

LASSEN COUNTY TRANSPORTATION COMMISSION



FISCAL YEAR 2018/2019 OVERALL WORK PROGRAM

for the
Continuous Regional Transportation
Planning Process

Adopted June 25, 2018

Matthew C. Boyer
Executive Secretary

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OVERALL WORK PROGRAM 2018/2019 FISCAL YEAR

INTRODUCTION

Lassen County lies in northeastern California situated at the north end of the Sierra Nevada Range. It is bounded by the State of Nevada to the east and by the Counties of Modoc, Shasta, Sierra and Plumas to the north, west and south, respectively. It is the eighth largest of California's 58 counties with its lower valleys generally above 4,000 feet and mountains rise to heights of 8,200 feet.

Lassen County is 4,690 square miles in total area. The Federal government owns more than half of Lassen County's landmass, including Lassen National Forest to the west, the Sierra Army Depot to the east, and large range and timber tracts that are administered by the Bureau of Land Management. A lesser portion of the county's land resources is State-owned. A small section of Lassen National Volcanic Park lies in the western region of the County.

The City of Susanville is the County Seat and the only incorporated city in Lassen County. Unincorporated community centers include Westwood, Clear Creek, Bieber, Johnstonville, Janesville, Standish, Litchfield, Herlong, Doyle, Milford, Leavitt Lake, Little Valley, Ravendale, Termo and Madeline.

Major highways within the County are U.S. 395 and State Routes (SR) 36, 44, and 139. In addition, State Routes 70, 147, and 299 extend across parts of the County.

ORGANIZATION

The purpose of the FY 2018/2019 Overall Work Program for the Regional Transportation Planning Agency (RTPA), the Lassen County Transportation Commission (LCTC), is to advance short- and long-range transportation plans and projects, and to prioritize transportation planning projects when using State and Federal transportation funds, as process called programming. This Overall Work Program responds to Federal, State and local mandates, establishes regional goals, objectives, assesses regional transportation needs, and defines work with other agencies, organizations, and individuals on transportation planning issues.

Over the years, the role and responsibilities of the Lassen County Transportation Commission (LCTC) have grown. LCTC was formed in 1971 to allocate funds created by Senate Bill 325 (1972). It is made up of three members of the Susanville City Council and three members of the Lassen County Board of Supervisors. Assembly Bill 69 gave the LCTC responsibility for adopting the Regional Transportation Plan (RTP) and AB 402 of 1977 defined elements required in the RTP. AB 620 gave the LCTC responsibility for disbursing State Transit Assistance (STA) Funds. SB 45, effective January 1, 1998, gave the LCTC the responsibility to prioritize projects eligible for State Transportation Improvement Program (STIP) funds.

The LCTC coordinates its activities with the County of Lassen, City of Susanville, Susanville Indian Rancheria, and Caltrans, as well as with other State and Federal government entities.

Citizens are encouraged to provide input to identify and solve transportation problems of community concern. Regular public meetings and/or hearings are conducted on an on-going basis.

The LCTC has a Social Service Transportation Advisory Council (SSTAC), which advises the LCTC on the annual unmet needs process. The appointments to the SSTAC occur as required by the Transportation Development Act.

Historically, the same members of the LCTC also comprise the Lassen Transit Service Agency (LTSA). The LTSA is responsible for overseeing the operation of the Lassen Rural Bus (LRB) public transit system.

The following organization chart outlines the members of the LCTC, LTSA, support staff and advisory committee.

CALIFORNIA PLANNING EMPHASIS AREAS

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs are as follows.

- Core Planning Functions
- Performance Management
- State of Good Repair

LCTC recognizes that although not mandated for non-Federal transportation planning agencies, and to an extent exceed our resources, these core functions are best practices we will strive to achieve.

Core Planning Functions

Federal planning agencies are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions.

The Core Functions typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

**Social Services Transportation
Advisory Council**

Potential Users 60 Years of Age or Older Mel McCormick
Potential Users Who are Disabled Pam Patton
Social Service Provider for Seniors Ron Leal , GM Lassen Rural Bus Jackie Musick , Patient Advocate
Social Service Provider for Disabled Michael Harding , Transportation Planner, FNRC
Consolidated Transportation Service Agency Patricia Sharp , VP, LSS Board of Directors Penny Artz , Executive Director, LSS
Social Service for the Disabled Carrie Nyman , Special Olympics
Social Service Provider for Persons of Limited Means Melody Brawley , Social Services Jim Mackay , Susanville Indian Rancheria

Lassen County Transportation Commission (LCIC)

David Teeter (County Supervisor), Jeff Hemphill (County Supervisor), Tom Hammond (County Supervisor), Kathie Garnier (City Council), Brian Wilson (City Council), Joe Franco (City Council)

Legal Counsel

Sloan Sakai Yeung & Wong LLP Nancy Miller

LCIC Staff

Executive Secretary Matt Boyer Senior Transportation Planner John Clerici Transportation Planner Brenda Hernandez
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Technical Advisory Committee

<u>Caltrans</u> Kathy Grah Mike Mogen Tamara Rich Kelly Zolotoff	<u>City of Susanville</u> Daniel Gibbs Dan Newton	<u>County of Lassen</u> Diana Wemple Larry Millar Richard Egan Tony Shaw (Alternate)
<u>Lassen Transit Service Agency</u> David Knaut	<u>Susanville Indian Rancheria</u> Jim Mackay Russ Burriel	

The Moving Ahead for Progress in the 21st Century (MAP-21) legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

The Fixing America's Surface Transportation Act (FAST Act) identified the following planning principals that were also considered in developing this OWP.

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation; and
- 10) Enhance travel and tourism.

Again, LCTC recognizes that although not mandated for non-Federal transportation planning agencies, and to an extent exceed our resources, these core functions are best practices we will strive to achieve.

Performance Management

Since MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below.

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public

roads.

- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

State of Good Repair

MPO's are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPO's shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Region Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPO's are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

OVERALL WORK PROGRAM (OWP)

The Overall Work Program (OWP) is the primary management tool for the LCTC identifying the activities and a schedule of work for regional transportation planning in Lassen County.

In general, the OWP consists of three types of activities: State-mandated regional transportation planning programs undertaken concurrently throughout the State by the designated Regional Transportation Planning Agencies, discretionary transportation planning programs that are specific to the Lassen County region and are oriented to solving problems unique to this planning region, and administration to support mandated and discretionary transportation planning programs.

LCTC is responsible for on-going administration and regional transportation planning for Lassen County. Transportation goals and objectives are considered during the planning and programming processes. Each federal reauthorization specifies planning factors to guide continuing, cooperative and comprehensive transportation planning as on-going activities rather than a single completed action. Typically, federal agencies encourage planning organizations to focus work activities on broad planning objectives as relevant to their respective regions and local communities. State and local interests align with those objectives by providing common ground for shared approaches. It is noted that LCTC receives State Regional Planning Assistance funds (no federal funds) and uses the federal

planning factors to develop planning goals consistent with our rural needs.

The LCTC will amend the 2018/2019 work elements as necessary. The primary work efforts are targeted toward transportation systems management and transit system improvements. Major concerns of the LCTC are reflected in the elements and levels of funding in the OWP. The elements identify the overall degree of effort that will be expended to accomplish specific activities with the funds available.

LCTC participates in area task force meetings and is a member of the North State Super Region, the Rural Counties Task Force, and the Regional Transportation Planning Agency working group. The chief regional transportation concerns are to preserve, rehabilitate and improve safety on existing transportation facilities, and to coordinate project sequences and transportation services in order to maximize efficiency and effectiveness of all available funding.

The LCTC 2018/2019 OWP takes into consideration the Goals and Recommendations of the California Transportation Plan 2040, which are as follows.

1. Improve Multimodal Mobility and Accessibility for All People
2. Preserve the Multimodal Transportation System
3. Support a Vibrant Economy
4. Improve Public Safety and Security
5. Foster Livable and Healthy Communities and Promote Social Equity
6. Practice Environmental Stewardship

BUDGET

The Fiscal Year 2018/19 Budget is shown on the following page.

WORK ELEMENTS

Fiscal Year 2018/19 Work Elements are shown on the following pages.

Lassen County Transportation Commission
Fiscal Year (FY) 2018/19 Budget - Final Draft

[illegible]

Work Element 100 Administration and Coordination

Purposes

1. To provide for efficient and effective administration and implementation of programs, projects and funds.
2. To provide clerical and administrative support to the LCTC and its advisory groups.
3. To manage day-to-day operations and ensure compliance with applicable laws, rules and regulations.
4. To encourage involvement and feedback during the continuous regional planning process, and to ensure compliance with State and Federal requirements.
5. To coordinate regional transportation planning through consultation and collaboration with the City of Susanville, the Susanville Indian Rancheria, and other agencies.

Tasks

1. Prepare OWP, amendments, invoices, and reports for 2018/2019.
2. Provide general support to Lassen County Transportation Commissioners, stakeholders, and the public in response to inquiries.
3. Participate in meetings/workshops such as: Lassen County Transportation Commission; Social Services Technical Advisory Council; Caltrans, Regional Transportation Planning Agency working group, the California Transportation Commission, and CalACT.
4. Coordinate meetings, programs, and activities between County, City, Tribal Governments, and State and Federal agencies to achieve comprehensive planning.
5. Prepare annual budget and monitor approved budget; prepare financial and management reports for the LCTC.

Products (Target due date are in parentheses)

1. 18/19 OWP Quarterly invoices, reports and related documents. (Quarterly)
2. Draft Overall Work Program, FY 19/20. (March 1, 2019)
3. Final Overall Work Program, FY 19/20. (May 31, 2019)
4. Independent audits (December 31, 2018)
5. Agendas, minutes, and notices to Transportation Commission. (Monthly)

Revenues		Expenditure	
Local Transportation Fund	\$23,000.00	Consultant - Staff	\$15,000.00
		Legal Counsel	\$5,000.00
		Memberships	\$1,000.00
		Training/Conferences	\$2,000.00
Total:	\$23,000.00	Total:	\$23,000.00

Work Element 601 *Regional Transportation Planning*

Purposes

1. As needed, update the 2017 Regional Transportation Plan (RTP), to ensure compliance with changing requirements and project needs.
2. To determine policies, safety needs, deficiencies and improvement programs for streets, roads and highways in the region, coordinating with local partners and Caltrans.
3. To assure the coordination of all modes of transportation within the planning process of Lassen County is accomplished.
4. To perform regional planning activities necessary to ensure safety and security in the transportation planning process.
5. Improve mobility and access using available mass transportation resources.
6. To coordinate among public, private, Tribal and social service transportation providers to improve connectivity, enhance passenger safety, operating efficiency and regional mobility.
7. To provide an efficient transit system responsive to the needs of County residents.
8. To assist in airport planning studies leading toward upgrading and/or maintaining existing aviation service.
9. To assist in pedestrian and bicycle planning studies leading toward new and/or maintaining existing routes.

Previous Work

The LCTC adopted the 2017 Regional Transportation Plan (RTP) with the assistance of a consultant. The LCTC supports the maintenance of data, such as Pavement Management Systems, traffic counts, transit data, and other programs to assist in the development of performance measures and the next RTP. LCTC staff has worked with local agencies and the SIR to prioritize local projects in the 2018 RTIP submittal.

The LCTC has partnered with other Counties in District 2 to coordinate efforts to link regional transit services and allow for on-line trip generation and planning. This trip planning tool makes it possible for riders to connect seamlessly between regional transit providers.

Significant tasks performed under this work element include the planning efforts of the Interagency Trail Corridor. These include working with the BLM on an abandoned Union Pacific Rail Line between Alturas and Wendel, conducting the universal trail assessment process on several trails in Susanville Ranch Park, and coordination with local officials to determine needs for specific projects. Work toward the establishment of a trail inventory catalog for trails in the County, specifically in the Susanville Ranch Park, was also completed.

Tasks

1. Review Goals and Policies set forth in the Regional Transportation Plan (RTP), including long-range (20 year) transportation projects.
2. Monitor and amend the RTP as needed.
3. Participate, review, and comment on Transportation Concept Reports (TCRs), submitted by Caltrans (RPA).

4. Monitor and coordinate the operations of the Lassen Rural Bus (LRB) public transit system to ensure goals are consistent with the RTP.

Products (Target due dates are in parentheses)

1. Properly monitored, current, and effective Regional Transportation Plan.
2. Monitor and Update Bicycle Master Plan. (As needed)
3. Updated inventory catalog for trails in County as new trails are added. (June 2019)
4. Trail Maintenance Plan. (June 2019)

Revenues		Expenditure	
Regional Planning Assistance	\$185,000.00	Consultant - Staff	\$135,000.00
Planning, Programming, & Monitoring	\$28,555.00	Legal Counsel	\$5,000.00
		County Trail Coordinator	\$25,000.00
		Contingency	\$48,555.00
Total:	\$213,555.00	Total:	\$213,555.00

Work Element 602 Programming

Purposes

1. To plan, program and monitor the Regional Transportation Improvement Program (RTIP) consistent with RTP, including amendments to ensure that projects are delivered in a timely manner.
2. Program Regional Surface Transportation Program (RSTP) exchange funds.
3. Allocate and program funds under the California transit Cap and Trade program: Low Carbon Transit Operations Program (LCTOP).
4. Support local agencies in the planning and programming process for state and federal transportation projects.

Previous Work

LCTC prepared the 2018 Regional Transportation Improvement Program and programmed and monitored State and Federal funds including RSTP exchange, LCTOP, and Proposition 1B funds.

Tasks

1. Develop and implement programs for the selection of projects and programs to use state and federal grant funds available to the Commission (as needed).
2. Coordinate with Caltrans and local jurisdictions to develop projects incorporating Complete Streets concepts (as needed in response to specific project concepts).
3. Prepare RTIP amendments and allocation requests. (as needed)
4. Coordinate, consult, and collaborate with the Susanville Indian Rancheria. (Ongoing, as needed)

Products (Target due dates are in parentheses)

1. Properly monitored, current, and effective Regional Transportation Plan. (Ongoing)
2. RTIP amendments. (As needed)

Revenues		Expenditure	
Regional Planning Assistance	\$20,000.00	Consultant - Staff	\$20,000.00
Total:	\$20,000.00	Total:	\$20,000.00

Work Element 603 Community Engagement and Outreach

Purpose

To support LCTC's project delivery, planning, and consensus-building programs by providing information on transportation and related issues and by seeking input on these issues from interested parties.

This effort includes responding to information requests from tribal governments, local agencies, the general public, and news media, fostering more public awareness of LCTC and its efforts, and maintaining the LCTC website. The LCTC may consider creating Facebook or social media to promote outreach and community interest on a contemporary level.

Previous Work

The LCTC, as needed has conducted community meetings, issued press releases, created a website, and undertaken other outreach activities.

