arising out of work or operations as performed by or on behalf of the Consultant; or automobiles owned, leased, hired or borrowed by the Consultant.

b. For any claims related to this project, the Consultant's insurance coverage is primary insurance as respects DNLTC, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by DNLTC, its officers, officials, employees or volunteers is in excess of the Consultant's insurance and does not contribute with it. The Additional Insured coverage under the Consultant's policy must be at least as broad as ISO Form CG 20 01 04 13.

c. Each insurance policy required by this clause must be endorsed to state that coverage will not be canceled by either Party, unless thirty (30) days prior written notice by certified mail, return receipt requested, has been given to DNLTC.

2. The Workers' Compensation endorsement must contain a Waiver of Subrogation against DNLTC. The Consultant will provide to DNLTC an endorsement from the Workers' Compensation insurer, if any, agreeing to waive all rights of subrogation against DNLTC for injuries to employees of the Insured resulting from work for DNLTC.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise agreed to by DNLTC.

G. Verification of Coverage. Consultant must furnish DNLTC with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms provided by DNLTC or on other than DNLTC's forms provided those endorsements conform to DNLTC's requirements. All certificates and endorsements are to be received and approved by DNLTC before work commences.

H. Subcontractors. Consultant must include all subcontractors as insureds under its policies or furnish separate certificates and endorsements for each subcontractor prior to commencement of subcontractor's work. Consultant agrees that all contracts with subcontractors will include the same requirements stated in this Agreement with respect to indemnity and insurance. Subcontractors hired by Consultant must agree to be bound contractually to Consultant and DNLTC in the same manner and to the same extent as Consultant is bound to DNLTC under this Agreement. Subcontractors must further agree to include these same provisions with any Sub-subcontractor. A copy of these indemnity and insurance provisions must be furnished by Consultant to any subcontractor. The Consultant must require all subcontractors to provide a valid certificate of insurance and the required endorsements prior to commencement of any work by that subcontractor and Consultant will provide proof of compliance to DNLTC. If DNLTC is not furnished

separate endorsements for each subcontractor prior to the commencement of subcontractor's work, then Consultant must include all subcontractors as insureds under its policies.

26. Amendment. This Agreement may be amended only by a written instrument executed by both Parties.

27. Litigation. If litigation ensues between DNLTC and a third-party, which pertains to the subject matter of Consultant's services hereunder, Consultant, upon request from DNLTC, agrees to testify therein at a reasonable and customary fee.

28. Construction. This Agreement is the product of negotiation and compromise on the part of both Parties and that the Parties agree that, notwithstanding Civil Code Section 1654, any uncertainty in the Agreement may not be construed against the drafter of the Agreement.

29. Governing Law; Venue. This Agreement must be enforced and interpreted under the laws of the State of California. Any action arising from or brought in connection with this Agreement must be venued in the Superior Court for the County of Del Norte, State of California.

30. Non-Waiver. DNLTC's failure to enforce any provision of this Agreement or the waiver thereof in a particular instance is not a general waiver of any part of that provision. The provision will remain in full force and effect.

31. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement continue in full force and effect.

32. No Third-Party Beneficiaries. The Parties do not intend to create, and nothing in this Agreement creates, any benefit or right in any third party.

33. Mediation. The Parties agree to make a good faith attempt to resolve any dispute arising out of this Agreement through mediation prior to commencing litigation. The Parties must mutually agree upon the mediator and divide the costs of mediation equally.

34. Consultant's Books and Records.

A. Consultant must maintain any and all ledgers, books of accounts, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to DNLTC for a minimum period of three (3) years or for any longer period required by law, from

the date of final payment to Consultant under this Agreement.

B. Consultant must maintain all documents and records which demonstrate performance under this Agreement for a minimum period of three (3) years or for any longer period required by law, from the date of termination or completion of this Agreement.

C. Any records or documents required to be maintained under this Agreement must be made available for inspection or audit, at any time during regular business hours, upon written request by the Director or their designated representative. Copies of these documents will be provided to DNLTC when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records must be available at Consultant's address indicated for receipt of notices in this Agreement.

D. If DNLTC has reason to believe that records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, DNLTC may, by written request by the Director, require that custody of the records be given to DNLTC and that the records and documents be maintained by DNLTC. Access to these records and documents will be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor in interest.

35. Headings. The headings used in this Agreement are for convenience only and are not intended to affect the interpretation or construction of any provisions herein.

36. Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between DNLTC and Consultant will survive the termination or completion of this Agreement.

37. Entire Agreement. This Agreement, including the exhibits attached hereto and incorporated herein, constitutes the entire agreement between the Parties with respect to the Services, and supersedes all prior agreements or understandings, oral or written, between the Parties in this regard.

[Signature page to follow]

IN WITNESS WHEREOF, the Parties have executed this document the day, month and year first above written.

DEL NORTE LOCAL TRANSPORTATION
COMMISSION:

By: _____
Tamera Leighton, Director

By: _____
Blake Inscore, Chair

Approved as to form:

By: _____
[name], Attorney

CONSULTANT:

By: _____
Jeff Schwein, President



October 24, 2023

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission

RE: Preparation of the 2024 Del Norte Regional Transportation Plan Update for the Del Norte Local Transportation Commission

Dear Tamera,

Regional Transportation Planning Agencies play a critical role in shaping our communities. They guide our transportation investments for many modes of travel, including public transit, automobiles, trucks, trains, bicycles, pedestrians and to some extent airplanes. The Regional Transportation Plan provides the framework for prioritizing projects and developing a planning level schedule for implementation. This document has become increasingly important as funding programs morph to address future needs.

Green DOT has worked and played in Del Norte County for more than 20 years and understand the opportunities and challenges associated with aging infrastructure, extreme topography, sensitive environment, valuable resources, and vulnerability. We also understand the investments and care going into local communities and the transportation infrastructure that services residents and visitors. This RTP effort is sure to play a critical role in Del Norte's future.

Green DOT Transportation Solutions was founded on the principle of helping regional transportation planning agencies develop projects and programs that are progressive, coordinated, and implementable. We also assist RTPAs and local agencies with administrative work associated with the delivery of transportation projects. This allows us to have a comprehensive vision of transportation projects from inception through programming and delivery.

Please find the enclosed proposal to prepare a light 2024 Del Norte Regional Transportation Plan Update.

Sincerely,

A handwritten signature in black ink that reads "Jeff Schwein". The signature is written in a cursive, flowing style.

Jeff Schwein, AICP CTP
President-Green DOT Transportation Solutions
jeff@greendottransportation.com
530-781-2499

627 Broadway, Suite 220, Chico, CA 95928
530-781-2499

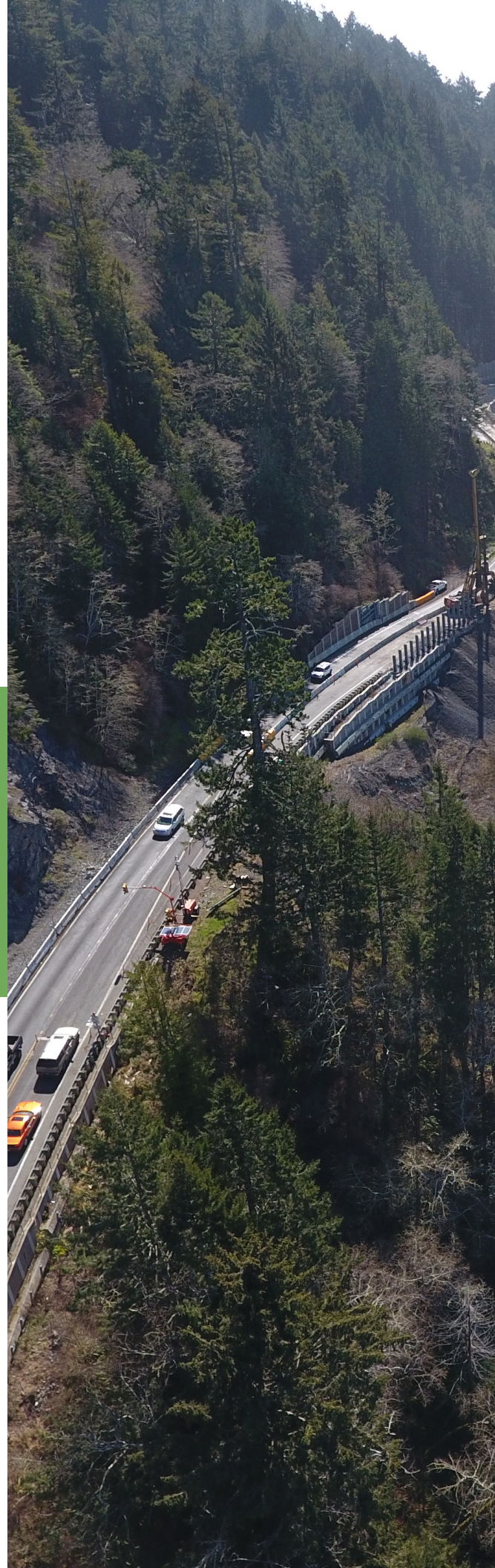
DEL NORTE LOCAL TRANSPORTATION COMMISSION

PROPOSAL FOR 2024 REGIONAL TRANSPORTATION PLAN UPDATE

Presented by



Presented to



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A. STATEMENT OF UNDERSTANDING & APPROACH

UNDERSTANDING OF PROJECT

Del Norte's unique landscape from rugged coast, old growth redwood forests, and pristine rivers is cherished by its residents and many annual visitors. Del Norte has many opportunities to continue to improve mobility and transportation safety throughout the region. Rural transportation projects are unique, because often a 'small' project in a rural community can have a large impact on the quality of life for its residents and visitors. Each new intersection improvement, transit route adjustment, or pedestrian project can greatly impact the way people travel throughout the region. The DNLTTC is well positioned to build off the recent grant success of the Caltrans Sustainable Transportation Planning grant (South Beach Climate Resilience Plan). With additional discretionary funding becoming available through the Infrastructure Investment and Jobs Act, this update of the Regional Transportation Plan comes at a critical time. Since typical transportation funding programs are constrained, it is important to be diligent in understanding incoming opportunities. We believe our team can help the DNLTTC with a progressive approach to the 2024 RTP Update.

Regional Transportation Plans (RTPs) are the "general plan" of a region's transportation program for short and long-term projects. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods: Assessing the current modes of transportation and the potential of new travel options.

- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs and establishing short-term and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

This document is required by statute and takes direction from the guidelines prepared by the California Transportation Commission (CTC) on a regular basis. The statutory guidance requires RTPAs to adopt RTPs every 5 years. In order to qualify for State and Federal transportation funds, projects must be in the Regional Transportation Plan. In addition to updating the project list for the region, new practices in developing performance measures and the cost benefit of transportation projects will be important to update throughout the RTP elements. The updated RTP will maintain and improve the quality of life for residents and visitors in the Del Norte region by guiding the development of a balanced, multi-modal transportation system.

PROJECT MANAGEMENT

KICK-OFF MEETING

Upon contract initiation, Green DOT will schedule a Kick-Off meeting with the Del Norte Local Transportation Commission (DNLTC) staff to refine the project scope, schedule and budget. During this meeting, we will discuss regional issues and background information pertinent to assisting in the development of the 2024 RTP Update and its associated environmental document. At the kickoff meeting, we will explore appropriate levels of stakeholder engagement. The Stakeholders will be kept abreast of project updates, and collaboration and outreach opportunities throughout the RTP development.

ONGOING PROJECT MANAGEMENT

As determined during the Kick-Off meeting, we will adhere to a schedule of virtual monthly project meetings throughout the development of the RTP and during key points of the planning process such as before community meetings. Project team meetings with DNLTC staff will be used to monitor project progress, prepare for upcoming tasks, debrief on completed tasks, conduct problem-solving and ensure the project remains on schedule and within budget. Green DOT will maintain weekly communication with the DNLTC, as well as keep the line of communication open with local partners and key stakeholders.

Deliverables

- Meeting Agenda & Minutes

EXISTING CONDITIONS & DATA ANALYSIS

REVIEW OF EXISTING DOCUMENTS

The Green DOT team will work closely with existing planning and technical documents through collection, review and incorporation of relevant data. Technical data collection will include current safety data, traffic volumes, collision data and pavement conditions for the entire region. The project team will consolidate transportation projects identified in city, county, tribal and state planning documents. This will include but not be limited to:

- Del Norte 2020 Regional Transportation Plan
- Del Norte Active Transportation Plan
- Del Norte County General Plan (Circulation Element)
- Tolowa Dee-ni' Nation Connected Communities Plan
- Redwood Coast Transit Short Range Transit Plan
- Crescent City Local Road Safety Plan

DATA UPDATE

The project team will compile, analyze and review existing conditions and technical data developed in the 2020 RTP and identify areas in need of a data update. Data updates could include collision data, traffic volumes, VMT, socioeconomic data and population.

FUTURE CONDITIONS & NEEDS

Our project team will explore the transportation system needs for Del Norte through an analysis of existing conditions, projected conditions and goals. The project team will analyze each component that makes up the entire transportation network, access to recreation areas, State Highways, local roadways, public transit, bicycle and pedestrian facilities, aviation and goods movement. We will establish a growth metric agreed upon by the client and project future needs of the region.

Deliverables

- Existing Conditions Technical Memorandum
- Data - Update
- Future Conditions & Needs Projections - Update

PUBLIC OUTREACH

PUBLIC PARTICIPATION PLAN

Green DOT will utilize and build upon the Public Participation Plan developed for the 2020 RTP. The updated outreach campaign approach can include but not be limited to one community workshop, one Commission meeting, stakeholder outreach, a project specific website and questionnaire.

COMMUNITY WORKSHOP

As this RTP update is minor, we propose hosting one community meeting at the initial RTP stage to document comments and concerns regarding transportation in Del Norte. Additionally, Green DOT will participate in one Commission meeting in addition to stakeholder communication for this RTP effort. Meeting agendas, minutes and summaries will be compiled for all outreach events which will also serve as a reference for potential grant applications. Green DOT will provide all advertising and materials for outreach events including sign-in sheets, comment cards, large scale maps and other exhibits and materials as deemed necessary.

COMMISSION MEETING

The project team will prepare an agenda item, staff report and presentation to present during one regularly scheduled meeting of the Del Norte Local Transportation Commission (DNLTC) during the development and at the adoption of the RTP.

STAKEHOLDER OUTREACH

Utilizing the stakeholder members from the 2016 and 2020 RTPs, Green DOT will send meeting

advertisements and invitations to upcoming outreach events and Commission meetings for the RTP.

OUTREACH SUMMARY

Once community and stakeholder outreach has concluded, Green DOT will summarize and compile all input received into an Outreach Summary. The Outreach Summary will include meeting attendance, comments, methods of engagement and questionnaire results demonstrated through graphics and data. All input will be reviewed for incorporation into the Draft RTP, and an Outreach summary will be included in the Final RTP.