Tasks

1. Government-to-Government Outreach to include the Susanville Indian Rancheria, City of Susanville, etc. (Through monthly TAC meetings and ongoing)
2. Community Meetings. (As needed, related to specific transportation plans, projects and grant applications)
3. Press Releases. (As needed)
4. Maintain website. (Monthly and ongoing)
5. Upgrade website to meet new California Brown Act requirements (December 31, 2018).
6. Participate in the Rural Counties Task Force, Regional Transportation Planning Agencies Group, and North State Super Region.

Products (Target due dates are in parentheses)

1. Inter-agency outreach, to include the Susanville Indian Rancheria, City of Susanville, etc. (Ongoing through the TAC and ad hoc meetings)
2. Community Meetings. (As needed)
3. Press Releases. (As needed)
4. Maintain and improve website. (Ongoing with improvement by December 31, 2018)

Revenues		Expenditure	
Regional Planning Assistance	\$25,000.00	Consultant - Staff	\$21,000.00
		Memberships	\$4,000.00
Total:	\$25,000.00	Total:	\$25,000.00

Work Element 604 Transportation Development Act

Purpose

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

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

Previous Work

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

Tasks

1. Provide for the management of the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. (Monthly)
2. Ensure that fiscal and compliance audits are performed in accordance with law and assist in the resolution of audit findings. (December 31, 2018)
3. Conduct the Unmet Transit Needs process, if warranted, or conduct in-lieu Citizen Participation Process Public Hearing. (Spring, 2019)
4. Prepare the Unmet Transit Needs Analysis and Findings, if warranted. (Spring 2019)
5. Prepare draft and final apportionments for FY 2018/2019 Transportation Development Act Funds. (February and June 2019)
6. Assist claimants with preparation of claims and local program administration. (June 2019)
7. Provide instructions to the Lassen County Auditor for allocations to the jurisdictions. (June 2019)
8. Provide staff support to the LCTC SSTAC. (January to April 2019)

Products (Target due dates are in parentheses)

1. Preliminary and Final LTF and STA apportionments for Fiscal Year 2018/2019. (February and June 2019)
2. Unmet Transit Needs Analysis and Findings, if warranted, or conduct in-lieu Citizen Participation Process Public Hearing. (April-May 2019)
3. Allocation instructions to the County Auditor for LTF and STA funds. (June 2019)
4. Claim notifications to jurisdictions. (February and June 2019)
5. Press releases, public service announcements, public notices, and public meeting/hearing flyers. (As needed)
6. SSTAC agendas and minutes. (As needed)

Revenues		Expenditure	
Local Transportation Fund	\$17,000.00	Consultant - Staff	\$4,000.00
		Independent Auditor	\$13,000.00
Total:	\$17,000.00	Total:	\$17,000.00

Work Element 613 Susanville Indian Rancheria Sustainable Communities Grant

Purpose

To address future land use, economic development, traffic demand, public safety, and health and social needs, tribal cultural preservation planning and public involvement. Some of these needs include a road inventory and strip maps, pedestrian safety, alternative transportation methods, road maintenance, pre-project planning studies, and project funding sources. The Susanville Indian Rancheria (SIR) will provide staff to help assist the awarding firm, which both parties will work and report to Caltrans on a quarterly basis until the project is complete.

Previous Work

The SIR has completed approximately 80% of the long-range planning during Fiscal Years 2016/17 and 2017/18.

Tasks

1. Provide project oversight. (Ongoing and upon request)
2. Receive invoices and process for payment. (Quarterly)
3. Receive reimbursements and pass through to SIR. (Quarterly)

Products

Please see attached Scope of Work and Project Timeline from the grant application.

Revenues		Expenditure	
Sustainable Communities Grant	\$27,425.42	Consultant - SIR	\$30,978.99
Local Match	\$3,553.57		
Total:	\$30,978.99	Total:	\$30,978.99

Work Element 701 Sustainable Communities Grant-State Route 36

Purpose

The objective of the State Route 36 Complete Street and Safe Mobility Study is to study complete street and safety enhancement implementation along the SR 36 corridor to improve overall health and safety. The development and implementation of the plan will focus efforts on transit, safety, bicycle/pedestrian facilities, and develop cost analysis to leverage potential funding sources. The grant will address the specified objectives in the following manner:

Sustainability- The study will improve mobility for people and goods through the City of Susanville. GHG will be reduced by increasing pedestrian and bicycle mobility and access. These improvements will decrease vehicle miles travelled and reduce GHG. Further objectives include examining the viability of an improved streetscape with features that reflect the community and its uniqueness.

Preservation- The study will preserve the existing 1970's era State Highway by converting it into a safe multimodal corridor that supports vibrant 21st century economic development and sustainability. The study will implement the Susanville Main Street Revitalization Plan by modifying the document to meet Caltrans policies and standards.

Mobility- 77% of commuters in Lassen County drive alone. Under current conditions, Vehicle Miles Traveled in Susanville is expected to increase from 87.47 in 2013 to 103.21 in 2037. The corridor currently lacks bicycle facilities, pedestrian enhancements, and safe transit stops. Mobility is limited and safety is a concern. Signage is needed to attract pedestrians to local trails and river access. Multimodal options along SR 36 corridor will be explored, including connections to local housing, recreational amenities, and other activity centers.

Safety- Current studies demonstrate considerable safety concerns along SR 36. TIMS and SWITRS data collected from 2006-2016 reveals 202 collisions in the City of Susanville during this period, including one pedestrian fatality in front of Lassen High School. This is an issue that the community has identified through surveying as well. The study will continue to identify safety issues along the corridor and develop a plan to install countermeasures to improve safety. This will address land use conflicts with the SR 36 corridor.

Economy- Complete street and streetscape enhancements have been shown to have positive impacts on the economy. The 2015 Susanville Main Street Revitalization Plan identified aesthetic enhancements to re-energize the economy and increase economic equity by creating more employment opportunities. The study will develop an actionable plan to fund and implement the corridor improvements, which will also provide construction job opportunities.

Health- The project will improve health concerns by focusing on a reduction in GHG through multimodal options as well as improvements in safety by implementing a plan that reduces collisions. An emphasis on pedestrian and bicycle access will further improve health by encouraging physical activity. Improved street design increasing the flow of people and goods can also promote access to jobs, education, healthcare, and healthy food options.

Social Equity- The majority of Susanville is an AB 1550 low-income community. Population figures

indicate an aging population with a large portion of the population being 65+. There is a large unemployment rate and the rate has decreased slower than other portions of the state. Data indicates that the households with the highest proportion of no vehicles available are single-person households, likely seniors, followed by households with 4 or more people living in them. These groups rely on pedestrian and public transit access. By focusing on multimodal options, the study can address the transportation needs of seniors and can explore options that impact the workforce. Community engagement will continue to help identify local needs and provide a forum for the community to participate in the development of the corridor.

Previous Work

Previously the City of Susanville prepared a Susanville Main Street Revitalization Plan. The City and LCTC prepared a Susanville Vehicular Wayfinding Plan.

Caltrans planned and designed a major capital rehabilitation (CAPM) project scheduled to begin construction in 2018, and the City, and the LCTC worked with the District to implement minor elements of the Susanville Main Street Revitalization Plan.

Tasks

1. Consultant Procurement
 - 1.1 RFP for Consultant Services
 - 1.2 Board Approval and Contract Execution
2. Project Initiation and Existing Conditions
 - 2.1 Project Kick-off and Staff Coordination
 - 2.2 Meetings with Caltrans
 - 2.3 Background Research and Data Gathering
 - 2.4 Safety Analysis
 - 2.5 Prepare Existing Conditions, Issues and Opportunities Memo
3. Public Participation and Community Outreach
 - 3.1 Draft Public Outreach & Marketing Plan
 - 3.2 Project Website
 - 3.3 Public Outreach Workshops and Stakeholder Outreach
 - 3.4 Public Participation Events
 - 3.5 Public Participation Summary Report
4. Draft Plan Components
 - 4.1 Conceptual Design Alternatives
 - 4.2 Complete Streets and Safe Mobility Plan
5. Implementation and Financial Plan
 - 1.1 Recommended Projects and Programs
 - 1.2 Project Prioritization
 - 1.3 Financial Plan

6. Final Documentation
 - 1.1 Administrative Draft Plan
 - 1.2 Public Review Draft Plan
 - 1.3 Final Plan
 - 1.4 Plan Presentation and/or Adoption
7. Grant Management
 - 7.1 Invoice Package
 - 7.2 Quarterly Report

Products

1. Resolution and execution approving consultant contract.
2. Monthly meeting notes, Caltrans meeting notes, analysis and review of existing plans, studies and reports development of base maps, safety analysis memo, existing conditions technical memo
3. Public outreach & marketing plan, project website, marketing materials, summary notes from public outreach workshops and stakeholder interview, summary notes from public participation events, public participation summary report
4. Conceptual design alternatives, draft complete streets and safe mobility plan
5. Draft implementation and financial plan
6. Administrative draft; project team review and comments, public review draft plan; board presentation, city council presentation, final plan, presentation materials; LCTC board and City council agenda
7. Caltrans invoice packages and quarterly reports

Revenues		Expenditure	
Planning, Programming, & Monitoring	\$22,945.00	Outside Consultant	\$200,045.00
Sustainable Communities Grant	\$177,100.00		
Total:	\$200,045.00	Total:	\$200,045.00

Work Element 702 U.S. 395 Coalition and Implementation Plan

Purpose

Caltrans District 2 completed a comprehensive new US 395 Transportation Concept Report (TCR) that defines major changes to the existing US 395 facility. The TCR recommends upgrading the existing two-lane conventional highway to a four-lane divided expressway from Hallelujah junction to the State Route (SR) 36 junction. The purpose of the US 395 Coalition and Implementation Plan is to build upon the District 2 US 395 TCR to define a strategy to move forward with a list of specific, sequential actions so that the Technical Advisory Committee (TAC) and stakeholder coalition members can methodically obtain the resources and complete each of the next steps. To develop this strategy, the US 395 Coalition and Implementation Plan will document existing data and hold community workshops.

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

Tasks

1. Coordinate with Caltrans on information meetings that discuss impacts of State Route Development/System Management Plans (i.e., Susanville Relief Route, US 395).
2. Establish and participate in a working group of US 395 Conceptual Stakeholder Coalition Members to support planning and feasibility studies for future widening of US 395.
3. Complete RFP process for selection of a consultant using Caltrans procurement procedures and forms.
4. Identify opportunities and constraints: review and assess existing tools, data, studies, and plans from various sources along the corridor; prepare an existing conditions summary memo, environmental opportunities and constraints map; identify right-of-way; prepare cross section alternatives; research potential funding options; and review potential political and legislative options for improving the corridor.
5. Draft and finalize implementation plan

Products (Target due dates are in parentheses)

1. Caltrans meeting notes
2. Monthly meetings agendas and notes from stakeholder workshops
3. Resolution and execution approving consultant contract
4. Existing conditions memo, environmental opportunities map, right-of-way map, cross sections pros and cons, cost estimates, financial and political analysis memo.
5. Draft and Final plan
6. Advancement of planning for future improvements to the US 395 Corridor, based upon the Caltrans, District 2 Transportation Concept Report

Revenues		Expenditure	
Planning, Programming, & Monitoring	\$100,000.00	Outside Consultant	\$100,000.00
Total:		Total:	\$100,000.00

Attachments (To Be Included in the Final OWP presented to the LCTC for Adoption)

- A. Fiscal Year 2018/2019 California Department of Transportation Debarment and Suspension Certification
- B. FTA Fiscal Year 2018 Certifications and Assurances
- C. FY 2018/2019 FHWA and FTA State and Metropolitan Transportation Planning Process Self Certification
- D. Susanville Indian Rancheria Sustainable Communities Grant Application
- E. Sustainable Communities Grant-State Route 36

Attachment A

Fiscal Year 2018/2019 California Department of Transportation Debarment and Suspension Certification

**Fiscal Year 2018/2019 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2018/2019
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  _____ Date June 5, 2018

Printed Name Matthew C. Boyer

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For _____ (Name of Applicant)

Signature _____ Date _____

Printed Name of Applicant's Attorney _____

Attachment B

FTA Fiscal Year 2018 Certifications and Assurances

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Lassen County Transportation Commission

The Applicant agrees to comply with applicable provisions of Categories 01 – 21. _____

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Private Sector Protections.	_____
04.	Rolling Stock Reviews and Bus Testing.	_____
05.	Demand Responsive Service.	_____
06.	Intelligent Transportation Systems.	_____
07.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
08.	Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.	_____
09.	Alcohol and Controlled Substances Testing.	_____
10.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
11.	State of Good Repair Program.	_____
12.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
13.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
14.	Enhanced Mobility of Seniors and Individuals with Disabilities Programs.	_____
15.	Rural Areas and Appalachian Development Programs.	_____
16.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
17.	State Safety Oversight Grant Program.	_____
18.	Public Transportation Emergency Relief Program.	_____
19.	Expedited Project Delivery Pilot Program.	_____
20.	Infrastructure Finance Programs.	_____
21.	Construction Hiring Preferences.	_____

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2018)

AFFIRMATION OF APPLICANT

Name of the Applicant: Lassen County Transportation Commission

Name and Relationship of the Authorized Representative: Matthew C. Boyer, Executive Secretary

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2018, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2018.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature



Date: June 5, 2018

Name Matthew C. Boyer

Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____

Date: _____

Name _____

Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Attachment C

FY 2018/2019 FHWA and FTA State and Metropolitan Transportation Planning Process Self Certification

FY 2018/2019 FHWA and FTA State and Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and the Lassen County Transportation Commission, Regional Transportation Planning Agency, hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



RTPA Authorizing Signature

Executive Secretary

Title

June 5, 2018

Date

Caltrans District Approval Signature

Title

Date

Attachment D

Susanville Indian Rancheria Sustainable Communities Grant Application

Scope of Work:

The awarding firm must be able to clearly demonstrate the tribe's transportation needs and fulfill tribal goals by developing strategies to meet these needs. These strategies will address future land use, economic development, traffic demand, public safety, and health and social needs, tribal cultural preservation planning and public involvement. Some of these needs include a road inventory and strip maps, pedestrian safety, alternative transportation methods, road maintenance, pre-project planning studies, and project funding sources. The Susanville Indian Rancheria will provide staff to help assist the awarding firm, which both parties will work and report to Caltrans on a quarterly basis until the project is complete.

The description of the Scope of Work:

1. Project Kick-off Meeting.

- Selected consultant will attend the meeting and review the specific Scope of Work developed for the project.

2. Identify Existing Conditions.

- Gather existing transportation road and facilities conditions and background data to guide create a new LRTP such as existing and future land uses, population characteristics, travel demands and modes and other areas of focus that are guided by public outreach and are consistent with the vision, goals and objectives of SIR LRTP.
- Identify needs for road and facility maintenance and long-term pedestrian and vehicle safety measures.
- Data will be displayed in graphs, maps, charts along with written explanations.

3. Public Outreach. In addition to community workshops, the consultant will coordinate with the Tribe on sending out transportation surveys to its members to gather pertinent data.

Note: All meetings will be publicly noticed to ensure maximum attendance.

Community Workshop #1

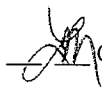
- This workshop will introduce the project to the public, define project parameters, inform community of project opportunities and constraints, and solicit opinions from the community on updating the existing Long Term Transportation Plan.


Community Workshop #2

- Present Draft Transportation Plan and continue to solicit feedback for public comments to shape the final Long Term Transportation Plan.

Community Workshop #3

- Present Final Transportation Plan for final comments.

 County Initials

 Exhibit A
Contractor Initials

4. Long Range Transportation Plan (LRTP).

Creation of a new Long Range Transportation Plan.

- Based on the existing conditions report and community input from Community Workshop #1, an update to the existing transportation plan will be developed. Updated maps and traffic counts will be included.
- Work with SIR Natural Resources Department and Tribal Cultural Committee to develop an element in the LRTP that addresses the cultural preservation needs of SIR.
- Prepare a comprehensive road inventory to be submitted to the Bureau of Indian Affairs, Pacific Region. Method for submission will follow the policy and procedures of the Road Inventory Field Data System (RIFDS) operated by the Bureau of Indian Affairs Division of Transportation, along with a properly prepared strip map (samples provided). Submissions must receive "Status Code" of OFFICIAL. If status code is not "OFFICIAL" then agreed upon justification will be deemed satisfactory. **Consultant must be a current RIFDS user that has access to update RIFDS information.**

Analyze Existing Condition and Project to 20-Year Horizon Date Conditions

- Based on the community meetings, established existing condition, and identified future development, the Long Range Transportation Plan will analyze and project the transportation network and conditions to a 20-year horizon date.
- Baseline condition will be projected utilizing a 3% per year growth rate, while the identified changes in land use and developments will be analyzed for additional impacts on the transportation network.
- Based on the projections, level of service analysis will be performed on impacted intersection to identify and support future required infrastructure improvements.

Develop Maintenance, Safety, and Pedestrian Components for the LRTP.

- Based upon the growing needs of the Rancheria, the Long Range Transportation Plan will include plans for ongoing road and facility maintenance, pedestrian and vehicle safety, and pedestrian alternatives.

Identify Transportation Improvement Funding Sources

- The Long Range Transportation Plan will provide a comprehensive list of potential funding sources available and how to access them to support the transportation plan implementation and future projects.

Develop Tribal Transportation Improvement Program (TIP)

- Based on the surveys, community meetings, identified current transportation issues, analysis of existing conditions, and funding needed to support identified projects, the LRTP will identify a prioritized list of the top five to ten

transportation improvement projects that are consistent with the goals and objectives of the LRTP.

- Each project on the prioritized list of projects will be accompanied by a planning/scoping level engineer's project cost estimate.

Draft Complete Long Range Transportation Plan

- Based upon the community workshops, a draft report will be prepared. The draft report will be presented at Community Workshop #2.

Joint Meeting with Local Transportation Agencies

- Coordinate a joint session with the Lassen County Transportation Commission to review the draft report. Solicit feedback, respond to any questions, and resolve any critical issues. Meeting discussion will include collaborative planning and collaboration of the sub-agencies Transportation Improvement Programs (TIPs) for coordination with the generation of the Susanville Indian Rancheria Tribal Transportation Improvement Plan (SIRTTIP).

Final Long Range Transportation Plan

- Complete the final report that addresses the comments given from Workshop #2 and the Joint Meeting. Four hard-copies and four electronic copies of the final report will be submitted to Caltrans. Credit of the financial contribution of the grant program will be credited on the cover and introduction of the report.
- Update RIFDS with the Tribal Business Council's approved road inventory.

Tribal Business Council Adoption

- Present the final Long Range Transportation Plan at the Tribal Business Council meeting. Resolve any critical issues.

Selection Process:

A Selection Committee from the Susanville Indian Rancheria will rank the proposals from the Selection Rating Form and choose the firm based on the Susanville Indian Rancheria Procurement Manual.

California Department of Transportation
Transportation Planning Grants
Fiscal Year 2015-2016

PROJECT TIMELINE

Project Title		Susanville Indian Rancheria Long Range Transportation Plan										Grantee		Susanville Indian Rancheria																	
		Fund Source					Fiscal Year 2016/17					FY 2017/18					FY 2018/19														
Task Number		Responsible Party	Total Cost	Grant Amount	Local Cash Match	Local In-Kind Match	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	Deliverable
1.0 Project Initiation																															
1.1	Project Kick-off Meeting	SIR	\$600	\$531	\$69																									Meeting notes	
1.2	Staff Coordination	SIR	\$3,000	\$2,656	\$344																									Monthly meeting notes	
1.3	RFP for Consultant Services	SIR	\$2,000	\$1,771	\$229																									Copy of Procurement Procedures and Executed Consultant Contract	
1.4	Identify Existing Conditions	Consultant	\$2,000	\$1,771	\$229																									Existing Conditions Report	
1.5	Indirect Costs	SIR	\$1,976	\$1,749	\$227																									Indirect Cost Calculation Breakdown	
2.0 Public Outreach																															
2.1	Community Workshop #1	SIR/Consultant	\$1,666	\$1,475	\$191																									PowerPoint Presentation, Workshop Summary, Photos	
2.2	Community Workshop #2	SIR/Consultant	\$1,666	\$1,475	\$191																									PowerPoint Presentation, Workshop Summary, Photos	
2.3	Community Workshop #3	SIR/Consultant	\$1,666	\$1,475	\$191																									PowerPoint Presentation, Workshop Summary, Photos	
2.4	Indirect Costs	SIR	\$468	\$414	\$54																									Indirect Cost Calculation Breakdown	
3.0 Long Range Transportation Plan																															
3.1	Update the existing LRTP	SIR/Consultant	\$15,000	\$13,280	\$1,721																									Sketches, illustrations, lists	
3.2	Analyze Existing Condition and Project to 20-Year Horizon Date Conditions	Consultant	\$10,000	\$8,853	\$1,147																									Sketches, illustrations, lists	
3.3	Develop maintenance, safety, and pedestrian components for the plan. Identify Transportation Improvement Funding Sources	Consultant	\$7,000	\$6,197	\$803																									Sketches, illustrations, lists	
3.4	Develop Tribal Transportation Improvement Program (TIP)	Consultant	\$2,000	\$1,771	\$229																									Sketches, illustrations, lists	
3.5	Draft Complete Long Range Transportation Plan	Consultant	\$8,000	\$7,082	\$918																									Sketches, illustrations, lists	
3.6	Joint Meeting with local Transportation Agencies	SIR/Consultant	\$8,693	\$7,696	\$997																									Draft Long Range Transportation Plan	
3.7	Plan	Consultant	\$1,500	\$1,328	\$172																									Presentation notes, Workshop Summary, Photos	
3.8	Tribal Business Council Adoption	SIR/Consultant	\$7,500	\$6,640	\$860																									Final Long Range Transportation Plan	
3.9	Indirect Costs	SIR	\$228	\$202	\$26																									Meeting minutes	
3.10			\$8,901	\$7,880	\$1,021																									Indirect Cost Calculation Breakdown	
4.0 Fiscal Management																															
4.1	Invoicing (Indirect Costs)	SIR	\$1,295	\$1,146	\$149																									Invoice Packages, Indirect Cost	
4.2	Quarterly Reports	SIR	\$1,979	\$1,752	\$227																									Calculation Breakdown	
TOTALS			\$87,138	\$77,142	\$9,996	\$0																								Quarterly Reports	

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities. The SIR annually negotiates an Indirect Cost Negotiation Agreement with the National Business Center. The current Indirect Rate for CY 2015 is 35.28%. The CY2016 rate is being submitted. For budgeting purposes, we calculated our indirect costs based upon the CY 2015 rate.

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

 County Initials

 Contractor Initials

Attachment E

Sustainable Communities Grant-State Route 36

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

PROJECT TITLE	State Route 36 Complete Street and Safe Mobility Study
PROJECT LOCATION (city and county)	Susanville, Lassen County

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization	Lassen County Transportation Commission		
Mailing Address	1631 Alhambra Blvd, Suite 100		
City	Sacramento		
Zip Code	95816		
Executive Director/designee and title	Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> Matt Boyer, Executive Secretary	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address	matt@mcbandassociates.com		
Contact Person and title	Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/> Matt Boyer, Executive Secretary	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address	matt@mcbandassociates.com		
Phone Number	(916) 594-7077		

FUNDING INFORMATION
 Use the Match Calculator to complete this section.
[Match Calculator](#)

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$ 177,100	\$22,945	\$	\$200,045

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

Local transportation funds and staff time

FY 2018-19 CALTRANS SUSTAINABLE TRANSPORTATION PLANNING SUSTAINABLE COMMUNITIES GRANT APPLICATION

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

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

Please identify the best practices cited in the 2017 Regional Transportation Plan (RTP) Guidelines, Appendices K and L, that would be employed in the proposed transportation planning grant project. Select only those that apply and provide an explanation. For future grant cycles, this section may be considered for points and/or threshold requirements. For now, these items are for tracking and reporting purposes only and are not associated with points, and may not result in a higher score.

☒ Coordination with Other Planning Processes

Please explain how:

Implements the guidelines of the Susanville Main Street Revitalization Plan to encourage revitalization by translating grassroots developed community priorities into actionable projects consistent with Caltrans policies and standards. Consistent with the planning guidelines of the Lassen RTP and Caltrans Main Street, California.

☐ Regional Travel Demand Modeling and Analysis

Please explain how:

☒ RTP Consultation and Coordination

Please explain how:

Consistent with the Lassen RTP goal of a comprehensive, efficient, and safe transportation system that serves the needs of residents and stimulates economic progress. Promotes goal of a safe and efficient bicycle and pedestrian system that takes advantage of the natural scenery and physical characteristics of the city and county.

☐ Integrating Ecological Considerations into Transportation Planning

Please explain how:

☐ RTP Financial Overview

Please explain how:

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

☐ RTP Modal Discussion

Please explain how:

☒ Transportation System Management and Operations

Please explain how:

The study will evaluate the systemic planning-levels of corridor operations and safety (signal timing, signal interconnect, lane channelization, etc.).

☐ Future of Transportation and New Technology

Please explain how:

☐ Sustainable Communities Strategy (SCS) Contents and Development

Please explain how:

☐ Land Use and Transportation Strategies to Address Regional GHG Emissions

Please explain how:

☐ Adaptation of the Regional Transportation System to Climate Change

Please explain how:

☐ Performance Measures

Please explain how:

☐ Policies and Programs that Promote Health and Health Equity

Please explain how:

Please identify the Grant Program Overarching Objectives (Grant Application Guide, Page 4) that the proposed transportation planning grant project will address. Select all that apply and provide an explanation.

- ☒ Sustainability – Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals, preserving the State’s natural and working lands, and preserving the unique character and livability of California’s communities.

Please explain how:

Increases efficiency and reduces GHG by improving mobility for pedestrians, bicyclists, and vehicles through the use of multimodal elements along SR 36/Main Street. Preserves and enhances the character and livability of the community through streetscape features that reflect community heritage and values.

- ☒ Preservation – Preserve the transportation system through protecting and/or enhancing the environment, promoting energy conservation, improving the quality of life, and/or promoting consistency between transportation improvements and State and Local planning growth and economic development patterns.

Please explain how:

The objective of the study is to implement the Main Street Revitalization Plan by converting a 1970's era State Highway into a safe multimodal corridor that supports vibrant 21st century economic development and sustainability.

- ☒ Mobility – Increase the accessibility of the system and mobility of people and freight.

Please explain how:

The addition of multimodal improvements including bicycle facilities, pedestrian enhancements, and transit stop enhancements will increase mobility along the SR 36/Main Street corridor. Emphasis on livable streets will accommodate the needs of multiple users, including drivers, bicyclists, and pedestrians.

- ☒ Safety – Increase the safety and/or security of the transportation system for motorized and active transportation users.

Please explain how:

Identification of safety issues along the corridor will define and allow for the planning of countermeasures to correct safety issues. Emphasis will be placed on how safety can be addressed for a variety of users through street design, streetscape improvements, pedestrian and bicycle access, as well as public transportation hubs.

- ☐ Innovation – Promote the use of technology and innovative designs to improve the performance and social equity of our transportation system and provide sustainable transportation options.

Please explain how:

- ☒ Economy – Support the economic vitality of the area (i.e. enables global competitiveness, enables increased productivity, improves efficiency, increases economic equity by enabling robust economic opportunities for individuals with barriers to employment and for Disadvantaged Business Enterprises, etc.).

Please explain how:

Complete street and streetscape enhancements have been shown to have a positive impact on the economy. The improvements will support local economic growth and increase economic equity by creating more employment opportunities.

FY 2018-19
**CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION**

- ☒ **Health** – Decrease exposure to local pollution sources, reduce serious injuries and fatalities on the transportation system, and promote physical activity especially through transportation means.

Please explain how:

Exploration of multimodal options can identify means to reduce GHG and local pollution. Enhanced focus on safety and roadway improvements can reduce collisions and resulting injuries.

- ☒ **Social Equity** – All of these overarching objectives should promote transportation solutions that focus on and prioritize the needs of communities most affected by poverty, air pollution and climate change, and promote solutions that integrate community values with transportation safety and performance while encouraging greater than average public involvement in the transportation decision making process.

Please explain how:

Susanville is a low-income community as identified by AB 1550. Population trends in the County show an increase in the age 65+ demographic. The unemployment rate is higher and decreased at a slower rate than elsewhere in the State. Improvements to pedestrian and public transit options has the ability to help seniors and the unemployed.

FY 2018-19
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

1. Project Description (100 words maximum) (15 points): Briefly summarize project.

The SR 36 Complete Street and Safe Mobility study will analyze multimodal mobility, safety, and revitalize the local economy. The study extends 2.5 miles from Harris Drive to Riverside Drive. The study is designed to re-integrate Main Street back into the community by translating the locally-developed Susanville Main Street Revitalization Plan into a vision that is consistent with Caltrans policies and standards. Context-sensitive enhancements and multimodal options will be evaluated to improve safety and efficiency for a range of users, including pedestrians, bicyclists, and drivers. The result will be a list of priority projects and funding plan for implementation.

FY 2018-19
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project.

SR 36/Main Street consists of approximately three miles of continuous 4-lane conventional highway through the City of Susanville. Sidewalks range from non-existent to 20 feet wide. There are uncontrolled pedestrian crossings and no bike lanes. The corridor is a barrier that divides the City of Susanville and restricts access to activity centers, including the Susan River, grocery stores, restaurants, and shopping. The study will address land use conflicts with the corridor. Antiquated lane striping creates a trap lane in portions of the town. These conditions result in a high number of collisions along the corridor. The outdated conditions of the corridor no longer reflect the current needs of the community and fail to meet the standards of Caltrans Main Street, California Guidelines.