Deliverables

- Public Participation Plan - Update
- Outreach Materials - Exhibits, Forms, Maps, Presentations, Etc.
- Outreach Summary

ACTION ELEMENT

UPDATE PROJECT COST ESTIMATES

As this light RTP Update will not include any new RTP projects, the Action Element effort will be minimal. Our team will ensure that each project cost estimate is updated from the previous RTP.

Deliverables

- Project Cost Estimates - Update

FINANCIAL ELEMENT

FUNDING MATRIX

The RTP financial element will identify and define potential future funding sources for various transportation projects included in the RTP. Projects identified in the RTP will be vetted by stakeholders on one of the two required financial platforms; constrained and un-constrained. Green DOT's approach to developing the financial element uses historic or "known" funding resources and projected funding levels for each accessible fund type.

The project team will compile a list of several state and federal funding programs from various agencies that are available for the identified needs included in the RTP. Potential funding sources will be catalogued and will include categories such as grant types, deadlines, project call dates, minimum and maximum funding amounts and key program requirements. We will create a draft funding matrix for eventual inclusion in the final RTP.

Deliverables

- Funding Matrix

PRIORITY PROJECT LIST

UPDATE PRIORITY PROJECT LIST

Green DOT will utilize the existing project list in the 2020 RTP and update the project list as necessary without new projects. The updated project lists will include project list from the DNLTC, Caltrans District 1, Crescent City, Redwood Coast Transit, Tolowa Dee-ni' Nation, Yurok Tribe, Elk Valley Rancheria and the Resighini Rancheria. The project team will label projects in order of priority level and provide recommendations to progress projects through environmental, funding, design and construction phases.

Deliverables

- Priority Project List - Update

DRAFT REGIONAL TRANSPORTATION PLAN

DEVELOP DRAFT REGIONAL TRANSPORTATION PLAN

Green DOT will compile a draft Regional Transportation Plan. The initial draft RTP document will include but not be limited to the following sections:

- Introduction
- Existing Conditions
 - Economic/Demographic Data
 - Transportation Conditions
 - Disadvantaged Communities
- Future Conditions
 - Future Economic/Demographic Data
 - Transportation Forecast
- Public Outreach
 - Outreach Summary
 - Input Received
- Policy Element
 - Goals and Objectives
 - Performance Measures & Targets

- Action Element
 - Regional Priorities
 - Performance Measures
 - List of Priority Projects
- Financial Element
 - Project Cost Estimates
 - Funding Opportunities
 - Funding Matrix
 - Projected Revenues

PRESENT DRAFT REGIONAL TRANSPORTATION PLAN

The Green DOT team will organize a presentation and deliver the requested number of copies and electronic copies of the draft RTP to the DNLTC for review.

In order to comply with state and federal guidelines, the project team will provide a 30-day comment period prior to adoption of the RTP. The project website will assist in the distribution of the draft RTP to the public and stakeholders. This will include input received from stakeholders and Tribal governments. The public comment period shall be noticed in regional newspapers, project website and other regionally significant mass media available. At the conclusion of the review period, provided comments will be reviewed thoroughly and implemented into the Final RTP as applicable.

FINAL REGIONAL TRANSPORTATION PLAN

FINAL REGIONAL TRANSPORTATION PLAN

The project team will review all public comments received during public hearings, public workshops and CEQA review to determine changes required for the Final RTP. Additional comments will be reviewed thoroughly and implemented into the Final RTP if applicable.

PRESENT FINAL PLAN

Once the Final RTP is completed, Green DOT will deliver the requested number of hard copies of the Plan along with digital files of the Plan in Word and pdf format. We will deliver a data library that includes all data and figures associated with the RTP such as GIS and excel files.

Deliverables

- Final 2024 RTP Update
- Data Library

ENVIRONMENTAL CONSIDERATION

If no new projects are proposed for inclusion in the 2024 RTP Update, environmental documentation from the 2020 RTP should be sufficient for reference. Should the DNLTC need updated environmental documentation, Green DOT will provide those updates following CEQA and State Clearinghouse guidelines.



B. CONSULTANT FIRM INFORMATION

Green DOT Transportation Solutions was established in 2011 to fill a niche role in transportation planning services. Our goal is to improve transportation facilities and the associated human travel experience through progressive planning approaches, comprehensive project development, and aggressive project delivery strategies. We work with built, natural, and human environments to develop effective transportation plans and programs that ultimately create safe, efficient, inclusive, and effective transportation solutions. The Green DOT team has extensive experience monitoring and programming transportation projects while navigating the complex local, state, and federal processes.

Green DOT Transportation Solutions is a financially stable California S-Corporation and a California-registered small business. We are a small stable firm of nine dedicated staff, strategically located in Chico, California providing services to public agencies and Tribal entities throughout northern California. We are constantly involved with State and Federal funding programs and legislation that affects our clients and our communities. We are actively involved in the Rural Counties Task Force, and the Regional Transportation Planning Agency Group and frequently attend meetings of the California Transportation Commission. Each staff member of Green DOT Transportation Solutions is properly licensed to practice in California.

Green DOT Transportation Solutions
Jeff Schwein, AICP CTP - President
627 Broadway Suite 220
Chico, CA 95928
jeff@greendottransportation.com
www.greendottransportation.com



C. CONSULTANT FIRM PERSONNEL



Jeff Schwein
Project Manager

Green DOT owner, Jeff Schwein, is a Certified Transportation Planner (CTP) with the American Institute of Certified Planners (AICP). Jeff has worked in the transportation planning field since 2001 on projects ranging from financial programming to multi-modal planning. His specialty is moving projects from the shelf to the ground with accessible and creative funding and delivery strategies. Jeff works with communities to define projects based on identifiable need as well as project type, in relation to available funding resources. In addition to project level transportation planning, Jeff helps communities prepare transportation plans that improve mobility options and create active transportation opportunities. Jeff is committed to progressive transportation planning and stays involved in statewide transportation circles.



Sofia Lepore
Senior Planner

Sofia is a Senior Transportation Planner at Green DOT and is passionate about promoting active transportation and multi-modal access to equitably serve all communities. She is involved in coordinating project development and communicating with clientele, authoring planning documents, leading grant development, guiding outreach, and engaging with diverse communities to ensure full representation throughout the planning process. She is a graduate of California State Chico with a double BA in Geography & Planning and Spanish. She fervently believes that promoting active transportation and multi-modal access plays an integral role in improving equitable mobility and reducing the impacts of climate change and enjoys working directly with communities to envision positive change.



Nathaniel Redmond
Senior Planner

Nathaniel is a Senior Transportation Planner at Green DOT. Nathaniel graduated from San Francisco State University with a B.A. in Urban Studies and Planning and is a graduate of the Masters in Urban Planning (MUP) program at San Jose State University with a concentration in transportation planning. He has experience working with community stakeholders in the Bay Area and rural northern California envisioning safer and more sustainable mobility options and aims to reduce the dependency on single-occupant vehicles for daily commuters. Nathaniel strives to bring communities safer active transportation facilities and stresses the connection between public health and travel decisions.



Kelly Rice
Associate Planner

Kelly Rice is an Associate Transportation Planner at Green DOT with a passion for sustainable transportation projects and the technical skills necessary to create valuable technical transportation analysis for our projects. Her integration of data driven solutions and artistically developed outputs in maps, charts, and graphics lead to comprehensive report development. Kelly is also a natural communicator which provides a nexus between complex transportation challenges and community understanding.



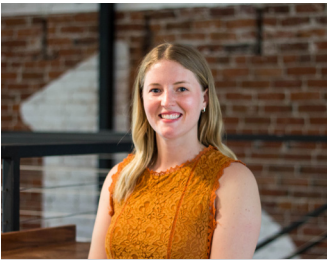
Aleisha Wright
Associate Planner

Aleisha (she/her) is an Associate Transportation Planner at Green DOT Transportation Solutions. She graduated from San José State University with a M.A. in Urban and Regional Planning and a focus in Transportation and Land-Use Planning. Aleisha is committed to bridging the gap between communities' transit needs and the available resources provided to them on the local and regional level. She further strives to serve as a reliable liaison and creative consultant to the public. Aleisha has experience with site-surveying, community outreach, authoring planning reports through Adobe InDesign, and zoning and land-use mapping through ArcGIS Pro.



Sylinda Villado
Associate Planner

Sylinda graduated from California State University, Chico with a B.A in Geography and Planning, with a concentration in Human Geography. Sylinda is heavily involved in community outreach and is dedicated to ensuring equitable and accessible public involvement in the planning process. She has experience coordinating outreach events, authoring planning reports, preparing informational and report graphics through Adobe. Sylinda finds purpose in developing innovative transportation solutions to various barriers and providing transportation infrastructure in disadvantaged communities.



Kailey Flynn
Associate Planner

Kailey (she/her) is an Associate Transportation Planner at Green DOT Transportation Solutions. She graduated from the University of California, Davis with a B.S. in Environmental Policy Analysis and Planning with an emphasis in Urban and Regional Planning. She also graduated with a B.A. in Economics. Kailey has a passion for transportation equity and strives to use her skills as a transportation planner to better serve communities and all users of the road. She utilizes this passion when establishing relationships with the public to garner meaningful feedback for projects and plans.



Aidan Roth
Assistant Planner

Aidan (he/him) is an Assistant Transportation Planner at Green DOT. He graduated from the University of California, Irvine with a B.S. in Civil Engineering. Aidan has been a part of the Green DOT team for 1 year and has been an integral part of the Local Assistance Consulting team. Aidan has worked extensively with Alpine County, providing program management and local assistance consulting services to aid in development of ongoing and planned infrastructure projects. He has also provided transportation planning services to multiple communities, drafting concept designs and cost estimates for grant applications.



Koya Oki
Assistant Planner

Koya is an Assistant Planner at Green DOT Transportation Solutions. He is a graduate from UC Berkeley with a B.A. in Sustainable Environmental Design and a minor in Geographic Information Science and Technology. Koya is excited about developing progressive transportation options that allow for equitable access to healthy and active living. Utilizing GIS and remote sensing in transportation planning, he is passionate about bridging the gap between science and decision-making groups.

D. RELEVANT EXPERIENCE

Green DOT has prepared multiple Regional Transportation Plans for rural northern California agencies in the past decade and is currently in the planning phase of the 2025 Plumas County RTP Update. Green DOT was the primary consultant in the development of the 2016 and 2020 Del Norte RTPs.

GREEN DOT HAS COMPLETED REGIONAL TRANSPORTATION PLANS (RTPS) FOR THE FOLLOWING AGENCIES:

- 2022 Trinity County RTP
- 2021 Siskiyou County RTP
- 2020 Plumas County RTP
- 2020 Alpine County RTP
- 2020 Del Norte RTP
- 2019 Glenn County RTP
- 2019 Tehama County RTP
- 2018 Lassen County RTP
- 2017 Calaveras County RTP
- 2016 Del Norte RTP
- 2015 Alpine County RTP
- 2015 Glenn County RTP

DEL NORTE 2016 REGIONAL TRANSPORTATION PLAN UPDATE

Green DOT played a central role in the development of the 2016 Del Norte Regional Transportation Plan (RTP). This comprehensive undertaking was marked by an extensive and inclusive community engagement process. Our approach encompassed various avenues for stakeholder input, including community meetings, one-on-one interviews with key stakeholders, collaboration with the Technical Advisory Committee, community-wide surveys, and a strategically crafted social media campaign. One of the notable challenges encountered during the project was the task of projecting revenue in the financial estimate. This complexity stemmed from the prevailing funding crisis affecting programs like the State Transportation Improvement Program (STIP) and others. Despite these challenges, Green DOT devised an innovative formula to address the ongoing STIP shortfall over the next two years while simultaneously maintaining revenue projections and project feasibility within the constrained timeframe. In addition to the planning aspects, our team also managed the environmental documentation process, which involved an addendum to an earlier programmatic Environmental Impact Report (EIR). This meticulous approach ensured that the environmental considerations were thoroughly addressed in alignment with regulatory requirements. Ultimately, the 2016 Del Norte RTP, a product of our concerted efforts, was successfully adopted by the Del Norte Local Transportation Commission (DNLTC) on March 17, 2016. This accomplishment stands as a testament to our commitment to facilitating collaborative planning and sustainable transportation solutions that benefit the community.

KEY PERSONNEL:

Jeff Schwein – Principal Transportation Planner

PROJECT DURATION:

June 2015 - June 2016

2016 Regional Transportation Plan

Del Norte Local Transportation Commission



November, 2016

DEL NORTE 2020 REGIONAL TRANSPORTATION PLAN UPDATE

Green DOT was chosen as the lead consultant tasked with updating the 2020 Del Norte Regional Transportation Plan (RTP). Our collaborative efforts involved partnering with De Novo Planning Group, which took charge of developing the environmental documentation essential for the project's success. Throughout the planning process, our project team maintained a strong and productive partnership with the Technical Advisory Committee (TAC) and engaged extensively with key stakeholders to identify transportation project needs projected for the region over the ensuing two decades. A critical aspect of our work involved a rigorous assessment of numerous transportation projects. We carefully prioritized these projects, drawing on valuable insights from the TAC, stakeholders, and the broader public. To ensure a sustainable and effective strategy for the region's transportation development, we created a funding and implementation plan. This comprehensive plan was thoughtfully designed to guide the practical execution of the identified projects. The culmination of our efforts came to fruition when the 2020 Del Norte RTP received formal adoption in March 2021. This updated plan now stands as a blueprint for the region's transportation future, reflecting our commitment to developing solutions that align with the community's evolving needs and priorities.