SR 36/Main Street is plagued by safety issues, including high vehicular speeds, and does not address the needs of alternative transportation including pedestrian access, public transit, and bicyclists. According to TIMS and SWITRS data, 202 accidents have occurred between 2006 and 2016. Transit stops are generally not marked and lack basic safety and comfort amenities for riders. The corridor in front of Lassen High School is particularly troubling and is the spot of frequent accidents. There was a recent pedestrian fatality at this location in 2013. This creates a safety concern for local students. The study will evaluate the impact of multimodal options that will increase safety for a wide variety of users. Potential improvements include changes to existing pedestrian and bicycle access as well as countermeasures on the roadway designed to limit and reduce the number of collisions.

Data compiled in the 2017 Lassen RTP reveals a high number of seniors, many without access to vehicles, a high level of poverty, and a stagnant employment rate. Data compiled by the California DOF reveals a growing number of seniors in Lassen County. By 2035 the age group 65+ is estimated to compose 23.6% of the population. According to California EDD approximately 7.2% of the Lassen County labor force was unemployed in April 2016. Between April 2016 and April 2017, the Lassen County unemployment rate remained higher and decreased at a slower rate than the unemployment for the State of California and the United States. Based on US Census data, the 2016 media household income estimate for Susanville was \$46,863 compared to the California median income of \$67,739.

Susanville desires pedestrian and bicycle access along SR 36. A large portion of the community relies upon pedestrian access, including local businesses, seniors, students, and the low-income community. This project has the ability to impact those communities. This study focuses on how to improve pedestrian access as well as safety for seniors and pedestrians in general. The plan promotes economic growth through increased resources for community businesses. A revitalized SR 36 has the ability to attract business and promote job growth. It further provides access to transit options for the unemployed.

SR 36 serves as the backbone of the community, as well as being part of the State Highway System. The study will bring together Caltrans and the City of Susanville, blending stakeholder needs and building good will. The Susanville Main Street Revitalization, Susanville Vehicular Wayfinding Plan, and Caltrans SR 36 CAPM project will be leveraged to create a plan that is supported by Caltrans, LCTC, City of Susanville, and the local community.

The corridor no longer exemplifies the character of the community. Polling of the community conducted in September 2015 as part of the Susanville Main Street Revitalization Plan reflects a public interest in design elements that reflect the historical heritage of the area, including an emphasis on the community's abundant wildlife and outdoor amenities. Local businesses have expressed an interest in redevelopment and installing amenities that make for a better business community. This includes improvements to street landscape and signage as well as a focus on Complete Streets.

The risk of not funding the grant is a stagnant and unsafe highway through one of California rural communities. SR 36 was designed in the 1970's and has remained largely unchanged since then. As a rural community, Susanville is in need of growth and resources that meet the needs of an aging population. By not funding the grant the community will be unable to explore transportation options that have the ability to impact the community and local businesses. Safety will remain a concern, particularly for local students and seniors.

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3. Grant Specific Objective (Do not exceed the space provided.) (30 points): Explain how the proposed project addresses the grant specific objective of the Sustainable Communities grant program: to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives (Grant Application Guide, Page 4).

Sustainable Communities Grant Program

The objective of the State Route 36 Complete Street and Safe Mobility Study is to study complete street and safety enhancement implementation along the SR 36 corridor to improve overall health and safety. The development and implementation of the plan will focus efforts on transit, safety, bicycle/pedestrian facilities, and develop cost analysis to leverage potential funding sources. The grant will address the specified objectives in the following manner:

Sustainability- The study will improve mobility for people and goods through the City of Susanville. GHG will be reduced by increasing pedestrian and bicycle mobility and access. These improvements will decrease vehicle miles travelled and reduce GHG. Further objectives include examining the viability of an improved streetscape with features that reflect the community and its uniqueness.

Preservation- The study will preserve the existing 1970's era State Highway by converting a into a safe multimodal corridor that supports vibrant 21st century economic development and sustainability. The study will implement the Susanville Main Street Revitalization Plan by modifying the document to meet Caltrans policies and standards.

Mobility- 77% of commuters in Lassen County drive alone. Under current conditions, Vehicle Miles Traveled in Susanville is expected to increase from 87.47 in 2013 to 103.21 in 2037. The corridor currently lacks bicycle facilities, pedestrian enhancements, and safe transit stops. Mobility is limited and safety is a concern. Signage is needed to attract pedestrians to local trails and river access. Multimodal options along SR 36 corridor will be explored, including connections to local housing, recreational amenities, and other activity centers.

Safety- Current studies demonstrate considerable safety concerns along SR 36. TIMS and SWITRS data collected from 2006-2016 reveals 202 collisions in the City of Susanville during this period, including one pedestrian fatality in front of Lassen High School. This is an issue that the community has identified through surveying as well. The study will continue to identify safety issues along the corridor and develop a plan to install countermeasures to improve safety. This will address land use conflicts with the SR 36 corridor.

Economy- Complete street and streetscape enhancements have been shown to have positive impacts on the economy. The 2015 Susanville Main Street Revitalization Plan identified aesthetic enhancements to re-energize the economy and increase economic equity by creating more employment opportunities. The study will develop an actionable plan to fund and implement the corridor improvements, which will also provide construction job opportunities.

Health- The project will improve health concerns by focusing on a reduction in GHG through multimodal options as well as improvements in safety by implementing a plan that reduces collisions. An emphasis on pedestrian and bicycle access will further improve health by encouraging physical activity. Improved street design increasing the flow of people and goods can also promote access to jobs, education, healthcare, and healthy food options.

Social Equity- The majority of Susanville is an AB 1550 low-income community. Population figures indicate an aging population with a large portion of the population being 65+. There is a large unemployment rate and the rate has decreased slower than other portions of the state. Data indicates that the households with the highest proportion of no vehicles available are single-person households, likely seniors, followed by households with 4 or more people living in them. These groups rely on pedestrian and public transit access. By focusing on multimodal options the study can address the transportation needs of seniors and can explore options that impact the workforce. Community engagement will continue to help identify local needs and provide a forum for the community to participate in the development of the corridor.

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Grant Specific Objective (Continued - Do not exceed the space provided.)

The goal of this study is to provide safe access and resources for pedestrians and bicyclists that increase mobility and decrease miles driven by vehicles. By exploring multimodal transportation options and analyzing pedestrian and bicycling infrastructure the project is designed to meet the objectives of the grant program and subsequently reduce GHG. The study is also designed to meet the objectives of the CTP 2040, 2017 RTP Guidelines, Complete Street and Mobility Framework, Climate Ready Transportation, and serves a disadvantage/low-income community.

CTP 2040 GHG Goals

The CTP 2040 is focused on reducing GHG through sustainability. Appendix 7 of the CTP 2040 provides specific methods for meeting this reduction in GHG. This study will implement reductions through the usage of modeshift by providing pedestrian enhancements, bicycle facilities, and enhanced transit stops. Modeshift will lead to a reduction in GHG by encouraging citizens to use alternative means of transportation including walking and bicycling. This outcome will also help meet the CTP 2040 goals of tripling cycling and doubling walking.

2017 RTP Guidelines

This study will meet the Guidelines of Appendix K by focusing on improvements to active transportation, collisions and safety, pollution and climate change, and overall stress and mental health. A shift in focus to re-integration and multimodal transportation will impact these areas. Increased access to pedestrian and bicycling elements will increase active transportation. Analysis and implementation of countermeasures will increase safety. Access to viable transportation alternatives can reduce pollution and the affects of climate change. Decreased traffic will improve overall stress levels and mental health. Improvements in the corridor will lead to access to jobs.

Complete Streets and Smart Mobility Framework (SMF)

The Caltrans Complete Streets outline emphasizes safe mobility for all users. This study will evaluate multimodal transportation and design elements that focus on improving safety and health, commercial access, and the environment. Emphasis will be placed on how transit and street design can better improve these elements for all users, including bicyclists, pedestrians, transit riders, and motorists.

The Caltrans SMF focuses on mobility while enhancing California's economic, environmental, and human resources. Economic factors can be influenced by the increase in the flow of goods and providing revitalization to local businesses. Reductions in GHG and a shift to alternative modes of transportation can address concerns of climate change. The study examines accessibility and evaluates current land usage. The study will have the ability to examine current usage and determine viable alternatives that focus on mobility and growth. An integrated approach to land usage and transportation can reduce the need for vehicle trips and encourage non-motorized usage. The study also evaluates the management of the circulation network, by focusing on the flow of traffic through the community.

Climate Ready Transportation

The project meets the goals of California's key climate strategies by evaluating means to improve efficiency. Increased efficiency can lead to lower travel times and an ensuing reduction in GHG. Further, the study will evaluate enhancement to pedestrian and bicycle access, further reducing the potential for GHG and climate change.

Disadvantage Community

This study takes places in a disadvantaged community. The majority of project is located within a AB 1550 designated low-income community. As of 2016 median household income was estimated at \$46,863 compared to the California median income of \$67,739. There is a large unemployment rate, 7.2% as of April 2016, and an aging population. Community studies have demonstrated that the elderly and low-income populations are impacted by transportation needs. The current lack of pedestrian and bicycle access creates concerns for safety and mobility. Multimodal aspects of this project can determine the best way to provide access to community resources including employment, healthy food options, and healthcare. Current road conditions are unsafe and the community is in need of updated infrastructure that focuses on safety and reducing traffic collisions, which will provide access for all.

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4. Project Management (30 points)

- A. Scope of Work in required Microsoft Word format (15 points)
- B. Project Timeline in required Microsoft Excel format (15 points)

See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 48-54), also online at: <http://www.dot.ca.gov/hq/tpp/grants.html>

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Application Signature Page

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

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



Signature of Authorized Official (Applicant)

Executive Secretary

Title

Matt Boyer

Print Name

February 23, 2018

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date

Scope of Work Checklist

The Scope of Work is the official description of the work that is to be completed during the contract. **The Scope of Work must be consistent with the Project Timeline. Applications with missing components will be at a competitive disadvantage.** Please use this checklist to make sure your Scope of Work is complete.

The Scope of Work must:

- ☐ Use the Fiscal Year 2018-19 template provided and in Microsoft Word format
- ☐ List all tasks and sub-tasks using the same title as stated in the project timeline
- ☐ Include task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline
- ☐ List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant)
- ☐ Include a thorough Introduction to describe the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
- ☐ Include a thorough and accurate narrative description of each task and sub-task
- ☐ Include a task for a kick-off meeting with Caltrans at the start of the grant
- ☐ Include a task for procurement of consultants, if consultants are needed
- ☐ Include a task for invoicing
- ☐ Include a task for quarterly reporting to Caltrans
- ☐ Include detailed public participation and services to diverse communities
- ☐ Include project implementation/next steps
- ☐ List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline
- ☐ EXCLUDE environmental, complex design, engineering work, and other ineligible activities

SCOPE OF WORK: State Route 36 Complete Street and Safe Mobility Study

INTRODUCTION:

The City of Susanville (City) is the Lassen County seat and the only incorporated city in the County. The City is located within Caltrans District 2 in the northeastern area of the State. The City has a population of 17,947 with 14.3% under the age 18 and 6.6% over age 65 (*2010 US Census*). 2016 US Census projections show the population declining by 17.3%. The median household income is \$46,863 and 22.8% live below the poverty line (*US Census Bureau, American Community Survey and Puerto Rico Community Survey, 5-Year Estimates*). The City is identified as a low-income community as defined by Assembly Bill 1550 (AB 1550).

State Route 36 (SR 36) serves as the main arterial through the City of Susanville and portions are designated as Main Street. This facility is outdated, no longer fits the needs of the community and doesn't meet current Caltrans guidelines. There are also safety concerns along the corridor, which has experienced 202 collisions between 2006 and 2016. The SR 36 Complete Streets and Safe Mobility Study will analyze the corridor from Harris Drive to Riverside Drive, a total of 2.5 miles. The project builds upon recent Caltrans SR 36 Capital Maintenance (CAPM) project and a long-term vision for the corridor, which encourages revitalization. The study is designed to re-integrate the route back into the community. The study will develop multimodal options for the corridor and analyze safety issues along the corridor. Context-sensitive enhancements will be evaluated to improve safety and efficiency for a range of users, including pedestrians, bicyclists, and drivers.

A significant community and stakeholder engagement effort will be a major component to the study. The low-income community will be invited to participate in workshops and public participation events. Their input will help drive the direction of the study and proposed improvements. Key stakeholders will also be engaged during the project, specifically Caltrans and Lassen Transit Services Agency.

In addition to improved multimodal access and safety, the project will also have positive impacts on the City's economy. Improvements to SR 36 are a critical piece to stimulating the economy. They will create a more business-friendly environment, inviting people to leave their automobiles and patronize the local businesses.

The result of the study will be an actionable list of projects and identified funding sources to implement the study recommendations. The next steps will be to pursue additional funding sources to design and construct the proposed improvements.

RESPONSIBLE PARTIES:

Lassen County Transportation Commission and Consultant

OVERALL PROJECT OBJECTIVES:

- Provide improved facilities for all users and make connections to existing and planned operational improvements.
- Demonstrate how complete streets principles can be applied to SR 36.
- Improve safety for all users and reduce vehicle speeds.
- Promote active living.
- Engage with the local stakeholders and residents to understand and address their needs.
- Enhance and protect the recent investments along SR 36.
- Revitalize the local economy.

- Provide recommended policies for the City of Susanville consideration

1. Consultant Procurement

Task 1.1 RFP for Consultant Services

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

- **Responsible Party:** LCTC

Task 1.2 Board Approval and Contract Execution

LCTC will schedule for a Board approval and contract execution.

- **Responsible Party:** LCTC

Task	Deliverable
1.1	<i>Procurement, Selection Checklist</i>
1.2	<i>Resolution Approving Consultant Contract, Executed Consultant Contract</i>

2. Project Initiation and Existing Conditions

Task 2.1 Project Kick-off and Staff Coordination

LCTC will meet with consultant to launch planning effort, review project schedule, and identify Technical Advisory Committee (TAC) members, including Caltrans, City of Susanville, and Lassen Transit Services Agency. LCTC and the consultant team will have monthly face-to-face project team meetings with consultant and TAC as necessary to ensure good communication and coordination on upcoming tasks to ensure the project remains on schedule and within budget. Caltrans staff will be invited to all TAC meetings.

- **Responsible Party:** LCTC and Consultant

Task 2.2 Meetings with Caltrans

LCTC and the Consultant team will meet with Caltrans to kick-off the project, discuss their goals for the project, and identify operations and maintenance needs. In addition to the kick-off meeting with Caltrans, up to three (3) additional meetings will be held with various Caltrans District 2 Functional Units. These include Planning, Maintenance and Operations, Traffic, and Traffic Safety. These meetings would further discuss and collaborate on the project needs, concepts, and future implementation.

- **Responsible Party:** LCTC and Consultant

Task 2.3 Background Research and Data Gathering

The Consultant Team will review and assess existing plans from the City of Susanville, LCTC, Lassen County, Caltrans, Lassen Transit Services Agency and other sources, conduct field reconnaissance, gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparation of the plan.

The Consultant Team will develop project study area base maps, review environmental constraints, land uses, socioeconomic conditions including population projections, employment, commuting characteristics, transportation modes, green space and open space planning, public safety, air quality, traffic calming, and housing. Review existing and planned developments impacting the project area.

Through on-site reconnaissance, aerial maps, and recently completed studies and plans, identify locations of existing facilities such as pedestrian and bicycle infrastructure, bus stops, and parking locations. Identify right of way, sight distances and obstructions, on street parking restrictions, transit circulation, and school circulation.

- **Responsible Party:** Consultant

Task 2.4 Safety Analysis

The Consultant Team will review safety data along the corridor and identify common collision types, severities and hot spot locations are discovered. A prioritization of segments and intersections will be developed by analyzing metrics, which includes crash rate, total number of collisions, and Life Benefit dollar amount. The Consultant team will identify appropriate countermeasures to mitigate common collision types. Finally, collision severity and benefit/cost ratios will be evaluated.

- **Responsible Party:** Consultant

Task 2.5 Prepare Existing Conditions, Issues and Opportunities Memo

The Consultant will prepare an existing conditions summary memo and annotated list of studies and plans to be incorporated into the Plan. The memo will also include an identification of the issues, opportunities and gaps to be addressed through the Plan. This report will establish the framework and technical analysis that will form the foundation for the Plan development that will be used to engage the public in the next phases of the planning process.

- **Responsible Party:** Consultant

Task	Deliverable
2.1	<i>Monthly Meeting Notes</i>
2.2	<i>Caltrans Meeting Notes</i>
2.3	<i>Analysis and Review of Existing Plans, Studies, and Reports Development of Base Maps</i>
2.4	<i>Safety Analysis Memo</i>
2.5	<i>Existing Conditions Technical Memo</i>

3. Public Participation and Community Outreach

Task 3.1 Draft Public Outreach & Marketing Plan

LCTC will prepare a Public Outreach & Marketing Plan. The Outreach and Marketing Plan will be presented to the Project Team and TAC and refined as necessary. A TAC will be appointed by the Project Team and include a broader representation of stakeholders. TAC members will be approved by the LCTC. Caltrans will be a primary stakeholder in the process.

- **Responsible Party:** LCTC

Task 3.2 Project Website

LCTC will develop and maintain a Project website to provide the public with project information, materials, and updates. Survey Monkey or a similar tool may also be utilized to gather targeted information necessary to fill information gaps.

- **Responsible Party:** LCTC

Task 3.3 Public Outreach Workshops and Stakeholder Outreach

The public outreach and participation plan emphasizes a mix of traditional (meetings, charrettes, open houses) and non-traditional programs emphasizing "going to" the community in the course of their day-to-day activities rather than having the community "come to us." LCTC and the consultant team will prepare and facilitate at least three (3) public workshops during the project period, as well as at least one walking tour. Meetings should be planned during key project development stages. The public and identified Stakeholders will be invited through extensive public outreach including local newspapers, websites, local radio, notification on buses, emails to distribution lists from previous LCTC and City of Susanville projects, emails to homeowner groups and existing community group distribution lists.

LCTC will also prepare and facilitate at least four (4) TAC meetings, scheduled prior to public workshops and draft document releases.

LCTC will develop a list of project stakeholders which may include but is not limited to business and property owners, neighborhood groups, the Chamber of Commerce, emergency service providers, schools, transit dependent individuals, non-motorized users, and other representatives of individuals affected by changes in the Study area. LCTC and the consultant will also schedule interviews with key Stakeholders in order to identify the area's opportunities and challenges. Each interview will be an informal discussion. A Memorandum will be prepared and summarizing stakeholder needs, priorities, opportunities, and technical requirements.

- **Responsible Party:** LCTC and Consultant

Task 3.4 Public Participation Events

LCTC and the consultant team will "go to the community" and attend a minimum of two (2) public events (potentially school sponsored events for parent feedback.) and visit at least 2 locations (e.g., shopping centers) where the community (visitors and residents) congregate in the course of everyday activities.

- **Responsible Party:** LCTC and Consultant

Task 3.5 Public Participation Summary Report

LCTC will prepare and submit a public participation summary report to the Project Team.

- **Responsible Party:** LCTC

Task	Deliverable
3.1	<i>Public Outreach & Marketing Plan</i>
3.2	<i>Project Website, Marketing Materials</i>
3.3	<i>Summary Notes from Public Outreach Workshops and Stakeholder Interview</i>
3.4	<i>Summary Notes from Public Participation Events</i>
3.5	<i>Public Participation Summary Report</i>

4. Draft Plan Components

Task 4.1 Conceptual Design Alternatives

The Consultant will prepare conceptual design alternatives for transforming SR 36 and into a Complete Streets corridor inclusive of, and or in coordination with, Caltrans Operational Improvements. Alternatives will be based upon existing conditions and community input.

Consultant will use before and after visualizations and renderings of the proposed alternatives to clearly communicate the impacts of new facilities and develop consensus around desired outcomes. Alternatives seek to improve facilities to enhance multimodal options for residents and students along SR 36. The project will build upon existing and planned operational improvements along SR 36.

Consultant will develop multimodal and streetscape Design Guidelines identifying and incorporating community character and streetscapes. This will build upon the Susanville Main Street Revitalization Plan and Southeast Susanville Gateway Project. This will include guidance for community beatification and gateway projects. All alternatives will be presented for TAC and community feedback.

- **Responsible Party:** Consultant

Task 4.2 Complete Streets and Safe Mobility Plan

The Consultant shall incorporate the feedback of the TAC and the community on concept alternatives with facilitation of community consensus for the preferred scenario identified within the Plan. The Plan is to develop a report describing complete streets deficiencies, safety issues, and recommended improvements with a prioritized listing of projects. The Plan should include the following:

Establish conceptual designs for improvements to:

- Provide improved facilities for all users and make connections to existing and planned operational improvements.
- Demonstrate how complete streets principles can be applied to SR 36.
- Improve safety for all users and reduce vehicle speeds.
- Promote active living.
- Utilize graphs, tables, figures, and photos, to convey the results of the analysis and prioritization recommendations.
- Enhance and protect the recent investments along SR 36.
- Provide recommended policies for the City of Susanville consideration.

- **Responsible Party:** Consultant

Task	Deliverable
4.1	<i>Conceptual Design Alternatives</i>
4.2	<i>Draft Complete Streets and Safe Mobility Plan</i>

5. Implementation and Financial Plan

Task 5.1 Recommended Projects and Programs

From Task 4, Consultant will develop a list of programs and projects; identifying next steps needed to implement the Plan. Preliminary costs estimates will be developed for proposed projects and or programs.

- **Responsible Party:** Consultant

Task 5.2 Project Prioritization

This portion of the Plan will lay out the strategy for implementing the projects and programs. The Consultant Team, with input from the TAC, will develop a project evaluation strategy including

scoring criteria and ranking. Priority projects will represent the projects and programs intended for near-term implementation.

The intent of an evaluation strategy is to identify achievable, priority projects for near-term implementation as well as projects for mid- and longer-term implementation. In order to do so, evaluation criteria needs to be developed to measure how strongly a project meets the Plan's goals and policies as well as how well it adheres to best practices.

- **Responsible Party:** Consultant

Task 5.3 Financial Plan

Implementation of the projects and programs identified in Task 4.1 will take a significant amount of funding and time to implement. For the prioritized project list, develop planning level cost assumptions that will be used to determine project cost estimates. The financial plan will also include a funding strategy of potential funding sources and mechanisms.

- **Responsible Party:** Consultant

Task	Deliverable
5.1 – 5.3	<i>Draft Implementation and Financial Plan</i>

6. Final Documentation

Task 6.1 Administrative Draft Plan

The Consultant will prepare an Administrative Draft Plan incorporating deliverables from Tasks 1 through 4, including at a minimum:

1. Goals and Objectives
2. Existing Conditions: Analysis of existing conditions, land use, plans, safety data, studies, etc.
3. Analysis of future conditions- Population and employment growth, traffic, land use, attractors, recreation, etc.
4. Summary of Public Outreach
5. Recommended Policies
6. Complete Streets Conceptual Designs and Design Guidelines
7. Implementation/Next Steps and Financial Plan including project prioritization process and funding strategy

The administrative drafts will be reviewed by the Project Team and TAC and the plans will then be revised and finalized to go before the public for review and comment.

- **Responsible Party:** Consultant

Task 6.2 Public Review Draft Plan

The Consultant Team will incorporate feedback/comments and revise the administrative draft plan into a public review draft. The draft will be released to the public in conjunction with the final round of public workshops for review and feedback. The Consultant team will present the Public Draft Plan to the LCTC Board and City Council.

The Consultant will provide 15 hard copies of the Draft Plan for distribution to the Project Team, LCTC Board, and City Council.

- **Responsible Party:** Consultant

Task 6.3 Final Plan

The Consultant team will incorporate feedback for the public, LCTC, and the City of Susanville into a Final Plan. The Consultant will provide 1 CD of all final deliverables and 15 hard copies of the Final Plan for Project Team, LCTC Board, and City Council.

- **Responsible Party:** Consultant

Task 6.4 Plan Presentation and/or Adoption

The Consultant team will present the Final Plan to the LCTC Board and City Council.

- **Responsible Party:** Consultant

Task	Deliverable
6.1	<i>Administrative Draft; Project Team Review and Comments</i>
6.2	<i>Public Review Draft Plan (15 hard copies); Board Presentation, City Council Presentation</i>
6.3	<i>Final Plan (1 CD of all final deliverables and 15 hard copies)</i>
6.4	<i>Presentation materials; LCTC Board and City Council Agenda</i>

7. Grant Management

Task 7.1 Invoice Package

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

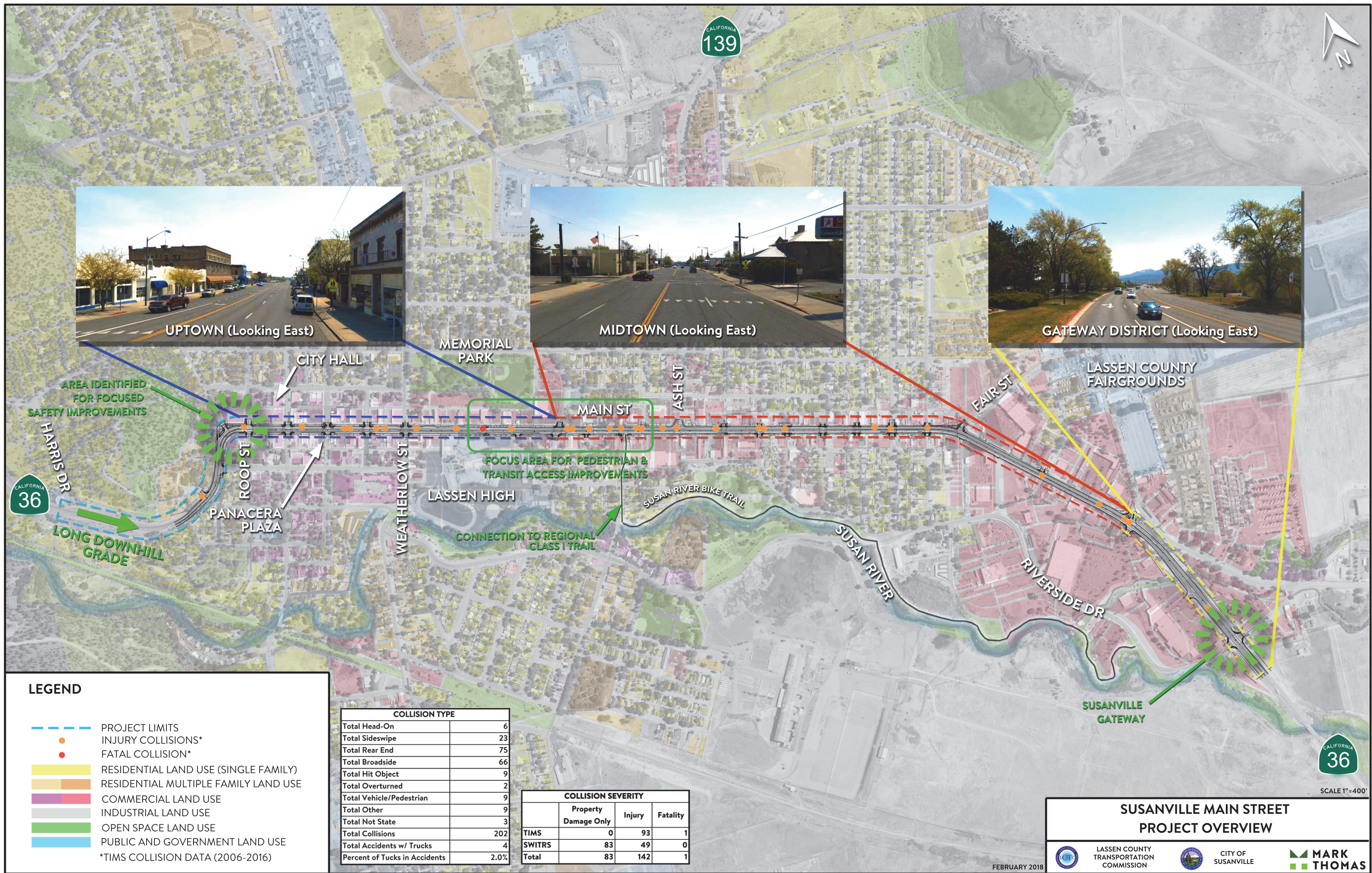
- **Responsible Party:** LCTC

Task 7.2 Quarterly Report

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

- **Responsible Party:** LCTC

Task	Deliverable
6.1	<i>Caltrans Invoice Packages</i>
6.2	<i>Quarterly Reports</i>



PROJECT TIMELINE (Template)