KEY PERSONNEL:

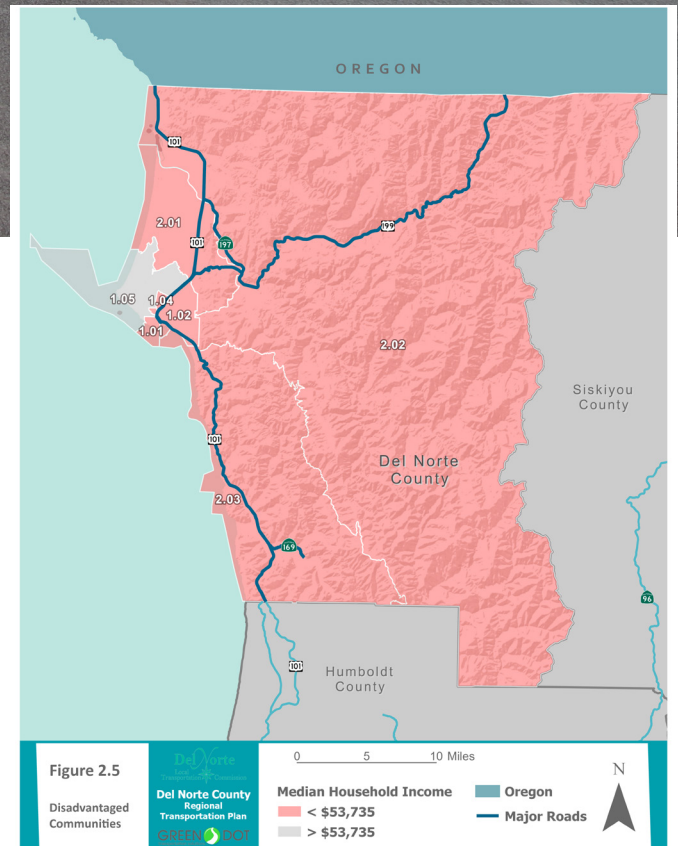
Jeff Schwein – Principal Transportation Planner

Sofia Lepore – Senior Transportation Planner

Nathaniel Redmond – Senior Transportation Planner

PROJECT DURATION:

December 2019 - December 2020



TRINITY COUNTY 2022 REGIONAL TRANSPORTATION PLAN UPDATE

Green DOT's role as the sole consultant to develop the 2022 Trinity Regional Transportation Plan Update was to improve upon past efforts and ensure compliance with the 2017 Regional Transportation Plan Guidelines. The purpose of the RTP is to identify transportation infrastructure needs in Trinity County through 2038 and prepare the County to seek funding for projects that will meet the identified needs. The RTP will include updated project lists for Trinity County and programs for these projects in the short term and long term based on funding sources and amounts. The RTP development process included extensive analysis of existing conditions, demographics research, community outreach, and stakeholder engagement to determine the need of the Trinity County community.

KEY PERSONNEL:

Jeff Schwein – Principal Transportation Planner

Sofia Lepore – Senior Transportation Planner

Nathaniel Redmond – Senior Transportation Planner

PROJECT DURATION:

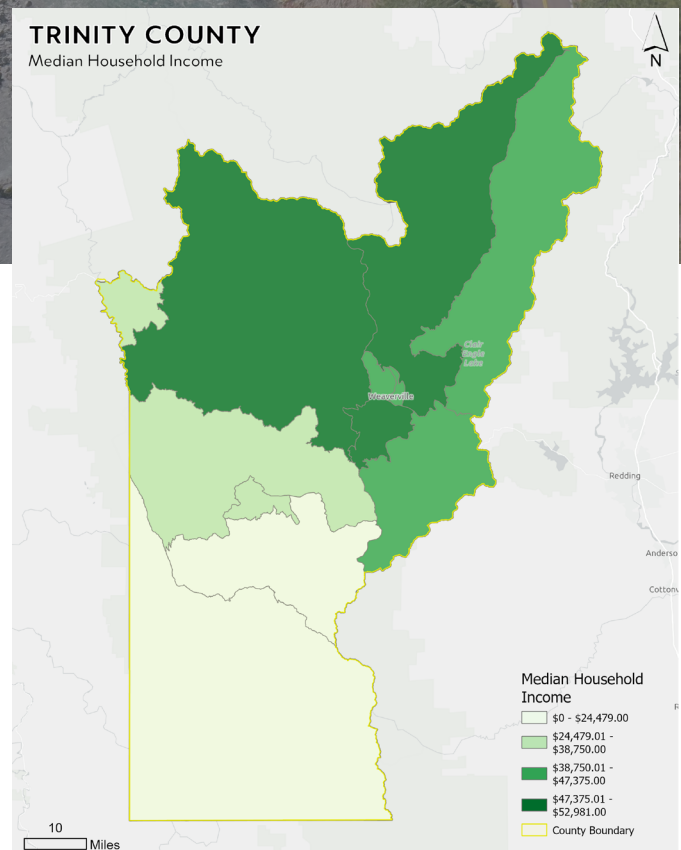
November 2021 - January 2023

CLIENT CONTACT:

Sarah Saad - Trinity County Transportation Commission

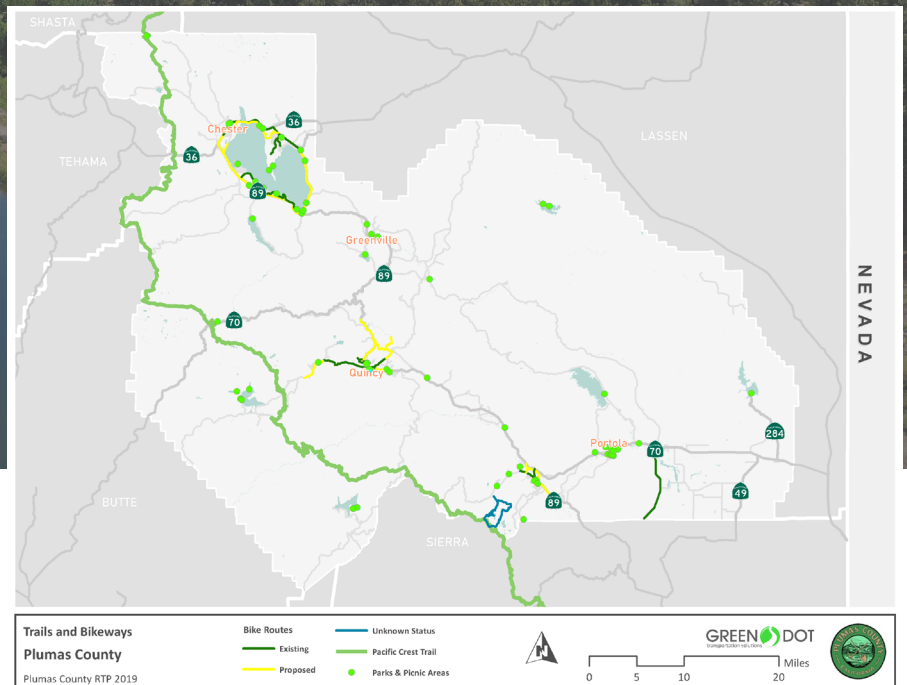
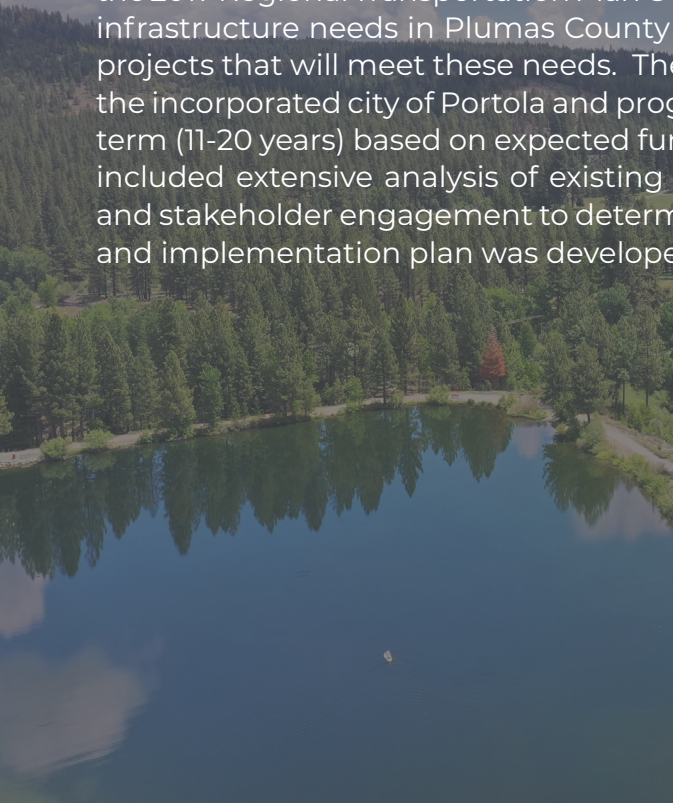
ssaad@trinitycounty.org

530.623.1365



PLUMAS COUNTY 2020 REGIONAL TRANSPORTATION PLAN UPDATE

Green DOT Transportation Solutions was contracted to prepare the 2020 Plumas County Regional Transportation Plan (RTP). The 2020 RTP improves upon past efforts and ensures compliance with the 2017 Regional Transportation Plan Guidelines. The purpose of the RTP is to identify transportation infrastructure needs in Plumas County through 2040 and prepare the County to seek funding for projects that will meet these needs. The RTP includes updated project lists for Plumas County and the incorporated city of Portola and programs these projects in the short term (0-10 years) and long-term (11-20 years) based on expected funding sources and amounts. The RTP development process included extensive analysis of existing conditions, demographics research, community outreach, and stakeholder engagement to determine the needs of the Plumas County community. A funding and implementation plan was developed, and the 2020 Plumas RTP was adopted in January 2020.



KEY PERSONNEL:

Jeff Schwein – Principal Transportation Planner

PROJECT DURATION:

January 2019 - January 2020

CLIENT CONTACT:

Jim Graham - Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
530.283.6268

FEE PROPOSAL

Task Hours		Total
2024 RTP Update		
Existing Conditions & Data Analysis		\$12,000.00
Public Outreach		\$18,000.00
RTP Elements		\$25,000.00
Priority Project List		\$3,500.00
Draft and Final RTP		\$10,000.00
Total Costs		0
		\$68,500.00

Indirect Costs

The mileage Reimbursement Rate is based on the Federal rate at the time of service.

Travel costs will be reimbursed at the rate of receipt.

Fee Schedule	
POSITION	Rate
Principal Planner	\$252.00
Project Manager	\$210.00
Senior Planner	\$194.00
Associate Planner	\$171.00
Assistant Planner	\$155.00
GIS Technician	\$155.00
Field Technician	\$155.00
Drone Use	\$250.00

ATTACHMENT A - RESUMES

JEFF SCHWEIN AICP CTP

PRINCIPAL TRANSPORTATION PLANNER

530-781-2499

jeff@greendottransportation.com



SUMMARY

Green DOT owner, Jeff Schwein, is a Certified Transportation Planner (CTP) with the American Institute of Certified Planners (AICP). Jeff has worked in the transportation planning field since 2001 on projects ranging from financial programming to multi-modal planning. His specialty is moving projects from the shelf to the ground with accessible and creative funding and delivery strategies. Jeff works with communities to define projects based on identifiable need as well as project type, in relation to available funding resources. Jeff is committed to progressive transportation planning and is involved in statewide transportation circles.

QUALIFICATIONS

California State University, Chico
1999-2001

Masters in Geography and
Planning

California State University, Chico
1992-1996

BA in Geography and Planning

AFFILIATIONS

American Institute of Certified
Planners (AICP)

Certified Transportation
Planner (CTP)

American Planning
Association

Sac Valley APA Section

Mentor - 2014

CSU Chico Department of
Geography and Planning
Advisory Board

Member and Chairperson

PROJECT EXPERIENCE

Transportation Planning

- Fair Oaks Recreation & Park District Wayfinding Strategy, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Trinity County Regional Transportation Plan, 2022
- Placer County Mobility and Infill Acceleration Study, Placer County, 2021
- Siskiyou County wide Active Transportation Plan, SCLTC, 2021
- Alpine County Regional Transportation Plan Update, 2020
- Plumas County Regional Transportation Plan Update, Plumas County Transportation Commission, 2019
- Tuolumne Active Transportation Plan, Tuolumne County Transportation Council, 2019
- Mechoopda Long Range Transportation Plan, Mechoopda Indian Tribe, 2019
- San Andreas Pope Street Class I Facility and Safe Routes Gap Fill Plan, Calaveras Council of Governments, 2019/20
- South Avenue Access Study, Tehama County Transportation Commission, 2018/19
- Happy Camp Complete Streets Project, Karuk Tribe, 2018
- Pebble Beach Drive Improvement Project Initiation Document, City of Crescent City, 2018

Funding Strategies

- Clean California Local Grant Program Applications, 2022
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Tolowa Dee-ni' Nation, 2021
- Hazard Mitigation Grant Program Grant Writing, Mechoopda Tribe, 2019
- Active Transportation Program Project Application Development, Various Agencies, ATP Cycle 2-5

SOFIA LEPORE

SENIOR TRANSPORTATION PLANNER

831-345-6805

sofia@greendottransportation.com



SUMMARY

Sofia is a Senior Transportation Planner at Green DOT and is passionate about promoting active transportation and multi-modal access to equitably serve all communities. She is involved in most aspects of Green DOT delivery including coordinating project development and communicating with clientele, authoring planning documents, leading grant development, guiding outreach, and engaging with diverse communities to ensure full representation throughout the planning process. She fervently believes that promoting active transportation and multi-modal access plays an integral role in improving equitable mobility and reducing the impacts of climate change.

QUALIFICATIONS

California State University, Chico
2016-2020

Double Bachelor of Arts in
Geography & Planning and
Spanish

AFFILIATIONS

American Planning
Association Member Northern
California & Oregon / Small
Town & Rural Planning
Divisions

Young Professionals in
Transportation Member

SPUR Member

PROJECT EXPERIENCE

Transportation Planning

- Plumas County Regional Transportation Plan, 2023
- Trinity County General Plan Update Circulation Element, 2023
- City of Tehama Community Transportation Plan, 2022
- Fair Oaks Recreation & Park District Wayfinding Strategy, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Trinity County Regional Transportation Plan, 2022
- Tehama County Safety, Secondary Access and Evacuation Routes Plan, 2022
- El Dorado Pedestrian and Bicycle Safety Program, County of El Dorado, 2021
- Placer County Mobility and Infill Acceleration Study, Placer County, 2021
- Siskiyou Countywide Active Transportation Plan, SCLTC, 2021
- Alpine County Regional Transportation Plan Update, Alpine County Local Transportation Commission, 2020
- Siskiyou County Regional Transportation Plan Update, Siskiyou County Local Transportation Commission, 2020

Funding Strategies

- Clean California Local Grant Program Applications, 2022 and 2023
- Clean Transportation Program Rural Electric Vehicle (REV) Charging Grant Application, 2022
- Active Transportation Program, Cycles 5 and 6
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Tolowa Dee-ni' Nation, 2021
- Caltrans Sustainable Transportation Planning Grants, Ongoing
- Affordable Housing & Sustainable Communities Grant Writing, Ongoing
- Low or No Emission Bus Funding Grant Development, Ongoing

Project Development

- Connected Communities Plan. Tolowa Dee-ni' Nation, 2022
- San Andreas Pope Street Class I Facility and Safe Routes Gap Fill Plan, Calaveras Council of Governments, 2019/20
- Connected Communities Transportation Plan, Sonoma County Human Services Department, 2020

NATHANIEL REDMOND

SENIOR TRANSPORTATION PLANNER

530-492-9775

nathaniel@greendottransportation.com



SUMMARY

Nathaniel is a Senior Transportation Planner at Green DOT. Nathaniel graduated from San Francisco State University with a B.A. in Urban Studies and Planning and is a graduate of the Masters in Urban Planning (MUP) program at San Jose State University with a concentration in transportation planning. He has experience working with community stakeholders in the Bay Area and rural northern California envisioning safer and more sustainable mobility options and aims to reduce the dependency on single-occupant vehicles for daily commuters. Nathaniel strives to bring communities safer active transportation facilities and stresses the connection between public health and travel decisions.

QUALIFICATIONS

San Jose State University

2017-2019

Masters in Urban Planning

San Francisco State University

2011-2015

Bachelor of Arts in Urban Studies
& Planning

AFFILIATIONS

American Planning
Association Member Northern
California / Small Town & Rural
Planning Divisions

Young Professionals in
Transportation Member

SPUR Member

ITE Member

PROJECT EXPERIENCE

Transportation Planning

- Placer County Mobility and Infill Acceleration Study, 2022-23
- Tehama County Safety and Secondary Access Evacuation Routing Project, 2023
- Tolowa Dee-Ni' Connected Communities Plan, Tolowa Dee-Ni' Nation, 2022-23
- Trinity County General Plan Update Circulation Element, 2023
- City of Susanville General Plan Update Circulation Element, 2023
- Butte County Wayfinding Program, 2023
- Mission Oaks Recreation & Park District Wayfinding Strategy, 2023
- Chester State Route 36 Complete Streets Plan, 2022-23
- City of Tehama Community Transportation Plan, 2022-23
- Fair Oaks Recreation & Park District Wayfinding Strategy, 2022
- Trinity County Regional Transportation Plan, 2021-22
- Emerging Mobility Services and Technologies, San Francisco County Transportation Authority, 2019
- District 10 Mobility Study, San Francisco County Transportation Authority, 2019
- SoMa Freeway Ramp Intersection Safety Study, San Francisco County Transportation Authority, 2019

Funding Strategies

- Caltrans Sustainable Communities Competitive Planning Grant Application, Markleeville, 2023
- Successful grant application/funds awarded for Clean Transportation Program Rural Electric Vehicle (REV) Charging grant program, City of Susanville, 2022
- Successful grant application/funds awarded for Clean California Local Grant Program, Don't Trash Tuolumne County-wide program, Tuolumne County, 2022
- Successful grant application/funds awarded for Clean California Local Grant Program, Groveland, Tuolumne County, 2022
- Successful grant application/funds awarded for Clean California Local Grant Program, Jamestown, Tuolumne County, 2022
- Successful ATP Cycle 6 grant application/funds awarded for the Hetch Hetchy Railroad Trail Project, Groveland, 2022

KELLY RICE

ASSOCIATE TRANSPORTATION PLANNER

831-324-3000

kelly@greendottransportation.com



SUMMARY

Associate Planner Kelly Rice (she/her) is a UC Berkeley graduate. With a double major in Conservation and Resource Studies B.S. and Environmental Design B.A., Kelly has a working knowledge of the intersection between the human and natural environment. She works as our team's graphic designer and also has the technical skills necessary to create valuable technical transportation analyses for our projects. Her integration of data-driven solutions and artistically developed outputs in maps, charts, and graphics lead to comprehensive report development.

QUALIFICATIONS

University of California, Berkeley
2018-2022

Bachelor of Arts in Environmental
Design (Honors)

BS in Conservation and Resource
Studies (Honors)

Honors Melis Medalist

AFFILIATIONS

American Planning
Association Member Northern
California

Association of Environmental
Professionals (AEP) Member

PROJECT EXPERIENCE

Transportation Planning

- SFMTA Residential Parking Permit Plan 2021-2022
- Fair Oaks Recreation & Park District Wayfinding Strategy, 2022
- Mission Oaks Recreation & Park District Wayfinding Strategy, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Redwood Coast Transit Hub Relocation, 2022
- Trinity County Regional Transportation Plan, 2022
- Trinity County Negative Declaration/Initial Study, 2022
- Tolowa Dee-ni' Connected Communities Plan, 2022
- Placer County Mobility and Infill Acceleration Study, Placer County, 2021
- Tehama County Evacuation Plan, 2022
- City of Tehama Community Transportation Plan, City of Tehama, 2022
- Trinity General Plan, Circulation Element, 2021

Funding Strategies

- Caltrans Sustainable Transportation Planning Grants, Various Agencies, Ongoing
- Low or No Emission Bus Funding Grant Development, Various Agencies, Ongoing
- Trinity County Regional Transportation Plan Financial and Action Plan, 2022
- Markleeville Community Planning Grant
- Caltrans Sustainable Communities Grant, 2023
- Tuolumne Road North RAISE Grant, 2023
- La Grange Road RAISE Grant, 2023
- Redwood Coast Transit TIRCP Grant, 2023

ALEISHA WRIGHT

ASSOCIATE TRANSPORTATION PLANNER

831-297-2226

aleisha@greendottransportation.com



SUMMARY

Aleisha (she/her) is an Associate Transportation Planner at Green DOT Transportation Solutions. She graduated from San José State University with a M.A. in Urban and Regional Planning and a focus on Transportation and Land-Use Planning. Aleisha is committed to bridging the gap between communities' transit needs and the available resources provided to them on the local and regional levels. She further strives to serve as a reliable liaison and creative consultant to the public. Aleisha has experience with site surveying, community outreach, authoring planning reports through Adobe InDesign, and zoning and land-use mapping through ArcGIS Pro.

QUALIFICATIONS

San José State University

2020-2022

Master in Urban and Regional Planning

Winthrop University

2008-2012

Bachelor of Arts in Environmental Studies

AFFILIATIONS

American Planning Association Member Northern California

PROJECT EXPERIENCE

Transportation Planning

- Trinity County Regional Transportation Plan, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Tolowa Dee-ni' Connected Communities Plan, Tolowa Dee-ni' Nation, 2022
- Mission Oaks Wayfinding Plan, Mission Oaks, 2022
- City of Tehama Community Transportation Plan, 2022
- Placer County Mobility and Infill Acceleration Study, Placer County, 2021
- Trinity County Regional Transportation Plan, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Tolowa Dee-ni' Connected Communities Plan, Tolowa Dee-ni' Nation, 2022
- Mission Oaks Wayfinding Plan, Mission Oaks, 2022
- City of Tehama Community Transportation Plan, 2022
- Placer County Mobility and Infill Acceleration Study, Placer County, 2021
- Tehama County Evacuation Plan, 2022
- Other

Other

- Tehama County Safety, Secondary Access & Evacuation Routing Project, 2022

KAILEY FLYNN

ASSOCIATE TRANSPORTATION PLANNER

732-486-5910

kailey@greendottransportation.com



SUMMARY

Kailey (she/her) is an Associate Transportation Planner at Green DOT Transportation Solutions. She graduated from the University of California, Davis with a B.S. in Environmental Policy Analysis and Planning with an emphasis in Urban and Regional Planning. She also graduated with a B.A. in Economics. Kailey has a passion for transportation equity and strives to use her skills as a transportation planner to better serve communities and all users of the road. She utilizes this passion when establishing relationships with the public to garner meaningful feedback for projects and plans.

QUALIFICATIONS

University of California,
Davis
2018-2022

Bachelors of Science in
Environmental Policy Analysis and
Planning Honors

Bachelors of Arts in Economics
Honors

AFFILIATIONS

American Planning
Association Member Northern
California

APA Young Planner's Group

Program Coordinator
Sacramento Valley

PROJECT EXPERIENCE

Transportation Planning

- Placer County Mobility and Infill Acceleration Study, Placer County, 2021
- Tehama County Safety, Secondary Access, and Evacuation Routing Project, 2023
- Alpine County Overall Work Program, 2023
- Sierra County Overall Work Program, 2023
- City of Susanville General Plan Update Circulation Element, 2023
- Trinity County General Plan Update Circulation, 2023
- Kennedy Community Complete Streets Plan, 2023
- Plumas County Regional Transportation Plan Update, 2023

Funding Strategies

- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, Tehama County, 2023
- Clean California Local Grant Program Application, Tuolumne County, 2023
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Tuolumne County, 2023
- Caltrans Sustainable Transportation Planning Grants, Various Agencies, 2023
- Transit and Intercity Rail Capital Program (TIRCP, Redwood Coast Transit, 2023

Other

- Alpine County Procedures Manual, 2022
- Don't Trash Tuolumne County-wide Education Program 2023

SYLINDA VILLADO

ASSOCIATE TRANSPORTATION PLANNER

559-362-4569

sylinda@greendottransportation.com



SUMMARY

Sylinda graduated from California State University, Chico with a B.A in Geography and Planning, with a concentration in Human Geography. Sylinda is heavily involved in community outreach and is dedicated to ensuring equitable and accessible public involvement in the planning process. She has experience coordinating outreach events, authoring planning reports, preparing informational and report graphics through Adobe. Sylinda finds purpose in developing innovative transportation solutions to various barriers and providing transportation infrastructure in disadvantaged communities.

QUALIFICATIONS

California State University, Chico
2022

Bachelor of Arts in Geography &
Planning

AFFILIATIONS

American Planning
Association Member Northern
California

APA Young Planner's Group
Sacramento Valley

PROJECT EXPERIENCE

Transportation Planning

- Placer County Mobility and Infill Acceleration Study, 2022
- Fair Oaks Recreation & Park District Wayfinding Strategy, 2022
- Chester Main Street Community Connectivity Plan, 2022
- Trinity County Regional Transportation Plan, 2022
- Tolowa Dee-ni' Connected Communities Plan, 2022
- Tehama County Evacuation Routing & Secondary Access Plan, 2023
- City of Tehama Community Transportation Plan, 2023
- Tehama County Overall Work Program, 2023

Funding Strategies

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Various Agencies
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, Tehama County, 2023
- Active Transportation Program, Various Agencies, Ongoing
- Caltrans Sustainable Transportation Planning Grants, Various Agencies, Ongoing
- Clean California Local Grant Program Applications, Various Agencies, Ongoing
- Redwood Coast Transit TIRCP Grant, 2023

Other

- Del Norte County Media Project, 2022
- Trinity County Regional Transportation Plan, 2022
- Don't Trash Tuolumne County-wide Education Program 2023

AIDAN ROTH

ASSISTANT TRANSPORTATION PLANNER

310-344-2138

aidan@greendottransportation.com



SUMMARY

Aidan (he/him) is an Assistant Transportation Planner at Green DOT. He graduated from the University of California, Irvine with a B.S. in Civil Engineering. Aidan has been a part of the Green DOT team for 1 year and has been an integral part of the Local Assistance Consulting team. Aidan has worked extensively with Alpine County, providing program management and local assistance consulting services to aid in development of ongoing and planned Infrastructure projects. He has also provided transportation planning services to multiple communities, drafting concept designs and cost estimates for grant applications.

QUALIFICATIONS

University of California, Irvine

2017-2021

Bachelor of Science in Civil
Engineering

AFFILIATIONS

American Society of Civil
Engineers

Institute of Transportation
Engineers

PROJECT EXPERIENCE

Transportation Planning

- Mission Oaks Recreation & Park District Wayfinding Strategy, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Redwood Coast Transit Hub Relocation, 2022
- Tolowa Dee-ni' Connected Communities Plan, 2022
- Tolowa Dee-ni' Bike Level of Stress Analysis, 2022

Other

- Alpine County Program Management, 2022
- Alpine County Program Management, 2022
- Zero Emissions Bus Funding Grant Development, Redwood Coast Transit, 2023

Funding Strategies

- Markleeville Community Planning Grant
- Caltrans Sustainable Communities Grant, 2023
- Tuolumne Road North RAISE Grant, 2023
- La Grange Road RAISE Grant, 2023
- Redwood Coast Transit TIRCP Grant, 2023

KOYA OKI

ASSISTANT TRANSPORTATION PLANNER

831-331-7615

koya@greendottransportation.com



SUMMARY

Koya is an Assistant Planner at Green DOT Transportation Solutions. He is a graduate from UC Berkeley with a B.A. in Sustainable Environmental Design and a minor in Geographic Information Science and Technology. Koya is excited about developing progressive transportation options that allow for equitable access to healthy and active living. Utilizing GIS and remote sensing in transportation planning, he is passionate about bridging the gap between science and decision-making groups.

QUALIFICATIONS

University of California, Berkeley
2018- 2022

Bachelor of Arts in Sustainable
Environmental Design

Minor in Geographic Information
Science and Technology

AFFILIATIONS

American Planning
Association Member Northern
California

PROJECT EXPERIENCE

Transportation Planning

- Trinity County Regional Transportation Plan, 2022
- Chester State Route 36 Complete Streets and Context Sensitive Streetscape Plan, 2022
- Tolowa Dee-ni' Connected Communities Plan, Tolowa Dee-ni' Nation, 2022
- Mission Oaks Wayfinding Plan, Mission Oaks, 2022
- City of Tehama Community Transportation Plan, 2022
- Placer County Mobility and Infill Acceleration Study, Placer County, 2021

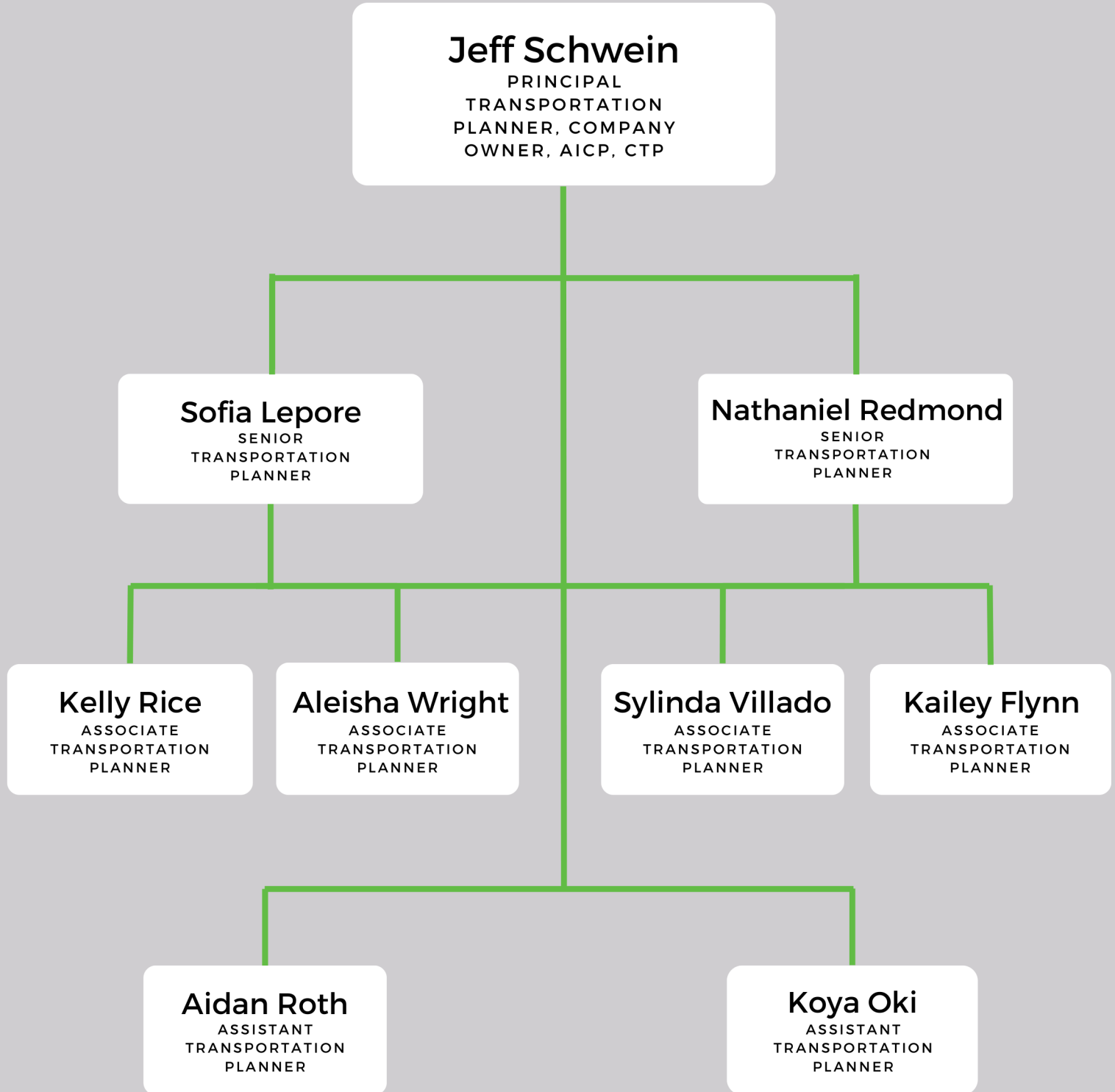
Funding Strategies

- Caltrans Sustainable Communities Grant, 2023
- Tuolumne Road North RAISE Grant, 2023
- La Grange Road RAISE Grant, 2023
- Redwood Coast Transit TIRCP Grant, 2023