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

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

2018-19 Caltrans Sustainable Transportation
Planning Grant Program

Sustainable Communities Grant Application

STATE ROUTE 36 COMPLETE STREET AND SAFE MOBILITY PLAN

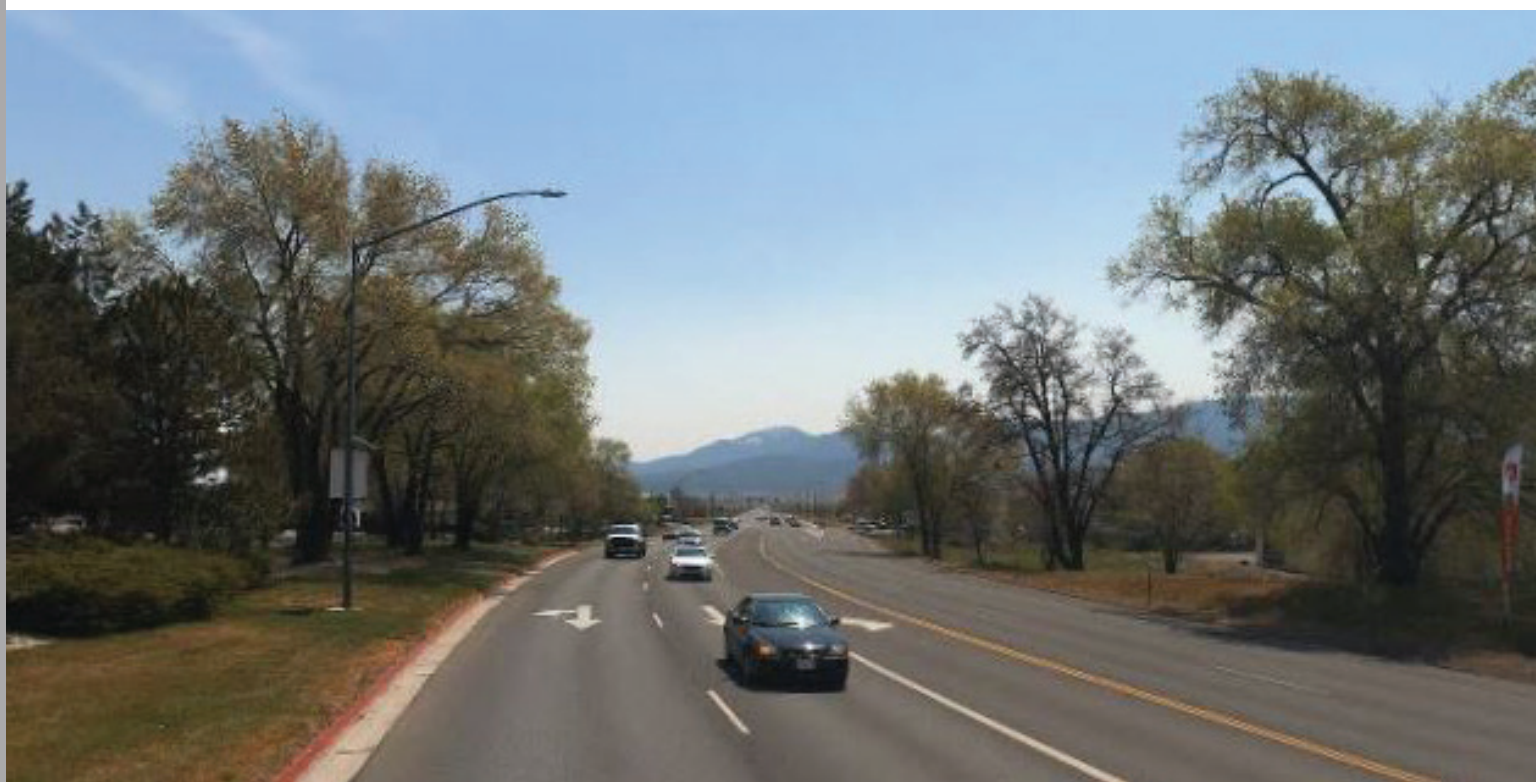
SUPPLEMENTAL INFORMATION



State Route 36 Complete Street and Safe Mobility Plan

Supplemental Information

LETTERS OF SUPPORT





City of Susanville

(530) 257-1000 • 66 North Lassen Street • Susanville, CA 96130-3904

Friday, February 23, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Boulevard, Suite 100
Sacramento, CA 95816

Dear Mr. Boyer:

Having already experienced the impact the Sustainable Communities Grant can have on the community, this effort is greatly encourage. I look forward to the workshops and community gatherings to discuss these multi-modal and safety enhancements.

I'm pleased to submit this letter of support for the State Route 36 Complete Street and Safe Mobility Plan. SR 36 is an important corridor in the community. It serves as Main Street in the City of Susanville and is home to schools, commercial centers, government buildings, hotels, and restaurants. It carries local traffic as well as regional traffic and freight through Susanville.

This study has the opportunity to address key issues along the corridor and convert the roadway into a livable street. SR 36 has a significant safety issue with a high number collisions, including those involving pedestrians. The highway lacks sufficient safe pedestrian crossings as well as bicycle facilities. Aesthetic features do not address the community character.

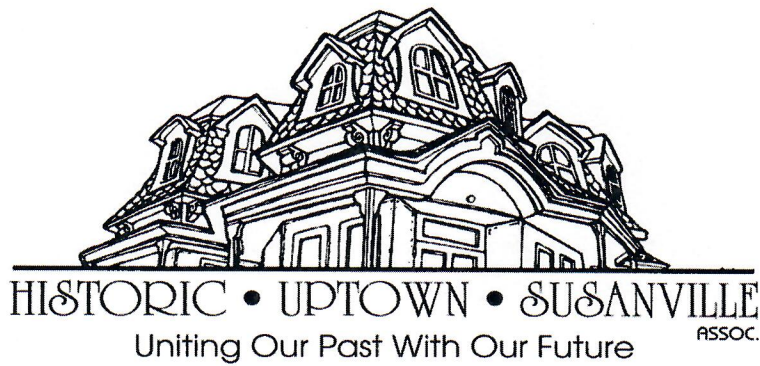
I am excited to be involved in this study to advance and prioritize improvements along SR 36. There will be an actionable plan to update the corridor to improve safety, provide multimodal facilities, and corridor aesthetics that will also have positive impacts on our local economy.

Sincerely,

Quincy McCourt
Project Manager

Kathie Garnier
Mayor
Joseph Franco
Mayor pro tem

Councilmembers:
Mendy Schuster
Kevin Stafford
Brian Wilson



February 7th, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Boulevard, Suite 100
Sacramento, CA 95816

Dear Mr. Boyer:

I'm pleased to submit this letter of support for the State Route 36 Complete Street and Safe Mobility Plan. SR 36 is an important corridor in the community. It serves as Main Street in the City of Susanville and is home to schools, commercial centers, government buildings, hotels, and restaurants. It carries local traffic as well as regional traffic and freight through Susanville.

This study has the opportunity to address key issues along the corridor and convert the roadway into a livable street. SR 36 has a significant safety issue with a high number collisions, including those involving pedestrians. The highway lacks sufficient safe pedestrian crossings as well as bicycle facilities. Aesthetic features do not address the community character.

I am excited to be involved in this study to advance and prioritize improvements along SR 36. There will be an actionable plan to update the corridor to improve safety, provide multimodal facilities, and corridor aesthetics that will also have positive impacts on our local economy.

Sincerely,

Melanie Westbrook
Historic Uptown Susanville Association President



PO Box 338 • 1516 Main Street • Susanville, CA 96130 • (530) 257-4323 • Fax: (530) 251-2561
www.lassencountychamber.org

February 22, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Boulevard, Suite 100
Sacramento, CA 95816

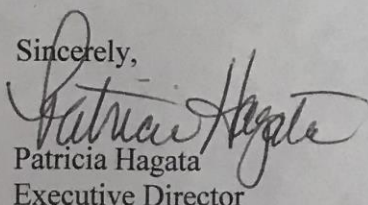
Dear Mr. Boyer:

The Lassen County Chamber of Commerce is pleased to submit this letter of support for the State Route 36 Complete Street and Safe Mobility Plan. SR 36 is an important corridor in the community as it serves as "Main Street" in the City of Susanville. SR36/Main Street Susanville is home to schools, commercial centers, government buildings, hotels, and restaurants. It carries local and regional traffic and freight through Susanville.

This study has the opportunity to address key issues along the corridor and convert the roadway into a livable and attractive street. SR 36 has significant safety issues with a high number collisions, including those involving pedestrians. The highway lacks sufficient safe pedestrian crossings as well as bicycle pathways. The current aesthetic features also do not address the community desire for a more pleasing street that adds character and interest and encourages visitors to stop.

The business community has long wanted to see changes made to the main corridor and we are excited to be involved in this study to advance and prioritize improvements along SR 36/Main Street Susanville. The document will include an actionable plan to update the corridor to improve safety, provide multimodal facilities, and corridor aesthetics that could also have positive impacts on our local economy.

Sincerely,


Patricia Hagata
Executive Director



Lassen Senior Services
1700 Sunkist Dr
Susanville, CA 96130

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Boulevard, Suite 100
Sacramento, CA 95816

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I am excited to be involved in this study to advance and prioritize improvements along SR 36. There will be an actionable plan to update the corridor to improve safety, provide multimodal facilities, and corridor aesthetics that will also have positive impacts on our local economy.

Sincerely,

M R. [Signature]

Henry Hart
BOARD MEMBER *LASSEN SENIOR SERVICES*

Lindsay Ritchie - Board Member - Lassen Senior Services
Cathy Maggard
Martha L Joseph-Horan



Lassen Senior Services
1700 Sunkist Dr
Susanville, CA 96130

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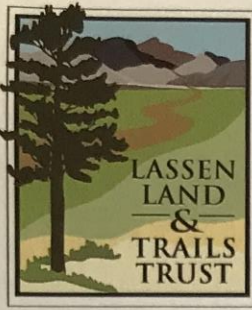
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I am excited to be involved in this study to advance and prioritize improvements along SR 36. There will be an actionable plan to update the corridor to improve safety, provide multimodal facilities, and corridor aesthetics that will also have positive impacts on our local economy.

Sincerely,

Patricia Sharp, Vice President

Jean Hodge
Doug Bridges
W. Ray



P.O. Box 1461
SUSANVILLE, CA 96130
PHONE: (530) 257-3252
www.lassenlandandtrailstrust.org

February 22, 2018

Mr. Matt Boyer
Executive Secretary
Lassen County Transportation Commission
1631 Alhambra Boulevard, Suite 100
Sacramento, CA 95816

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We are pleased to support this study to advance and prioritize improvements along SR 36. There will be an actionable plan to update the corridor to improve safety, provide multimodal facilities, and corridor aesthetics that will also have positive impacts on our local economy.

Sincerely,

A handwritten signature in blue ink, which appears to read "Linda Hansen". The signature is fluid and cursive, written over the printed name.