Other

- Tehama County Safety, Secondary Access & Evacuation Routing Project, 2022

TEAM ORGANIZATION CHART



Past Due		Due in 3 Months		Complete		CT Milestone Report - Del Norte County - September 10, 2023															
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0100000193	01-43640	SHOPP	MELENDREZ, DAVID L	DN	101	35.8/36.5	Dr. Fine Bridge Replacement	IN DEL NORTE COUNTY NEAR CRESCENT CITY FROM 0.3 MILE SOUTH OF SMITH RIVER BRIDGE TO 0.4 MILE NORTH OF SMITH RIVER BRIDGE	REPLACE BRIDGE	\$86,565,000	\$6,499,000	\$13,715,507	\$106,779,507	CONST	05/22/2006	03/19/2020	04/15/2021	05/03/2021	08/02/2022	10/03/2026
01	0100020444	01-0B090	SHOPP	MELENDREZ, DAVID L	DN	101	8.2/8.7	Hunter/Panther Creek Bridge Replacement	IN DEL NORTE COUNTY NEAR KLAMATH AT PANTHER CREEK BRIDGE #01-0025 AND AT HUNTER CREEK BRIDGE #01-0003	REPLACE BRIDGE	\$21,171,000	\$2,230,000	\$2,344,675	\$25,745,675	CONST	07/01/2014	07/05/2018	04/16/2019	10/14/2019	05/08/2020	07/30/2024
01	0114000052	01-44260	SHOPP MINOR B	COONROD, CAREN E	DN	101	0/25	Develop Disposal Site	IN DEL NORTE COUNTY FROM THE HUMBOLDT-DEL NORTE COUNTY LINE TO 0.6 MI SOUTH OF SAND MIND RD-RD 112	DEVELOP DISPOSAL SITE	\$15,000	\$0	\$328,620	\$343,620	PAED		12/31/2024	01/15/2025	03/01/2025	06/01/2025	12/30/2026
01	0115000099	01-0F280	SHOPP	MATTEOLI, JAIME C	DN	101	12.7/16.5	LAST CHANCE GRADE Permanent Restoration	IN DEL NORTE COUNTY FROM WILSON CREEK BRIDGE TO 3.8 MILES NORTH OF WILSON CREEK BRIDGE	REPAIR SLIDES; CONSTRUCT BYPASS	\$1,693,642,000	\$39,233,000	\$241,785,173	\$1,974,660,173	PAED	06/01/2018	11/17/2025	07/01/2030	09/02/2030	06/16/2031	10/14/2039
01	0116000060	01-0F760	SHOPP	MELENDREZ, DAVID L	DN	199	28.1/28.1	REHAB IDLEWILD MAINT STATION	IN DEL NORTE COUNTY NEAR GASQUET AT THE IDLEWILD MAINTENANCE STATION	REHAB MAINTENANCE STATION	\$8,180,000	\$8,000	\$1,868,064	\$10,056,064	CONST	08/16/2018	05/12/2020	01/25/2023	06/27/2022	03/02/2023	10/03/2024
01	0116000137	01-0G210	SHOPP	WILCOX, GRANT M	DN	101	21.23/21.23	Permanent Restoration at Cushing Creek	IN DEL NORTE COUNTY NEAR CRESCENT CITY AT 0.2 MILE NORTH OF CUSHING CREEK VIADUCT #01-0076	PERMANENT RESTORATION @ CUSHING CREEK	\$8,939,000	\$23,000	\$1,534,241	\$10,496,241	CONST	05/15/2017	10/29/2019	09/08/2020	02/01/2021	08/05/2021	10/03/2024
01	0117000015	01-0G530	SHOPP MINOR B	COONROD, CAREN E	DN	101	27/27	CRESCENT CITY MTCE. YARD	IN DEL NORTE COUNTY IN CRESCENT CITY AT THE JUNCTION OF ROUTE 101 AND NORTHCREST DRIVE AT THE CRESCENT CITY MAINTENANCE STATION	PROPERTY PURCHASE	\$250,000	\$2,312,000	\$20	\$2,562,020	PSE		11/29/2016	12/01/2024			
01	0118000103	01-0H770	SHOPP MINOR B	COONROD, CAREN E	DN	199	28.06/28.06	01-0H770-MNRB-IDLEWILD MS PAVING	IN DEL NORTE COUNTY NEAR IDLEWILD AT THE IDLEWILD MAINTENANCE STATION	REPLACE ASPHALT	\$264,000	\$0	\$893	\$264,893	CONST		05/06/2020	07/25/2022	01/06/2023	06/08/2023	12/01/2024
01	0118000190	01-0J210	SHOPP	WILCOX, GRANT M	DN	101	R2.6/23.81	KLAMATH CAPM	IN DEL NORTE COUNTY IN & NEAR KLAMATH FROM 1.2 MILES SOUTH OF KLAMATH RIVER OVERFLOW TO 1.1 MILE NORTH OF HAMILTON ROAD	CAPM	\$33,065,000	\$49,000	\$4,770,249	\$37,884,249	PSE	06/24/2020	03/23/2023	07/01/2024	07/15/2024	01/28/2025	12/01/2026
01	0119000014	01-0J350	SHOPP MINOR A	FLOYD, KIMBERLY R	DN	199	33.41/33.41	COLLIER SRRA WATER UPGRADE	IN DEL NORTE COUNTY NEAR THE OREGON STATE LINE AT COLLIER SAFETY ROADSIDE REST AREA	UPGRADE WATER SYSTEM	\$1,080,000	\$0	\$2,034,744	\$3,114,744	PAED	08/08/2023	12/01/2024	12/01/2026	07/01/2026	11/01/2026	12/01/2029
01	0120000028	01-0B091	SHOPP	MELENDREZ, DAVID L	DN	101	8.2/8.7	Hunter-Panther Mitigation	IN DEL NORTE COUNTY NEAR KLAMATH AT PANTHER CREEK BRIDGE #01-0025 AND AT HUNTER CREEK BRIDGE #01-0003	LONG TERM MITIGATION	\$0	\$0	\$312,202	\$312,202	PSE	07/01/2014	07/05/2018	04/16/2019	12/01/2023	06/15/2024	06/01/2030
01	0120000033	01-0K140	SHOPP	WILCOX, GRANT M	DN	101	12.6/13.2	Wilson Creek Restoration & SPGA Wall	IN DEL NORTE COUNTY NEAR KLAMATH FROM WILSON CREEK BRIDGE TO 0.5 MILE NORTH OF WILSON CREEK BRIDGE	REALIGNMENT & SPGA WALL	\$24,894,000	\$673,000	\$7,158,353	\$32,725,353	PAED	10/21/2020	04/15/2025	07/19/2026	08/19/2026	02/02/2027	12/01/2028
01	0120000053	01-0F311	SHOPP	FALK-CARLSEN, KARL	DN	101	39.8/39.8	Dominie Fish Passage Mitigation	IN DEL NORTE COUNTY NEAR SMITH RIVER AT DOMINIE CREEK	ENVIRONMENTAL MITIGATION	\$200,000	\$0	\$321,208	\$521,208	CONST	10/19/2015	01/15/2019	12/11/2019	02/03/2020	07/04/2020	12/01/2027
01	0120000129	01-0K640	SHOPP	WILCOX, GRANT M	DN	199	24.11/24.267	Middle Fork Smith River Curve Improvement	IN DEL NORTE COUNTY FROM MIDDLE FORK SMITH RIVER BRIDGE TO 0.2 MILE NORTH OF MIDDLE FORK SMITH RIVER BRIDGE	CONSTRUCT CURVE IMPROVEMENT & UPGRADE ROADSIDE PAVEMENT	\$1,248,000	\$0	\$1,959,729	\$3,207,729	PSE	06/23/2021	02/06/2023	09/02/2023	11/17/2023	04/01/2024	12/01/2025
01	0120000135	01-0K690	SHOPP	WILCOX, GRANT M	DN	101	M0/46.5	Culvert Rehabilitation & Fish Passage	IN DEL NORTE COUNTY ON ROUTE 101 FROM THE HUM-DN COUNTY LINE TO THE OREGON STATE LINE	DRAINAGE REHAB & FISH PASSAGE	\$14,802,000	\$2,992,000	\$9,933,168	\$27,727,168	PAED	06/29/2022	11/02/2025	05/03/2027	08/03/2027	02/01/2028	12/01/2029
01	0121000034	01-0K950	SHOPP	WILCOX, GRANT M	DN	101	15.6/16.2	Damnation Creek Safety	IN DEL NORTE COUNTY ABOUT 10 MILES SOUTH OF CRESCENT CITY FROM 3 MILES NORTH TO 3.6 MILES NORTH OF WILSON CREEK BRIDGE	SUPER EL IMPROVEMENTS AND MGS	\$7,446,000	\$114,000	\$4,176,300	\$11,736,300	PAED	01/26/2022	03/30/2024	02/28/2025	03/17/2025	09/02/2025	12/01/2028
01	0121000044	01-0L040	SHOPP	GOFF, TREVOR	DN	101	12/16.5	LCG Landslide Repair	IN DEL NORTE COUNTY ABOUT 8 MILES SOUTH OF CRESCENT CITY FROM 0.2 MI SOUTH OF LAGOON CR CO PK TO BEG PASSING LN LT	LANDSLIDE REPAIR	\$19,100,000	\$2,000	\$2,189,175	\$21,291,175	CONST	02/15/2021	02/15/2021	02/15/2024	02/16/2021	02/17/2021	07/04/2024
01	0121000047	01-0L050	SHOPP MINOR B	COONROD, CAREN E	DN	199	11/11.5	Hardscrabble Creek HFST	IN DEL NORTE COUNTY FROM HARDCRABBLE CREEK BRIDGE #01-40 TO 0.5 MILE NORTH OF HARDCRABBLE CREEK BRIDGE	HFST	\$330,000	\$0	\$0	\$330,000	CONST		10/14/2021	10/19/2021	12/15/2021	06/23/2022	12/01/2023
01	0121000070	01-43641	SHOPP	FALK-CARLSEN, KARL	DN	101	36.056/36.056	Smith River Bridge On Site Mitigation	IN DEL NORTE COUNTY NEAR CRESCENT CITY FROM 0.3 MILE SOUTH TO 0.4 MILE NORTH OF SMITH RIVER BRIDGE #01-0020	ON SITE MITIGATION & MONITORING	\$500,000	\$0	\$1,459,490	\$1,959,490	PSE	04/07/2021	03/10/2020		07/01/2025	12/01/2025	10/01/2027
01	0121000071	01-43642	SHOPP	MELENDREZ, DAVID L	DN	101	25.84/25.84	Smith River BR/HAMBRO Off Site Mitigation	IN DEL NORTE COUNTY NEAR CRESCENT CITY AT ELK VALLEY ROAD	OFFSITE MITIGATION	\$300,000	\$0	\$508,508	\$808,508	CONST	04/07/2021		07/15/2025	05/03/2021	12/01/2025	12/01/2027
01	0121000075	01-0L140	OTHER-LOCAL	MELENDREZ, DAVID L	DN	101	3.72/3.78	Resighini Encroachment Permit	In Del Norte County at Klamath River Overflow	Oversite	\$0	\$0	\$165,433	\$165,433	PAED		04/01/2024	09/01/2024	09/01/2024	02/14/2025	10/01/2025
01	0121000086	01-0L230	SHOPP	GOFF, TREVOR	DN	101	15.1/15.5	LCG Landslide Repair	IN DEL NORTE COUNTY ABOUT 10 MILES SOUTH OF CRESCENT CITY FROM 1.3 MI TO 1.9 MI NORTH OF RUDISILL RD	LANDSLIDE REPAIR	\$6,500,000	\$0	\$1,231,756	\$7,731,756	CONST	05/12/2021	05/12/2021	05/12/2021	05/12/2021	06/21/2021	07/04/2024
01	0122000010	01-0L430	SHOPP	MELENDREZ, DAVID L	DN	101	39.2/39.6	Timbers Blvd Safety	IN DEL NORTE COUNTY NEAR SMITH RIVER FROM 0.5 MILE SOUTH OF ROWDY CREEK BRIDGE TO ROWDY CREEK BRIDGE	LEFT TURN CHANNELIZATION	\$3,402,000	\$110,000	\$3,202,822	\$6,714,822	PAED	10/12/2022	07/19/2024	09/30/2025	10/15/2025	05/05/2026	12/01/2027

Past Due		Due in 3 Months		Complete		CT Milestone Report - Del Norte County - September 10, 2023															
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0122000073	01-0L990	SHOPP	MELENDREZ, DAVID L	DN	199	T.8/T.8	DN 199 Roundabout	IN DEL NORTE COUNTY NEAR CRESCENT CITY AT ELK VALLEY CROSS ROAD	CONSTRUCT ROUNDABOUT	\$3,499,000	\$23,000	\$3,736,291	\$7,258,291	PAED	03/22/2023	06/03/2024	09/22/2024	07/01/2025	01/27/2026	12/01/2027
01	0122000074	01-0M000	OTHER STATE FUNDS	COONROD, CAREN E	DN	101	R28.1/28.1	CHP Transfer of Jurisdiction	IN DEL NORTE COUNTY NEAR CRESCENT CITY AT FRONTAGE (FR) EAST WASHINGTON BOULEVARD	TRANSFER OF JURISDICTION	\$0	\$0	\$245	\$245	PSE		06/29/2022	12/01/2023			
01	0122000075	01-0M010	MAINTENANCE	COONROD, CAREN E	DN	197	R0/7.1	Smith River Micro-Surfacing	IN DEL NORTE COUNTY NEAR HIOUCHI FROM ROUTE 199 TO ROUTE 101	MICRO-SURFACING	\$1,528,000	\$0	\$64,647	\$1,592,647	CONST		08/17/2022	08/17/2022	10/14/2022	03/27/2023	11/01/2023
01	0122000105	01-0M120	SHOPP	WILCOX, GRANT M	DN	101	18.4/19.3	Mill Creek Safety	IN DEL NORTE COUNTY FROM 1.8 MILE SOUTH OF MILL CREEK PARK ENTRANCE - ROAD 8068 TO 1.0 MILE SOUTH OF MILL CREEK PARK ENTRANCE	SUPER ELEVATION IMPROVEMENT, SHOULDERS AND HFST	\$5,297,000	\$3,000	\$4,131,965	\$9,431,965	PAED	07/10/2023	05/19/2025	06/10/2026	07/15/2026	12/01/2026	12/01/2027
01	0122000123	01-0M200	OTHER STATE FUNDS	FINCK, BRIAN T	DN	199	T.506/36.408	DN-199 MMBN	MIDDLE MILE BROADBAND 33.06 MILES IN DEL NORTE COUNTY NEAR CRESCENT CITY FROM THE ROUTE 199/101 SEPARATION TO THE OREGON STATE LINE	MIDDLE MILE BROADBAND	\$12,611,000	\$0	\$3,839,069	\$16,450,069	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026
01	0123000012	01-0M420	OTHER STATE FUNDS	FINCK, BRIAN T	DN	169	R0/2.895	HUM-169 Klamath MMBN	MIDDLE MILE BROADBAND XX MILES IN DEL NORTE COUNTY NEAR KLAMATH FROM THE ROUTE 101/169 SEPARATION TO ARROW MILLS ROAD 8073	MIDDLE MILE BROADBAND	\$0	\$0	\$1,187,093	\$1,187,093	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026
01	0123000016	01-0M460	SHOPP	GOFF, TREVOR	DN	101	26.95/26.95	CC MS fuel facility install	IN DEL NORTE COUNTY IN CRESCENT CITY AT THE CRESCENT CITY MAINTENANCE STATION	Construct Fuel Facility	\$388,000	\$0	\$126,757	\$514,757	CONST	08/08/2022	08/08/2022	08/08/2022	08/08/2022	08/08/2022	08/01/2024
01	0123000054	01-0M670	MAINTENANCE	COONROD, CAREN E	DN	101	R27.9/31.2	Crescent City Freeway Micro-Surfacing	IN DEL NORTE COUNTY NEAR CRESCENT CITY FROM WASHINGTON BOULEVARD OVERCROSSING TO ELK VALLEY CROSS ROAD	MICRO-SURFACING	\$1,557,000	\$0	\$223,352	\$1,780,352	PSE		07/13/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024
01	0123000058	01-0M710	MAINTENANCE	COONROD, CAREN E	DN	101	46.18/46.18	Smith River Ag Station Resurface	IN DEL NORTE COUNTY NEAR SMITH RIVER AT THE SMITH RIVER AGRICULTURE INSPECTION STATION	RESURFACE INSPECTION STATION	\$200,000	\$0	\$30,373	\$230,373	PSE		07/18/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024
01	0123000059	01-0M720	MAINTENANCE	COONROD, CAREN E	DN	199	18.8/35.9	2024 PAVEMENT MARKINGS	IN DEL NORTE COUNTY FROM 0.1 MILE SOUTH OF GRASSY FLAT CAMPGROUND TO 0.6 MILE SOUTH OF THE OREGON BORDER	PAVEMENT MARKINGS	\$200,000	\$0	\$32,861	\$232,861	PSE		07/13/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024
01	0123000076	01-0M850	SHOPP	GOPANA, KIRAN K	DN	101	39.6/39.9	Rowdy Creek Road Left Turn Channelization	IN DEL NORTE COUNTY IN SMITH RIVER FROM ROWDY CREEK BRIDGE TO FRED HAIGHT DRIVE		\$0	\$31,000	\$2,478,020	\$2,509,020	PID	12/07/2023	02/10/2025	02/10/2026	06/30/2026	02/02/2027	06/30/2028
01	0123000170	01-0M251	OTHER STATE FUNDS	FINCK, BRIAN T	DN	101	0/8.2	Mile Broadband Network	MIDDLE MILE BROADBAND 59.694 MILES IN HUMBOLDT AND DEL NORTE COUNTIES NEAR ORICK FROM 0.1 MILE SOUTH OF PRAIRIE CREEK BRIDGE TO END OF HUMBOLDT COUNTY LINE AND FROM THE DEL NORTE - HUMBOLDT COUNTY LINE TO THE OREGON STATE LINE		\$0	\$0	\$1,875,897	\$1,875,897	PAED	06/17/2020	08/30/2024	08/30/2024	09/30/2024	03/18/2025	12/01/2026
01	0123000200	01-0N270	SHOPP	WILCOX, GRANT M	DN	101	27.04/42.54	Crescent City to Smith River Pavement	In Del Norte County near Crescent City from 0.1 mile south of Williams Drive to 0.4 mile south of Rowdy Creek Bridge.	Rehabilitation of Asphalt Pavement from North of Crescent City to the Smith River, proposed scope includes Crack Seal, Asphalt Overlay, Shoulder Backing, Replace Median Barrier, Remove/Replace Guardrail, Roadside Rehabilitation and Sign Replacement.	\$10,000	\$0	\$2,680,007	\$2,690,007	PID	06/18/2024	12/18/2025	08/20/2027	09/02/2027	03/29/2028	09/17/2029
01	0123000202	01-0N290	SHOPP	MELENDREZ, DAVID L	DN	197	3.2/4.5	Del Norte STAA Improvements	IN DEL NORTE COUNTY NEAR CRESCENT CITY ON ROUTE 197 FROM KASPAR/KEENE ROAD TO RUBY VAN DEVENTER COUNTY PARK AND ON ROUTE 199 FROM 0.7 MILE NORTH OF PATRICK CREEK BRIDGE TO 1.1 MILE NORTH OF SISKIYOU FORK ROAD		\$41,631,000	\$200,000	\$11,660,450	\$53,491,450	PAED	10/16/2023	10/16/2023	07/31/2024	10/15/2024	05/01/2025	12/04/2028
01	0123000209	01-0N390	SHOPP	GOFF, TREVOR	DN	101	22.5/26.5	Culvert Repairs	N DEL NORTE COUNTY IN AND NEAR CRESCENT CITY FROM 0.2 MILE SOUTH OF HAMILTON ROAD TO 6TH STREET NORTHBOUND		\$1,000,000	\$0	\$302,195	\$1,302,195	CONST	06/28/2023	06/28/2023	06/28/2023	06/28/2023	06/29/2023	11/01/2024
01	0124000017	01-0N400	SHOPP	GOFF, TREVOR	DN	101	0/4	Pavement Repair	IN DEL NORTE COUNTY NEAR KLAMATH FROM THE HUMBOLDT DEL NORTE COUNTY LINE TO THE KLAMATH RIVER BRIDGE.		\$1,000,000	\$0	\$258,064	\$1,258,064	CONST	07/07/2023	07/07/2023	07/07/2023	07/07/2023	07/24/2023	11/01/2024
01	0124000047	01-0N460	OTHER STATE FUNDS	PETERSON, JULIA	DN	101	46.49/46.49	Clean CA DN 101 Welcome (MNRB)	IN DEL NORTE COUNTY NEAR CRESCENT CITY AT OREGON STATE LINE		\$0	\$0	\$91,600	\$91,600	PAED		09/07/2023	09/07/2023	09/07/2023	10/01/2023	12/31/2023
01	0124000048	01-0N490	OTHER STATE FUNDS	PETERSON, JULIA	DN	199	36.28/36.28	Clean CA DN 199 Welcome (MNRB)	IN DEL NORTE COUNTY NEAR IDLEWILD AT OREGON STATE LINE		\$0	\$0	\$119,794	\$119,794	PAED		09/07/2023	09/07/2023	09/07/2023	10/01/2023	12/31/2023
01	0124000053	01-0N540	SHOPP	GOFF, TREVOR	DN	199	7/36.4	Fire Damage Repairs	IN DEL NORTE COUNTY NEAR HIOUCHI FROM 0.8 MILE NORTH OF MYRTLE CREEK BRIDGE TO THE OREGON STATE LINE		\$0	\$0	\$1,524,947	\$1,524,947	CONST	08/17/2023	08/17/2023	08/17/2023	08/17/2023	08/17/2023	11/01/2024

Field Descriptions for RTPA CT Milestones Reports

Footnote	Column	Description
a)	Program	The funding source for the project.
	LOCAL ASSISTANCE	This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies.
	MAINTENANCE	Highway maintenance is the preservation, upkeep, and restoration of the roadway structures as nearly as possible in the condition to which they were constructed.
	OTHER STATE FUNDS	Miscellaneous State funds.
	OTHER-LOCAL	Miscellaneous Local funds.
	PLANNING	During the PID phase (see below) prior to the project being programmed into either SHOPP or STIP.
	SAFE ROUTES	Safe Routes to Schools- Part of the Active Transportation and Complete Streets Program
	SHOPP	State Highway Operation and Protection Program - The SHOPP consists of safety projects and preservation projects necessary to maintain and preserve the existing State Highway System.
	SHOPP MINOR A	A SHOPP project that has a construction capital limit between \$291,001 and \$1,250,000.
	SHOPP MINOR B	A SHOPP project that has a construction capital limit of \$291,000 or less.
	STIP	State Transportation Improvement Program - The STIP primarily consists of capacity enhancing or increasing projects, but it can also include local road rehabilitation projects.
b)	Current Phase	The stage of progress of the project. Post-construction (close-out) projects are not included in this report.
	PID	Project Initiation Documents - Establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. Prior to the project being programmed.
	PAED	Project Approval and Environmental Document - Complete detailed environmental and engineering studies for project alternatives (as needed); approve the preferred project alternative.
	PSE	Plans, Specifications and Estimate - Conduct detailed project design; prepare and advertise project contract.
	CONST	Period from approval of the construction contract to final acceptance and payment of the work performed by the contractor.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)
Regional Surface Transportation Program (RSTP)
Updated 4-Year Apportionment Estimate

	2023 FTIP/FSTIP Period			
	FFY 2022/23	FFY 2023/24	FFY 2024/25	FFY 2025/26
STBG Program Apportionment Estimate (1)	1,220,621,452	1,245,033,881	1,269,934,559	1,295,333,247
Less: 2% SPR Set-aside	(24,412,429)	(24,900,678)	(25,398,691)	(25,906,665)
TAP Set-aside (2)	(126,177,668)	(128,701,221)	(131,275,245)	(133,900,749)
Total Adjusted STBGP for Distribution	1,070,031,355	1,091,431,982	1,113,260,623	1,135,525,833
% increase	2%	2%	2%	2%

REGIONS (Suballocated based on Population)	588,517,245	600,287,590	612,293,343	624,539,208
>200k	474,944,230	484,443,114	494,131,977	504,014,616
<5k to under 200K	113,573,015	115,844,476	118,161,366	120,524,592
Additional Distribution to Regions (Based on STIP Formula) (3)	11,549,539	14,380,529	19,208,140	23,032,303
Additional Distribution to Region	20,000,000	23,000,000	28,000,000	32,000,000
Less: Local Assistance Oversight Estimate (4)	(8,450,461)	(8,619,471)	(8,791,860)	(8,967,697)
Total (Regional Distribution)	600,066,784	614,668,119	631,501,483	647,571,511

STATE (Any area of the State)	481,514,110	491,144,392	500,967,280	510,986,625
Less: Additional Distribution to Region : \$21M	(20,000,000)	(23,000,000)	(28,000,000)	(32,000,000)
Off-System Bridges Set-aside	(99,878,602)	(99,878,602)	(99,878,602)	(99,878,602)
Total (Any Area of the State)	361,635,508	368,265,790	373,088,678	379,108,023

Notes:

FFY 2022-23 based on FHWA Notice N4510.870 dated 10/03/22.

1. FFY 2022/23 through FFY 2025/26 assume FFY 2022/23's funding & FFY 2022/23's suballocation rate of 55% to Region. Of the amount to be distributed to Regions based on population, assume 81% to > 200K and 19% to rest of State. FFY 2019/20 was the last year of the FAST Act.

2. TAP Set Aside: based on state share from 2009 with a steady 2% increase in IJJA

3. Additional distribution to Regions: Is an adjustment to get the State/Local split at the 60/40 total and will be adjusted as needed. Distribute remainder based on 2020 STIP County Share Formula.