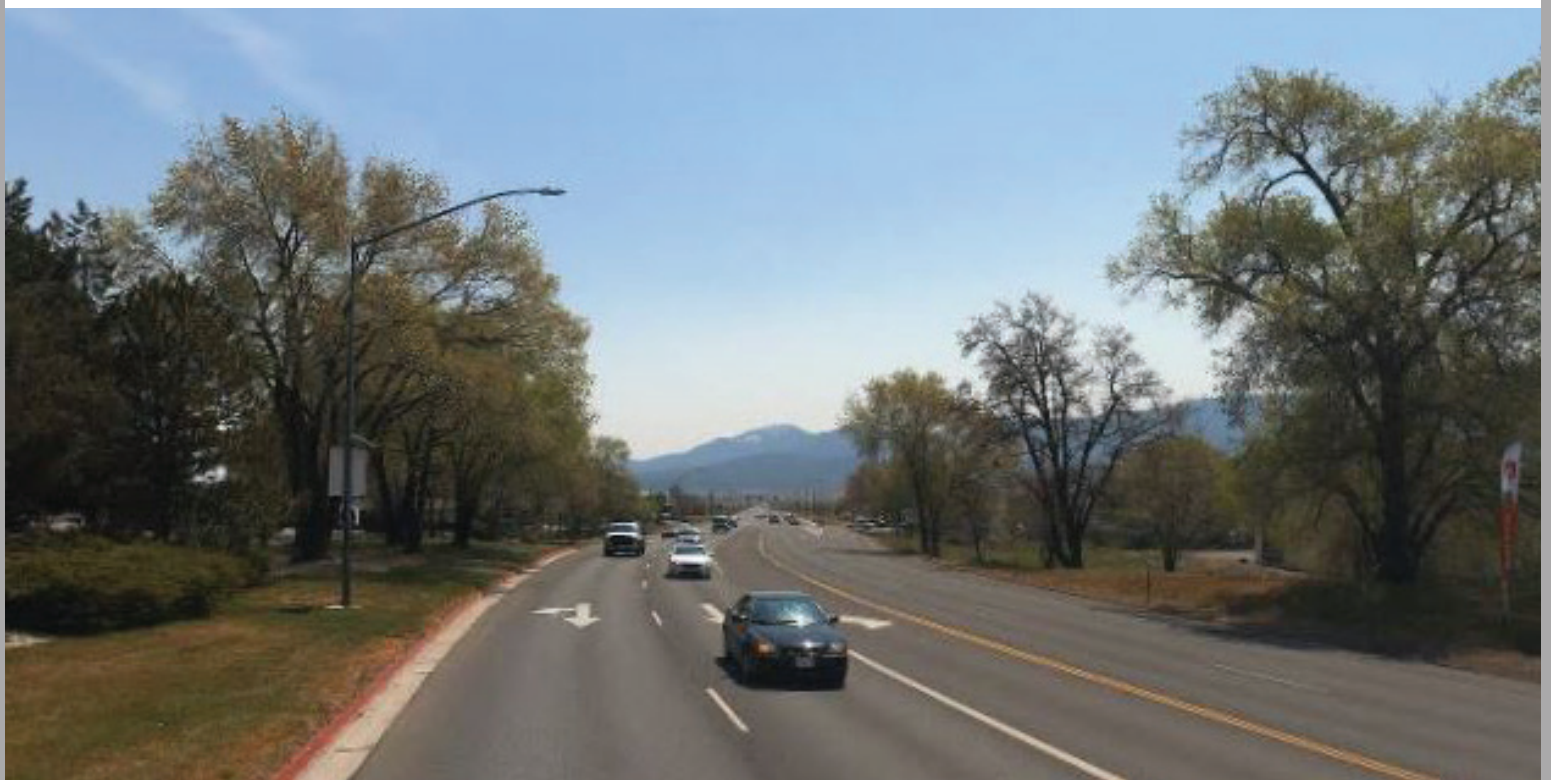
Linda Hansen, President

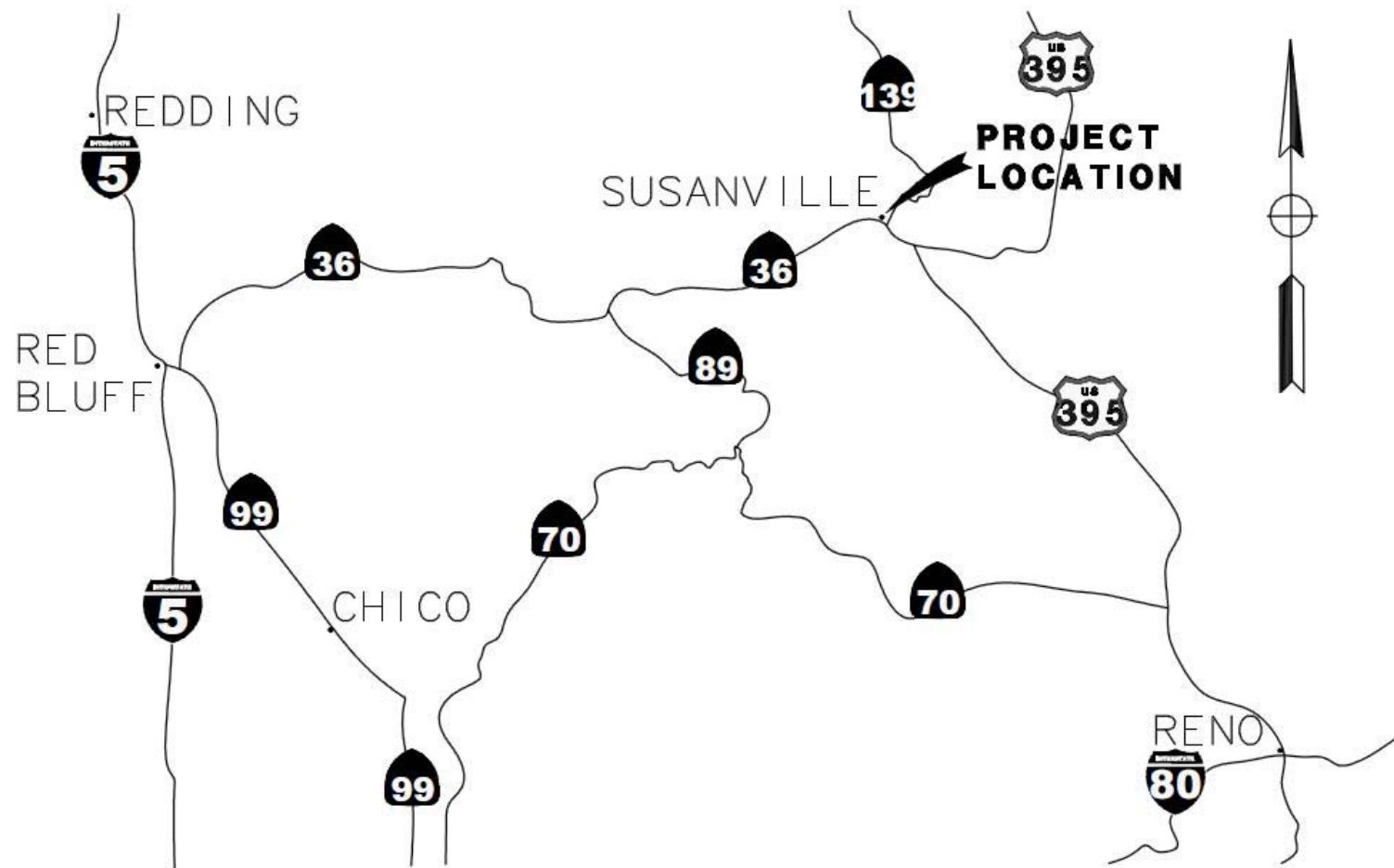
Board of Directors

State Route 36 Complete Street and Safe Mobility Plan

Supplemental Information

GRAPHICS





VICINITY MAP
NO SCALE

PHOTO 1 - Gateway area looking West towards Riverside Drive:



PHOTO 2 - Looking West to Mesa Street:



PHOTO 3 - Looking East to Spring Street:



PHOTO 4 - Looking East to Ash Street:



PHOTO 5 - Looking West to Grand Avenue:



PHOTO 6 - Looking East to Lassen Street:



PHOTO 7 - Looking East to Union Street:



PHOTO 8 - Looking Northeast to Roop Street:



Susanville Main Street REVITALIZATION PLAN



Prepared by:
CFA, Inc.



CITY OF SUSANVILLE

Vehicular Wayfinding Sign Plan

Lassen County Transportation Commission

DRAFT

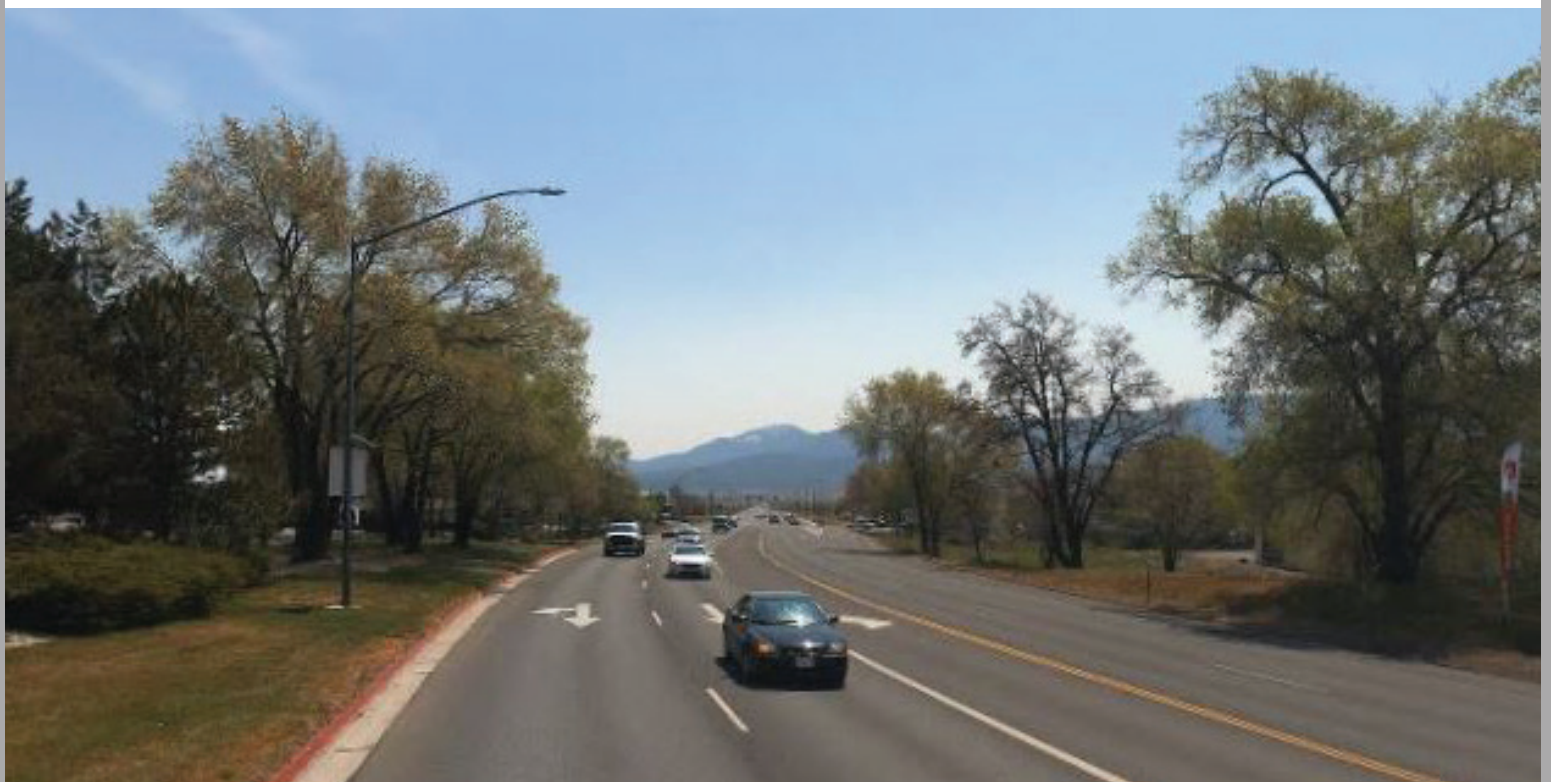
March 2015



State Route 36 Complete Street and Safe Mobility Plan

Supplemental Information

SAFETY DATA



From TIMS Data		
Collision Type		
Head On	4	A
Sideswipe	5	B
Rear End	25	C
Broadside	22	D
Hit Object	6	E
Overtaken	2	F
Vehicle/Pedestrian	0	G
Other	7	H
Not Stated	3	--
Total	74	
Collision Involved with Trucks		
Trucks Accident	3	
Total Accidents	74	

From SWITRS Data PDO only		
Collision Type		
Head On	2	A
Sideswipe	18	B
Rear End	50	C
Broadside	44	D
Hit Object	3	E
Overtaken	0	F
Vehicle/Pedestrian	9	G
Other	2	H
Not Stated	0	--
Total	128	
Collision Involved with Trucks		
Trucks Accident	1	
Total Accidents	128	

COLLISION TYPE	
Total Head-On	6
Total Sideswipe	23
Total Rear End	75
Total Broadside	66
Total Hit Object	9
Total Overtaken	2
Total Vehicle/Pedestrian	9
Total Other	9
Total Not State	3
Total Collisions	202
Total Accidents w/ Trucks	4
Percent of Trucks in Accidents	2.0%

COLLISION SEVERITY			
	Property Damage Only	Injury	Fatality
TIMS	0	93	1
SWITRS	83	49	0
Total	83	142	1



CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	KILLED	INJURED	WEATHER1	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	STROUT	POSTMILE	PARTIES	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL	BICINJ
2497084	-120.6371622	40.41123409	2006	1801	0	2	A	RT 36	RUSSELL AV	70	E	N	2/16/2006	938	36	26.06	2	0	0	2	0	0	0	0
2622498	-120.64224	40.41386131	2006	1801	0	1	B	RT 36	FAIRFIELD AV	0		Y	2/28/2006	1200	36	25.76	2	0	0	1	0	1	0	0
2733111	-120.6630111	40.41890131	2006	1801	0	3	A	RT 36	ROOP ST	0		Y	6/23/2006	1300	36	24.59	2	1	0	2	0	0	0	0
2955447	-120.6382372	40.41204896	2006	1801	0	2	A	RT 36	MAIN ST 2830	0		N	12/4/2006	1700	36	25.98	2	0	0	2	0	0	0	0
3101663	-120.6420222	40.41380731	2007	1801	0	1	B	RT 36	FAIRFIELD AV	0		N	2/27/2007	1450	36	25.77	2	0	0	1	0	0	0	0
3183849	-120.654661	40.41684658	2007	1801	0	1	A	RT 36	PACIFIC ST	181	W	N	4/12/2007	2020	36	25.04	2	0	0	1	0	0	0	0
3280543	-120.6375683	40.41153743	2007	1801	0	1	A	RT 36	RUSSELL AV	120	W	N	6/16/2007	1808	36	26.03	2	0	1	0	0	1	0	0
3340442	-120.6442032	40.41434534	2007	1801	0	1	A	RT 36	SPRING ST	0		Y	8/17/2007	1620	36	25.67	2	0	1	0	0	0	0	0
3366087	-120.6505075	40.41584732	2007	1801	0	3	A	RT 36	ALEXANDER AV	0		Y	6/29/2007	603	36	25.27	2	0	0	3	0	0	0	0
3494805	-120.6618736	40.41861103	2007	1801	0	1	A	RT 36	LASSEN ST	0		Y	11/14/2007	1954	36	24.64	2	0	0	1	0	1	0	0
3499190	-120.6503627	40.41581284	2007	1801	0	1	A	RT 36	ALEXANDER AV	0		Y	9/17/2007	1215	36	25.278	2	0	0	1	0	1	0	0
3846074	-120.6487418	40.415425	2008	1801	0	1	A	RT 36	RT 139	70	E	N	6/30/2008	935	36	25.37	3	0	0	1	0	0	0	0
3929846	-120.6537159	40.41662064	2008	1801	0	1	A	RT 36	GRAND AV	300	W	N	9/24/2008	1305	36	25.1	1	0	1	0	0	0	0	0
3929882	-120.6578158	40.41762049	2008	1801	0	2	A	RT 36	S WEATHERLOW ST	0		Y	9/11/2008	955	36	24.865	2	0	1	1	0	0	0	0
3930577	-120.6441801	40.41433967	2008	1801	0	2	B	RT 36	S SACRAMENTO ST	0		Y	10/3/2008	1650	36	25.62	2	0	0	2	0	0	0	0
3995512	-120.6501821	40.41576985	2008	1801	0	1	A	RT 36	PARK ST	6	E	N	11/21/2008	1625	36	25.29	2	0	0	1	0	1	0	0
4014435	-120.6526751	40.41636674	2008	1801	0	2	A	RT 36	FOSS ST	0		Y	12/12/2008	1225	36	25.15	3	0	0	2	0	0	0	0
4033247	-120.6583619	40.4177529	2009	1801	0	1	A	RT 36	WEATHERLOW ST	128	N	N	1/16/2009	1120	36	24.85	2	0	1	0	0	0	0	1
4166748	-120.6476831	40.41517294	2009	1801	0	1	A	RT 36	HALL ST	0		Y	3/9/2009	1610	36	25.44	2	0	1	0	0	0	0	0
4193548	-120.634903	40.40939376	2009	1801	0	3	C	RT 36	JOHNSTONVILLE RD	0		Y	3/21/2009	2115	36	26.22	2	0	1	2	0	0	0	0
4241078	-120.6580834	40.41768492	2009	1801	0	1	A	RT 36	WEATHERLOW ST	0		Y	4/26/2009	1830	36	24.865	2	0	1	0	0	0	0	0
4244301	-120.6630111	40.41890131	2009	1801	0	1	A	RT 36	ROOP ST	0		Y	5/20/2009	1900	36	24.59	2	1	0	0	0	1	0	0
4271979	-120.639578	40.41307039	2009	1801	0	1	A	RT 36	LAUREL ST	0		Y	6/1/2009	1230	36	25.88	3	0	0	1	0	0	0	0
4274294	-120.6564625	40.41729339	2009	1801	0	1	A	BERKLEY ST	RT 36	15	S	N	5/22/2009	1510	36	24.94	2	0	1	0	0	1	0	0
4312262	-120.6621488	40.41868072	2009	1801	0	1	A	RT 36	LASSEN ST	0		Y	7/7/2009	1510	36	24.64	2	0	1	0	0	1	0	0
4312266	-120.6504052	40.41582295	2009	1801	0	5	A	RT 36	ALEXANDER AV	0		Y	7/5/2009	1931	36	25.278	2	0	1	4	0	0	0	0
4344179	-120.6387727	40.41245892	2009	1801	0	1	A	RT 36	MAIN ST	0		Y	7/27/2009	1620	36	25.94	2	0	0	1	0	0	0	0
4409606	-120.6512307	40.41602034	2009	1801	0	1	A	MAIN ST	ALEXANDER AV	0		Y	8/25/2009	1250	36	25.23	2	0	0	1	0	0	0	0
4409654	-120.6393465	40.41289633	2009	1801	0	1	A	MAIN ST	RT 36	0		N	8/21/2009	1600	36	25.9	2	0	1	0	0	0	0	1
4463534	-120.6350048	40.4095158	2009	1801	0	1	A	RT 36	JOHNSTONVILLE RD	0		Y	10/9/2009	715	36	26.21	2	0	0	1	0	0	0	0
4634814	-120.6467768	40.41495318	2010	1801	0	1	B	RT 36	MAIN ST	0		N	2/5/2010	1645	36	25.5	1	0	1	0	0	0	0	0
4671704	-120.639578	40.41307039	2010	1801	0	1	B	RT 36	LAUREL ST	0		Y	2/26/2010	850	36	25.88	2	0	1	0	0	0	0	0
4822763	-120.6397144	40.41317138	2010	1801	0	1	A	RT 36	FAIR DR	25	W	N	7/21/2010	1925	36	25.87	2	0	0	1	0	0	0	0
4831350	-120.64224	40.41386131	2010	1801	0	1	A	FAIRFIELD AV	RT 36	0		Y	6/14/2010	1150	36	25.76	2	0	0	1	0	1	0	0
4864802	-120.6407232	40.41350534	2010	1801	0	1	A	RT 36	MESA ST	0		-	8/16/2010	1225	36	25.83	2	0	0	1	0	0	0	1
4864806	-120.6407232	40.41350534	2010	1801	0	1	A	RT 36	MESA ST	0		Y	8/16/2010	1719	36	25.83	2	0	1	0	0	0	0	1
4972098	-120.6505538	40.41585835	2010	1801	0	1	A	RT 36	ALEXANDER AV	33	W	N	10/1/2010	2044	36	25.27	2	0	0	1	0	1	0	0
5086073	-120.6386966	40.41240109	2011	1801	0	3	A	RT 36	RIVERSIDE DR	0		Y	2/13/2011	1830	36	25.94	2	2	1	0	0	0	0	0
5154302	-120.6511121	40.41599188	2011	1801	0	1	B	RT 36	ALEXANDER AV	0		Y	2/24/2011	350	36	25.24	1	0	1	0	0	0	0	0
5218083	-120.6677748	40.41724557	2011	1801	0	1	A	RT 36	HILL CREST DR	0		Y	6/7/2011	1616	36	24.26	2	0	1	0	0	0	0	0
5259945	-120.6630111	40.41890131	2011	1801	0	1	A	RT 36	ROOP ST	15	E	N	6/16/2011	1000	36	24.59	2	0	0	1	0	0	0	0
5259965	-120.634903	40.40939376	2011	1801	0	1	A	RT 36	JOHNSTONVILLE RD	0		Y	6/27/2011	1100	36	26.22	2	0	1	0	0	0	0	0
5265350	-120.6390407	40.41266309	2011	1801	0	1	A	RT 36	RIVERSIDE DR	92	W	N	7/20/2011	1120	36	25.92	2	0	0	1	0	0	0	0
5309286	-120.6385045	40.41225421	2011	1801	0	1	A	RT 36	RIVERSIDE DR	120	E	N	8/19/2011	1200	36	25.96	2	0	0	1	0	0	0	0
5326920	-120.6636813	40.41903154	2011	1801	0	1	C	RT 36	PINE ST	0	E	N	6/1/2011	1630	36	24.54	1	1	0	0	0	0	0	0
5328365	-120.6524947	40.41632351	2011	1801	0	1	A	FOSS ST	RT 36	0		-	9/3/2011	1833	36	25.16	2	0	1	0	0	0	0	1
5408020	-120.6350048	40.4095158	2011	1801	0	1	A	RT 36	JOHNSTONVILLE RD	0		N	9/27/2011	1215	36	26.21	4	0	1	0	0	0	0	0
5470599	-120.6388732	40.41253534	2011	1801	0	1	A	RT 36	RIVERSIDE DR	20	W	N	12/2/2011	800	36	25.93	1	0	1	0	0	0	0	0
5471091	-120.6457166	40.41470373	2011	1801	0	1	B	RT 36	S GILMAN ST	0		Y	11/11/2011	1115	36	25.57	1	0	0	1	0	0	0	0
9001363	-120.6631315	40.4189321	2006	1801	0	1	A	RT 36	ROOP ST	0		Y	7/17/2006	1115	36	24.57	2	0	0	1	0	0	0	0