4. Local Assistance oversight estimate: assume 2% increase per year.

5. FFY 2023 through 2026 are projections and subject to change.

**STBGP/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)
FFY 2022/23 Updated Apportionment Estimate
7/18/2023**

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	\$ 97,115,428	\$ 15,622,335	\$ 95,781	\$ 15,526,554	\$ -	\$ 15,526,554	\$ 112,641,982	\$ 1,955,273	\$ 114,597,255
SACOG Region	\$ 27,229,010	\$ 8,583,721	\$ 30,426	\$ 8,553,295		\$ 8,553,295	\$ 35,782,305	\$ 672,116	\$ 36,454,421
TRPA (South Lake Tahoe, CA-NV) ²	\$ 2,290,629	\$ -	\$ 1,946		\$ -	\$ -	\$ 2,290,629	15,355	2,305,985
SCAG Region	\$ 267,868,789	\$ 17,053,000	\$ 242,067	\$ 16,810,932		\$ 16,810,932	\$ 284,679,721	\$ 4,965,388	\$ 289,645,108
AMBAG Region	\$ -	\$ 11,410,120	\$ 9,694	\$ 11,400,426	\$ -	\$ 11,400,426	\$ 11,400,426	\$ 250,515	\$ 11,650,942
Alpine	\$ -	\$ 18,298	\$ 16	\$ 18,282	\$ 112,926	\$ 131,208	\$ 131,208	\$ 11,927	\$ 143,135
Amador	\$ -	\$ 593,173	\$ 504	\$ 592,669	\$ -	\$ 592,669	\$ 592,669	\$ 27,049	\$ 619,718
Butte	\$ -	\$ 3,425,958	\$ 2,911	\$ 3,423,047	\$ -	\$ 3,423,047	\$ 3,423,047	\$ 79,655	\$ 3,502,702
Calaveras	\$ -	\$ 709,765	\$ 603	\$ 709,162	\$ -	\$ 709,162	\$ 709,162	\$ 32,335	\$ 741,497
Colusa	\$ -	\$ 333,548	\$ 283	\$ 333,265	\$ -	\$ 333,265	\$ 333,265	\$ 21,411	\$ 354,676
Del Norte	\$ -	\$ 445,530	\$ 379	\$ 445,152	\$ -	\$ 445,152	\$ 445,152	\$ 19,882	\$ 465,034
Fresno (Fresno UZA)	\$ 10,341,448	\$ 4,295,248	\$ 12,435	\$ 4,282,812	\$ -	\$ 4,282,812	\$ 14,624,261	\$ 301,618	\$ 14,925,879
Glenn	\$ -	\$ 437,931	\$ 372	\$ 437,559	\$ -	\$ 437,559	\$ 437,559	\$ 22,413	\$ 459,972
Humboldt	\$ -	\$ 2,096,421	\$ 1,781	\$ 2,094,640	\$ -	\$ 2,094,640	\$ 2,094,640	\$ 80,381	\$ 2,175,021
Inyo	\$ -	\$ 288,808	\$ 245	\$ 288,563	\$ 384,790	\$ 673,353	\$ 673,353	\$ 111,326	\$ 784,679
Kern (Bakersfield)	\$ 8,277,765	\$ 4,915,268	\$ 11,209	\$ 4,904,059	\$ -	\$ 4,904,059	\$ 13,181,825	\$ 406,229	\$ 13,588,053
Kings	\$ -	\$ 2,382,317	\$ 2,024	\$ 2,380,293	\$ -	\$ 2,380,293	\$ 2,380,293	\$ 59,635	\$ 2,439,928
Lake	\$ -	\$ 1,006,998	\$ 856	\$ 1,006,142	\$ -	\$ 1,006,142	\$ 1,006,142	\$ 34,991	\$ 1,041,134
Lassen	\$ -	\$ 543,404	\$ 462	\$ 542,942	\$ -	\$ 542,942	\$ 542,942	\$ 51,228	\$ 594,170
Madera	\$ -	\$ 2,349,350	\$ 1,996	\$ 2,347,354	\$ -	\$ 2,347,354	\$ 2,347,354	\$ 55,488	\$ 2,402,842
Mariposa	\$ -	\$ 284,214	\$ 241	\$ 283,973	\$ -	\$ 283,973	\$ 283,973	\$ 20,960	\$ 304,933
Mendocino	\$ -	\$ 1,367,907	\$ 1,162	\$ 1,366,745	\$ -	\$ 1,366,745	\$ 1,366,745	\$ 75,834	\$ 1,442,578
Merced	\$ -	\$ 3,983,345	\$ 3,384	\$ 3,979,961	\$ -	\$ 3,979,961	\$ 3,979,961	\$ 98,998	\$ 4,078,959
Modoc	\$ -	\$ 150,836	\$ 128	\$ 150,707	\$ 145,700	\$ 296,407	\$ 296,407	\$ 27,362	\$ 323,769
Mono	\$ -	\$ 221,161	\$ 188	\$ 220,973	\$ 8,752	\$ 229,725	\$ 229,725	\$ 82,712	\$ 312,437
Nevada	\$ -	\$ 1,538,006	\$ 1,307	\$ 1,536,699	\$ -	\$ 1,536,699	\$ 1,536,699	\$ 42,383	\$ 1,579,082
Plumas	\$ -	\$ 311,560	\$ 265	\$ 311,295	\$ -	\$ 311,295	\$ 311,295	\$ 30,481	\$ 341,776
San Diego (San Diego UZA)	\$ 46,841,741	\$ 2,027,014	\$ 41,519	\$ 1,985,496	\$ -	\$ 1,985,496	\$ 48,827,237	\$ 855,705	\$ 49,682,942
San Joaquin (Stockton)	\$ 5,854,264	\$ 4,901,035	\$ 9,138	\$ 4,891,897	\$ -	\$ 4,891,897	\$ 10,746,161	\$ 205,564	\$ 10,951,725
San Luis Obispo	\$ -	\$ 4,198,931	\$ 3,567	\$ 4,195,364	\$ -	\$ 4,195,364	\$ 4,195,364	\$ 150,915	\$ 4,346,279
Santa Barbara	\$ -	\$ 6,601,119	\$ 5,608	\$ 6,595,511	\$ -	\$ 6,595,511	\$ 6,595,511	\$ 169,608	\$ 6,765,119
Shasta	\$ -	\$ 2,759,811	\$ 2,345	\$ 2,757,467	\$ -	\$ 2,757,467	\$ 2,757,467	\$ 87,259	\$ 2,844,726
Sierra	\$ -	\$ 50,455	\$ 43	\$ 50,412	\$ 80,796	\$ 131,208	\$ 131,208	\$ 14,520	\$ 145,728
Siskiyou	\$ -	\$ 699,207	\$ 594	\$ 698,613	\$ -	\$ 698,613	\$ 698,613	\$ 60,198	\$ 758,811
Stanislaus (Modesto)	\$ 5,658,202	\$ 2,433,691	\$ 6,875	\$ 2,426,816	\$ -	\$ 2,426,816	\$ 8,085,018	\$ 151,868	\$ 8,236,886
Tehama	\$ -	\$ 988,280	\$ 840	\$ 987,440	\$ -	\$ 987,440	\$ 987,440	\$ 44,588	\$ 1,032,028
Trinity	\$ -	\$ 214,683	\$ 182	\$ 214,501	\$ 37,412	\$ 251,912	\$ 251,912	\$ 31,646	\$ 283,558
Tulare (Visalia)	\$ 3,466,812	\$ 3,468,393	\$ 5,892	\$ 3,462,501	\$ -	\$ 3,462,501	\$ 6,929,313	\$ 187,874	\$ 7,117,186
Tuolumne	\$ -	\$ 862,173	\$ 732	\$ 861,441	\$ -	\$ 861,441	\$ 861,441	\$ 34,904	\$ 896,345
Statewide Total	\$ 474,944,088	\$ 113,573,015	\$ 500,000	\$ 113,074,961	\$ 770,375	\$ 113,845,336	\$ 588,789,424	\$ 11,547,593	\$ 600,337,017

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.

**STBGP/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)
FFY 2023/24 Updated Apportionment Estimate
7/18/2023**

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	\$ 99,057,737	\$ 15,934,782	\$ 95,781	\$ 15,839,001	\$ -	\$ 15,839,001	\$ 114,896,738	\$ 2,434,544	\$ 117,331,281
SACOG Region	\$ 27,773,590	\$ 8,755,395	\$ 30,426	\$ 8,724,969		\$ 8,724,969	\$ 36,498,559	\$ 836,863	\$ 37,335,422
TRPA (South Lake Tahoe, CA-NV) ²	\$ 2,336,442	\$ -	\$ 1,946		\$ -	\$ -	\$ 2,336,442	\$ 19,596	\$ 2,356,038
SCAG Region	\$ 273,226,164	\$ 17,394,059	\$ 242,067	\$ 17,151,992		\$ 17,151,992	\$ 290,378,156	\$ 6,182,489	\$ 296,560,646
AMBAG Region	\$ -	\$ 11,638,323	\$ 9,694	\$ 11,628,629	\$ -	\$ 11,628,629	\$ 11,628,629	\$ 311,921	\$ 11,940,549
Alpine	\$ -	\$ 18,664	\$ 16	\$ 18,648	\$ 112,560	\$ 131,208	\$ 131,208	\$ 14,850	\$ 146,058
Amador	\$ -	\$ 605,037	\$ 504	\$ 604,533	\$ -	\$ 604,533	\$ 604,533	\$ 33,679	\$ 638,211
Butte	\$ -	\$ 3,494,477	\$ 2,911	\$ 3,491,566	\$ -	\$ 3,491,566	\$ 3,491,566	\$ 99,179	\$ 3,590,745
Calaveras	\$ -	\$ 723,960	\$ 603	\$ 723,357	\$ -	\$ 723,357	\$ 723,357	\$ 40,261	\$ 763,619
Colusa	\$ -	\$ 340,219	\$ 283	\$ 339,936	\$ -	\$ 339,936	\$ 339,936	\$ 26,659	\$ 366,595
Del Norte	\$ -	\$ 454,441	\$ 379	\$ 454,062	\$ -	\$ 454,062	\$ 454,062	\$ 24,756	\$ 478,818
Fresno (Fresno UZA)	\$ 10,548,277	\$ 4,381,152	\$ 12,435	\$ 4,368,717	\$ -	\$ 4,368,717	\$ 14,916,995	\$ 375,550	\$ 15,292,544
Glenn	\$ -	\$ 446,689	\$ 372	\$ 446,317	\$ -	\$ 446,317	\$ 446,317	\$ 27,907	\$ 474,224
Humboldt	\$ -	\$ 2,138,350	\$ 1,781	\$ 2,136,569	\$ -	\$ 2,136,569	\$ 2,136,569	\$ 100,084	\$ 2,236,653
Inyo	\$ -	\$ 294,584	\$ 245	\$ 294,339	\$ 379,014	\$ 673,353	\$ 673,353	\$ 138,614	\$ 811,967
Kern (Bakersfield)	\$ 8,443,321	\$ 5,013,573	\$ 11,209	\$ 5,002,365	\$ -	\$ 5,002,365	\$ 13,445,685	\$ 505,802	\$ 13,951,488
Kings	\$ -	\$ 2,429,964	\$ 2,024	\$ 2,427,940	\$ -	\$ 2,427,940	\$ 2,427,940	\$ 74,252	\$ 2,502,192
Lake	\$ -	\$ 1,027,138	\$ 856	\$ 1,026,282	\$ -	\$ 1,026,282	\$ 1,026,282	\$ 43,568	\$ 1,069,851
Lassen	\$ -	\$ 554,272	\$ 462	\$ 553,810	\$ -	\$ 553,810	\$ 553,810	\$ 63,785	\$ 617,595
Madera	\$ -	\$ 2,396,337	\$ 1,996	\$ 2,394,341	\$ -	\$ 2,394,341	\$ 2,394,341	\$ 69,089	\$ 2,463,430
Mariposa	\$ -	\$ 289,899	\$ 241	\$ 289,657	\$ -	\$ 289,657	\$ 289,657	\$ 26,097	\$ 315,755
Mendocino	\$ -	\$ 1,395,265	\$ 1,162	\$ 1,394,103	\$ -	\$ 1,394,103	\$ 1,394,103	\$ 94,422	\$ 1,488,525
Merced	\$ -	\$ 4,063,012	\$ 3,384	\$ 4,059,628	\$ -	\$ 4,059,628	\$ 4,059,628	\$ 123,264	\$ 4,182,892
Modoc	\$ -	\$ 153,852	\$ 128	\$ 153,724	\$ 142,683	\$ 296,407	\$ 296,407	\$ 34,069	\$ 330,476
Mono	\$ -	\$ 225,584	\$ 188	\$ 225,396	\$ 4,329	\$ 229,725	\$ 229,725	\$ 102,986	\$ 332,711
Nevada	\$ -	\$ 1,568,766	\$ 1,307	\$ 1,567,459	\$ -	\$ 1,567,459	\$ 1,567,459	\$ 52,772	\$ 1,620,231
Plumas	\$ -	\$ 317,791	\$ 265	\$ 317,526	\$ -	\$ 317,526	\$ 317,526	\$ 37,953	\$ 355,479
San Diego (San Diego UZA)	\$ 47,778,575	\$ 2,067,555	\$ 41,519	\$ 2,026,036	\$ -	\$ 2,026,036	\$ 49,804,611	\$ 1,065,453	\$ 50,870,065
San Joaquin (Stockton)	\$ 5,971,349	\$ 4,999,055	\$ 9,138	\$ 4,989,918	\$ -	\$ 4,989,918	\$ 10,961,267	\$ 255,951	\$ 11,217,218
San Luis Obispo	\$ -	\$ 4,282,910	\$ 3,567	\$ 4,279,343	\$ -	\$ 4,279,343	\$ 4,279,343	\$ 187,907	\$ 4,467,250
Santa Barbara	\$ -	\$ 6,733,142	\$ 5,608	\$ 6,727,534	\$ -	\$ 6,727,534	\$ 6,727,534	\$ 211,181	\$ 6,938,715
Shasta	\$ -	\$ 2,815,007	\$ 2,345	\$ 2,812,663	\$ -	\$ 2,812,663	\$ 2,812,663	\$ 108,648	\$ 2,921,311
Sierra	\$ -	\$ 51,464	\$ 43	\$ 51,421	\$ 79,787	\$ 131,208	\$ 131,208	\$ 18,079	\$ 149,287
Siskiyou	\$ -	\$ 713,191	\$ 594	\$ 712,597	\$ -	\$ 712,597	\$ 712,597	\$ 74,954	\$ 787,551
Stanislaus (Modesto)	\$ 5,771,366	\$ 2,482,365	\$ 6,875	\$ 2,475,490	\$ -	\$ 2,475,490	\$ 8,246,856	\$ 189,093	\$ 8,435,949
Tehama	\$ -	\$ 1,008,045	\$ 840	\$ 1,007,206	\$ -	\$ 1,007,206	\$ 1,007,206	\$ 55,517	\$ 1,062,723
Trinity	\$ -	\$ 218,977	\$ 182	\$ 218,794	\$ 33,118	\$ 251,912	\$ 251,912	\$ 39,403	\$ 291,316
Tulare (Visalia)	\$ 3,536,148	\$ 3,537,761	\$ 5,892	\$ 3,531,868	\$ -	\$ 3,531,868	\$ 7,068,017	\$ 233,925	\$ 7,301,942
Tuolumne	\$ -	\$ 879,417	\$ 732	\$ 878,684	\$ -	\$ 878,684	\$ 878,684	\$ 43,459	\$ 922,144
Statewide Total	\$ 484,442,970	\$ 115,844,475	\$ 500,000	\$ 115,346,421	\$ 751,490	\$ 116,097,911	\$ 600,540,881	\$ 14,378,583	\$ 614,919,464

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.

**STBGP/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)
FFY 2024/25 Updated Apportionment Estimate
7/21/2023**

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	\$ 101,038,892	\$ 16,253,478	\$ 95,781	\$ 16,157,697	\$ -	\$ 16,157,697	\$ 117,196,588	\$ 3,251,832	\$ 120,448,420
SACOG Region	\$ 28,329,062	\$ 8,930,503	\$ 30,426	\$ 8,900,077		\$ 8,900,077	\$ 37,229,139	\$ 1,117,802	\$ 38,346,941
TRPA (South Lake Tahoe, CA-NV) ²	\$ 2,383,171	\$ -	\$ 1,946		\$ -	\$ -	\$ 2,383,171	26,828	2,409,999
SCAG Region	\$ 278,690,688	\$ 17,741,941	\$ 242,067	\$ 17,499,873		\$ 17,499,873	\$ 296,190,562	\$ 8,257,980	\$ 304,448,541
AMBAG Region	\$ -	\$ 11,871,089	\$ 9,694	\$ 11,861,395	\$ -	\$ 11,861,395	\$ 11,861,395	\$ 416,634	\$ 12,278,029
Alpine	\$ -	\$ 19,037	\$ 16	\$ 19,021	\$ 112,187	\$ 131,208	\$ 131,208	\$ 19,836	\$ 151,044
Amador	\$ -	\$ 617,138	\$ 504	\$ 616,634	\$ -	\$ 616,634	\$ 616,634	\$ 44,985	\$ 661,618
Butte	\$ -	\$ 3,564,366	\$ 2,911	\$ 3,561,456	\$ -	\$ 3,561,456	\$ 3,561,456	\$ 132,474	\$ 3,693,930
Calaveras	\$ -	\$ 738,439	\$ 603	\$ 737,836	\$ -	\$ 737,836	\$ 737,836	\$ 53,777	\$ 791,614
Colusa	\$ -	\$ 347,023	\$ 283	\$ 346,740	\$ -	\$ 346,740	\$ 346,740	\$ 35,608	\$ 382,349
Del Norte	\$ -	\$ 463,530	\$ 379	\$ 463,151	\$ -	\$ 463,151	\$ 463,151	\$ 33,067	\$ 496,218
Fresno (Fresno UZA)	\$ 10,759,243	\$ 4,468,776	\$ 12,435	\$ 4,456,340	\$ -	\$ 4,456,340	\$ 15,215,583	\$ 501,623	\$ 15,717,207
Glenn	\$ -	\$ 455,623	\$ 372	\$ 455,251	\$ -	\$ 455,251	\$ 455,251	\$ 37,275	\$ 492,527
Humboldt	\$ -	\$ 2,181,117	\$ 1,781	\$ 2,179,336	\$ -	\$ 2,179,336	\$ 2,179,336	\$ 133,683	\$ 2,313,018
Inyo	\$ -	\$ 300,476	\$ 245	\$ 300,231	\$ 373,122	\$ 673,353	\$ 673,353	\$ 185,147	\$ 858,500
Kern (Bakersfield)	\$ 8,612,187	\$ 5,113,845	\$ 11,209	\$ 5,102,636	\$ -	\$ 5,102,636	\$ 13,714,823	\$ 675,603	\$ 14,390,426
Kings	\$ -	\$ 2,478,563	\$ 2,024	\$ 2,476,539	\$ -	\$ 2,476,539	\$ 2,476,539	\$ 99,179	\$ 2,575,718
Lake	\$ -	\$ 1,047,681	\$ 856	\$ 1,046,825	\$ -	\$ 1,046,825	\$ 1,046,825	\$ 58,195	\$ 1,105,020
Lassen	\$ -	\$ 565,357	\$ 462	\$ 564,895	\$ -	\$ 564,895	\$ 564,895	\$ 85,198	\$ 650,093
Madera	\$ -	\$ 2,444,264	\$ 1,996	\$ 2,442,268	\$ -	\$ 2,442,268	\$ 2,442,268	\$ 92,282	\$ 2,534,550
Mariposa	\$ -	\$ 295,697	\$ 241	\$ 295,455	\$ -	\$ 295,455	\$ 295,455	\$ 34,858	\$ 330,314
Mendocino	\$ -	\$ 1,423,170	\$ 1,162	\$ 1,422,008	\$ -	\$ 1,422,008	\$ 1,422,008	\$ 126,119	\$ 1,548,128
Merced	\$ -	\$ 4,144,272	\$ 3,384	\$ 4,140,888	\$ -	\$ 4,140,888	\$ 4,140,888	\$ 164,645	\$ 4,305,533
Modoc	\$ -	\$ 156,929	\$ 128	\$ 156,801	\$ 139,606	\$ 296,407	\$ 296,407	\$ 45,506	\$ 341,913
Mono	\$ -	\$ 230,096	\$ 188	\$ 229,908	\$ -	\$ 229,908	\$ 229,908	\$ 137,558	\$ 367,466
Nevada	\$ -	\$ 1,600,141	\$ 1,307	\$ 1,598,835	\$ -	\$ 1,598,835	\$ 1,598,835	\$ 70,488	\$ 1,669,322
Plumas	\$ -	\$ 324,147	\$ 265	\$ 323,882	\$ -	\$ 323,882	\$ 323,882	\$ 50,694	\$ 374,576
San Diego (San Diego UZA)	\$ 48,734,147	\$ 2,108,906	\$ 41,519	\$ 2,067,387		\$ 2,067,387	\$ 50,801,534	\$ 1,423,131	\$ 52,224,665
San Joaquin (Stockton)	\$ 6,090,776	\$ 5,099,037	\$ 9,138	\$ 5,089,899	\$ -	\$ 5,089,899	\$ 11,180,675	\$ 341,875	\$ 11,522,550
San Luis Obispo	\$ -	\$ 4,368,568	\$ 3,567	\$ 4,365,001	\$ -	\$ 4,365,001	\$ 4,365,001	\$ 250,989	\$ 4,615,990
Santa Barbara	\$ -	\$ 6,867,805	\$ 5,608	\$ 6,862,196	\$ -	\$ 6,862,196	\$ 6,862,196	\$ 282,076	\$ 7,144,272
Shasta	\$ -	\$ 2,871,308	\$ 2,345	\$ 2,868,963	\$ -	\$ 2,868,963	\$ 2,868,963	\$ 145,122	\$ 3,014,085
Sierra	\$ -	\$ 52,493	\$ 43	\$ 52,451	\$ 78,757	\$ 131,208	\$ 131,208	\$ 24,149	\$ 155,357
Siskiyou	\$ -	\$ 727,455	\$ 594	\$ 726,861	\$ -	\$ 726,861	\$ 726,861	\$ 100,116	\$ 826,977
Stanislaus (Modesto)	\$ 5,886,793	\$ 2,532,012	\$ 6,875	\$ 2,525,138	\$ -	\$ 2,525,138	\$ 8,411,931	\$ 252,572	\$ 8,664,503
Tehama	\$ -	\$ 1,028,206	\$ 840	\$ 1,027,367	\$ -	\$ 1,027,367	\$ 1,027,367	\$ 74,155	\$ 1,101,521
Trinity	\$ -	\$ 223,356	\$ 182	\$ 223,174	\$ 28,738	\$ 251,912	\$ 251,912	\$ 52,631	\$ 304,543
Tulare (Visalia)	\$ 3,606,871	\$ 3,608,516	\$ 5,892	\$ 3,602,624	\$ -	\$ 3,602,624	\$ 7,209,495	\$ 312,455	\$ 7,521,949
Tuolumne	\$ -	\$ 897,005	\$ 732	\$ 896,273	\$ -	\$ 896,273	\$ 896,273	\$ 58,049	\$ 954,321
Statewide Total	\$ 494,131,830	\$ 118,161,366	\$ 500,000	\$ 117,663,312	\$ 732,411	\$ 118,395,723	\$ 612,527,553	\$ 19,206,194	\$ 631,733,747

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.

**STBGP/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)
FFY 2025/26 Updated Apportionment Estimate
7/18/2023**

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	\$ 103,059,669	\$ 16,578,547	\$ 95,781	\$ 16,482,766	\$ -	\$ 16,482,766	\$ 119,542,435	\$ 3,899,241	\$ 123,441,676
SACOG Region	\$ 28,895,643	\$ 9,109,113	\$ 30,426	\$ 9,078,687		\$ 9,078,687	\$ 37,974,330	\$ 1,340,346	\$ 39,314,676
TRPA (South Lake Tahoe, CA-NV) ²	\$ 2,430,834	\$ -	\$ 1,946		\$ -	\$ -	\$ 2,430,834	\$ 32,557	\$ 2,463,391
SCAG Region	\$ 284,264,501	\$ 18,096,779	\$ 242,067	\$ 17,854,712		\$ 17,854,712	\$ 302,119,213	\$ 9,902,067	\$ 312,021,280
AMBAG Region	\$ -	\$ 12,108,511	\$ 9,694	\$ 12,098,817	\$ -	\$ 12,098,817	\$ 12,098,817	\$ 499,582	\$ 12,598,399
Alpine	\$ -	\$ 19,418	\$ 16	\$ 19,402	\$ 111,806	\$ 131,208	\$ 131,208	\$ 23,785	\$ 154,993
Amador	\$ -	\$ 629,480	\$ 504	\$ 628,976	\$ -	\$ 628,976	\$ 628,976	\$ 53,941	\$ 682,917
Butte	\$ -	\$ 3,635,654	\$ 2,911	\$ 3,632,743	\$ -	\$ 3,632,743	\$ 3,632,743	\$ 158,849	\$ 3,791,592
Calaveras	\$ -	\$ 753,208	\$ 603	\$ 752,605	\$ -	\$ 752,605	\$ 752,605	\$ 64,484	\$ 817,089
Colusa	\$ -	\$ 353,964	\$ 283	\$ 353,681	\$ -	\$ 353,681	\$ 353,681	\$ 42,698	\$ 396,378
Del Norte	\$ -	\$ 472,800	\$ 379	\$ 472,422	\$ -	\$ 472,422	\$ 472,422	\$ 39,650	\$ 512,071
Fresno (Fresno UZA)	\$ 10,974,428	\$ 4,558,151	\$ 12,435	\$ 4,545,716	\$ -	\$ 4,545,716	\$ 15,520,144	\$ 601,492	\$ 16,121,635
Glenn	\$ -	\$ 464,736	\$ 372	\$ 464,364	\$ -	\$ 464,364	\$ 464,364	\$ 44,697	\$ 509,060
Humboldt	\$ -	\$ 2,224,739	\$ 1,781	\$ 2,222,958	\$ -	\$ 2,222,958	\$ 2,222,958	\$ 160,298	\$ 2,383,256
Inyo	\$ -	\$ 306,486	\$ 245	\$ 306,240	\$ 367,113	\$ 673,353	\$ 673,353	\$ 222,009	\$ 895,361
Kern (Bakersfield)	\$ 8,784,431	\$ 5,216,122	\$ 11,209	\$ 5,204,913	\$ -	\$ 5,204,913	\$ 13,989,344	\$ 810,109	\$ 14,799,453
Kings	\$ -	\$ 2,528,134	\$ 2,024	\$ 2,526,110	\$ -	\$ 2,526,110	\$ 2,526,110	\$ 118,924	\$ 2,645,035
Lake	\$ -	\$ 1,068,634	\$ 856	\$ 1,067,779	\$ -	\$ 1,067,779	\$ 1,067,779	\$ 69,781	\$ 1,137,559
Lassen	\$ -	\$ 576,664	\$ 462	\$ 576,203	\$ -	\$ 576,203	\$ 576,203	\$ 102,160	\$ 678,362
Madera	\$ -	\$ 2,493,149	\$ 1,996	\$ 2,491,153	\$ -	\$ 2,491,153	\$ 2,491,153	\$ 110,655	\$ 2,601,808
Mariposa	\$ -	\$ 301,611	\$ 241	\$ 301,369	\$ -	\$ 301,369	\$ 301,369	\$ 41,798	\$ 343,167
Mendocino	\$ -	\$ 1,451,634	\$ 1,162	\$ 1,450,472	\$ -	\$ 1,450,472	\$ 1,450,472	\$ 151,229	\$ 1,601,700
Merced	\$ -	\$ 4,227,158	\$ 3,384	\$ 4,223,774	\$ -	\$ 4,223,774	\$ 4,223,774	\$ 197,424	\$ 4,421,198
Modoc	\$ -	\$ 160,068	\$ 128	\$ 159,940	\$ 136,467	\$ 296,407	\$ 296,407	\$ 54,565	\$ 350,972
Mono	\$ -	\$ 234,698	\$ 188	\$ 234,510	\$ -	\$ 234,510	\$ 234,510	\$ 164,945	\$ 399,455
Nevada	\$ -	\$ 1,632,144	\$ 1,307	\$ 1,630,837	\$ -	\$ 1,630,837	\$ 1,630,837	\$ 84,521	\$ 1,715,359
Plumas	\$ -	\$ 330,630	\$ 265	\$ 330,365	\$ -	\$ 330,365	\$ 330,365	\$ 60,786	\$ 391,151
San Diego (San Diego UZA)	\$ 49,708,830	\$ 2,151,084	\$ 41,519	\$ 2,109,565	\$ -	\$ 2,109,565	\$ 51,818,395	\$ 1,706,463	\$ 53,524,858
San Joaquin (Stockton)	\$ 6,212,592	\$ 5,201,017	\$ 9,138	\$ 5,191,880	\$ -	\$ 5,191,880	\$ 11,404,471	\$ 409,939	\$ 11,814,410
San Luis Obispo	\$ -	\$ 4,455,940	\$ 3,567	\$ 4,452,372	\$ -	\$ 4,452,372	\$ 4,452,372	\$ 300,958	\$ 4,753,331
Santa Barbara	\$ -	\$ 7,005,161	\$ 5,608	\$ 6,999,552	\$ -	\$ 6,999,552	\$ 6,999,552	\$ 338,235	\$ 7,337,787
Shasta	\$ -	\$ 2,928,734	\$ 2,345	\$ 2,926,389	\$ -	\$ 2,926,389	\$ 2,926,389	\$ 174,014	\$ 3,100,403
Sierra	\$ -	\$ 53,543	\$ 43	\$ 53,500	\$ 77,708	\$ 131,208	\$ 131,208	\$ 28,957	\$ 160,165
Siskiyou	\$ -	\$ 742,004	\$ 594	\$ 741,410	\$ -	\$ 741,410	\$ 741,410	\$ 120,049	\$ 861,458
Stanislaus (Modesto)	\$ 6,004,529	\$ 2,582,653	\$ 6,875	\$ 2,575,778	\$ -	\$ 2,575,778	\$ 8,580,307	\$ 302,857	\$ 8,883,164
Tehama	\$ -	\$ 1,048,770	\$ 840	\$ 1,047,931	\$ -	\$ 1,047,931	\$ 1,047,931	\$ 88,918	\$ 1,136,849
Trinity	\$ -	\$ 227,823	\$ 182	\$ 227,641	\$ 24,271	\$ 251,912	\$ 251,912	\$ 63,110	\$ 315,022
Tulare (Visalia)	\$ 3,679,009	\$ 3,680,686	\$ 5,892	\$ 3,674,794	\$ -	\$ 3,674,794	\$ 7,353,803	\$ 374,661	\$ 7,728,464
Tuolumne	\$ -	\$ 914,945	\$ 732	\$ 914,213	\$ -	\$ 914,213	\$ 914,213	\$ 69,606	\$ 983,818
Statewide Total	\$ 504,014,465	\$ 120,524,592	\$ 500,000	\$ 120,026,538	\$ 717,365	\$ 120,743,903	\$ 624,758,367	\$ 23,030,357	\$ 647,788,724

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.

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