CASEID	POINT_X	POINT_Y	YEAR_	LOCATION	KILLED	INJURED	WEATHER1	PRIMARYRD	SECONDRD	DISTANCE	DIRECT	INTERSECT_	DATE_	TIME_	STROUTE	POSTMILE	PARTIES	SEVINJ	OTHERINJ	COP	PEDKILL	PEDINJ	BICKILL	BICINJ
9001383	-120.6372345	40.41128793	2006	1801	0	1	A	RT 36	RUSSELL AV	85	W	N	7/22/2006	1900	36	26.03	2	0	0	1	0	0	0	0
9001434	-120.6629518	40.41888614	2006	1801	0	1	A	RT 36	ROOP ST	0		Y	8/15/2006	1852	36	24.58	2	0	0	1	0	0	0	0
5978518	-120.6407232	40.41350534	2012	1801	0	1	A	RT 36	MESA ST	0		Y	11/20/2012	1120	36	25.83	2	1	0	0	0	1	0	0
5964545	-120.6555618	40.41706999	2012	1801	0	1	A	RT 36	PACIFIC ST	300	W	N	9/7/2012	2150	36	24.99	1	0	0	1	0	0	0	1
5637141	-120.6616918	40.41857112	2012	1801	0	1	A	LASSEN ST	RT 36	200	S	N	5/7/2012	1500	36	24.65	2	0	0	1	0	0	0	0
5637064	-120.654571	40.41682424	2012	1801	0	1	A	RT 36	PACIFIC ST	0		Y	5/2/2012	1230	36	25.045	2	0	1	0	0	0	0	0
5503851	-120.634903	40.40939376	2012	1801	0	2	A	RT 36	JOHNSTONVILLE RD	0		Y	1/23/2012	1340	36	26.22	2	0	1	1	0	0	0	0
5454083	-120.6553882	40.41702695	2012	1801	0	1	A	RT 36	PACIFIC ST	200	W	N	1/23/2012	1200	36	25.01	2	0	1	0	0	1	0	0
6892557	-120.6489471	40.4154991	2015	1801	0	1	A	RT 36	RT 139	0		Y	3/25/2015	1500	36	25.356	2	0	1	0	0	0	0	0
6463690	-120.651592	40.416107	2013	1801	0	2	A	RT 36	ALEXANDER AV	145	W	N	7/6/2013	1133	36	25.21	3	0	0	2	0	0	0	0
6317112	-120.6611463	40.4184514	2013	1801	0	1	A	RT 36	LASSEN AV	150	E	N	12/19/2013	1240	36	24.68	3	0	0	1	0	0	0	0
6309717	-120.654661	40.4168466	2013	1801	0	1	A	RT 36	PACIFIC ST	15	W	N	10/16/2013	1231	36	25.04	3	0	0	1	0	0	0	0
6260546	-120.6356221	40.410044	2013	1801	0	1	A	RT 36	JOHNSTONVILLE RD	500	W	N	10/18/2013	1220	36	26.13	2	0	0	1	0	1	0	0
6189835	-120.6631832	40.4189453	2013	1801	0	1	A	N ROOP ST	RT 36	0		Y	8/25/2013	1835	36	24.58	2	0	0	1	0	0	0	1
6100924	-120.6385345	40.4122772	2013	1801	0	2	A	RT 36	RIVERSIDE DR	0		Y	2/13/2013	756	36	25.95	4	0	0	2	0	0	0	0
6099420	-120.646172	40.4148077	2013	1801	0	5	B	RT 36	S MCDOW ST	0		Y	5/8/2013	1830	36	25.51	2	0	1	4	0	0	0	0
5997000	-120.6496032	40.4156306	2013	1801	0	2	A	RT 36	RT 139	200	W	N	1/31/2013	1815	36	25.32	2	0	0	2	0	0	0	0
5943594	-120.6552027	40.4169809	2013	1801	0	3	A	MAIN ST	PACIFIC ST	158	W	N	2/8/2013	1600	36	25.02	2	0	2	1	0	0	0	0
5910580	-120.6557593	40.417119	2013	1801	1	0	A	RT 36	PACIFIC ST	291	W	N	6/5/2013	1957	36	24.99	2	0	0	0	1	0	0	0
6867361	-120.637405	40.4114257	2015	1801	0	1	A	RT 36	RUSSELL AV	0		Y	3/29/2015	1400	36	26.05	2	0	0	1	0	0	0	0
6853001	-120.6612641	40.4184717	2015	1801	0	1	A	MAIN ST	LASSEN ST	0		Y	3/11/2015	1350	36	24.65	2	0	1	0	0	0	0	0
6817698	-120.6509731	40.4159783	2015	1801	0	2	A	RT 36	ALEXANDER AV	0		Y	2/11/2015	1836	36	25.24	3	0	1	1	0	2	0	0
6804751	-120.6500999	40.415774	2015	1801	0	1	A	RT 36	PARK ST	34	E	N	1/22/2015	1750	36	25.29	2	0	1	0	0	0	0	0
6738665	-120.6511483	40.4160187	2014	1801	0	1	B	RT 36	ALEXANDER AV	0		Y	12/5/2014	745	36	25.23	3	0	0	1	0	0	0	0
6737614	-120.6523723	40.4163006	2014	1801	0	1	B	RT 36	GRAND AV	0		Y	11/20/2014	1115	36	25.16	2	0	0	1	0	0	0	0
6729442	-120.650309	40.415823	2014	1801	0	1	B	PARK ST	RT 36	0		Y	10/31/2014	1930	36	25.278	2	0	0	1	0	1	0	0
6651684	-120.6553384	40.4170165	2014	1801	0	1	A	RT 36	PACIFIC ST	0		Y	9/11/2014	1724	36	24.99	2	0	0	1	0	0	0	0
6646205	-120.6525478	40.4163408	2014	1801	0	1	A	RT 36	GRAND AV	6	W	N	9/28/2014	521	36	25.15	2	1	0	0	0	1	0	0
6619222	-120.6507989	40.415938	2014	1801	0	2	A	RT 36	ALEXANDER ST	0		Y	6/28/2014	10	36	25.25	3	0	0	2	0	0	0	0
6563687	-120.6631787	40.4189383	2014	1801	0	2	A	RT 36	STATION LINE	125	W	N	7/12/2014	2345	36	24.539	2	0	0	2	0	0	0	0
6558675	-120.6462685	40.4148435	2014	1801	0	1	A	RT 36	MCDOW ST	0		Y	7/3/2014	2220	36	25.51	2	0	1	0	0	0	0	0
6558578	-120.6588258	40.4178661	2014	1801	0	1	A	RT 36	UNION ST	0		Y	6/12/2014	716	36	24.79	2	0	0	1	0	0	0	0
6439403	-120.6358218	40.4102262	2014	1801	0	1	A	RT 36	RT 36 2875	0		N	3/16/2014	1508	36	26.16	2	1	0	0	0	0	0	0
6433909	-120.6406928	40.4135227	2014	1801	0	1	A	N MESA ST	RT 36	0		Y	4/15/2014	1130	36	25.83	2	0	1	0	0	0	0	1
6396605	-120.6511483	40.4160187	2014	1801	0	1	A	RT 36	ALEXANDER AV	0		Y	1/7/2014	1645	36	25.23	2	0	0	1	0	0	0	0
6921531	-120.6350169	40.4095422	2015	1801	0	1	A	MAIN ST	JOHNSTONVILLE RD	0		Y	5/2/2015	1438	36	26.22	2	0	1	0	0	1	0	0
6925921	-120.6543802	40.4167781	2015	1801	0	1	F	PACIFIC DR	RT 36	0		Y	5/5/2015	1230	36	25.045	2	0	0	1	0	0	0	0
6926895	-120.642435	40.4139367	2015	1801	0	1	B	RT 36	FAIRFIELD AV	0		-	5/14/2015	2000	36	25.73	2	0	1	0	0	0	0	0
6938646	-120.6462685	40.4148435	2015	1801	0	2	A	RT 36	MCDOW ST	0		Y	5/8/2015	1710	36	25.51	2	0	0	2	0	0	0	0
6964443	-120.6462685	40.4148435	2015	1801	0	2	A	RT 36	N MCDOW ST	0		Y	6/12/2015	2217	36	25.51	3	0	2	0	0	2	0	0
6966477	-120.6351437	40.4096649	2015	1801	0	4	F	RT 36	JOHNSTONVILLE RD	50		N	5/17/2015	1430	36	26.21	2	0	0	4	0	0	0	0
7120250	-120.6518476	40.4161802	2015	1801	0	1	A	RT 36	SMALL ST	29	W	N	11/12/2015	1350	36	25.19	2	0	1	0	0	1	0	0
7122190	-120.6406928	40.4135227	2015	1801	0	1	A	RT 36	MESA ST	0		Y	11/18/2015	1700	36	25.83	2	0	1	0	0	0	0	0
7134644	-120.6562089	40.4172331	2015	1801	0	1	A	RT 36	WEATHERLOW	300	E	N	12/4/2015	1530	36	24.94	2	0	0	1	0	0	0	0



CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
8322060	2017	20170222	420	RT 36	COTTAGE ST	83	E	N	36	2.448	0	0	0	0	1 A
8281585	2017	20170106	1636	RT 36	RIVERSIDE DR	1000		N	36	2.633	0	0	0	0	2 A
7045932	2015	20150813	844	RT 36	QUARRY ST	500	W	N	36	24.31	0	0	0	0	2 A
8149727	2016	20160903	2015	RT 36	QUARRY ST	120	W	N	36	24.38	2	0	1	1	1 A
6505206	2014	20140420	1640	RT 36	S PINE ST	0		Y	36	24.52	0	0	0	0	2 A
6563687	2014	20140712	2345	RT 36	STATION LINE	125	W	N	36	24.539	4	0	2	2	2 A
6631820	2014	20140916	1012	NORTG ROOP ST	MAIN ST	40	N	N	36	24.58	0	0	0	0	2 A
6189835	2013	20130825	1835	N ROOP ST	RT 36	0		Y	36	24.58	4	0	1	1	2 A
8102569	2016	20160807	1140	RT 36	N ROOP ST	100	E	N	36	24.6	0	0	0	0	2 A
6996378	2015	20150722	1445	RT 36	N LASSEN	0		N	36	24.64	0	0	0	0	2 A
6853001	2015	20150311	1350	MAIN ST	LASSEN ST	0		Y	36	24.65	3	0	1	1	2 A
6976403	2015	20150616	1650	RT 36	ROOP ST	0		Y	36	24.66	0	0	0	0	2 A
6317112	2013	20131219	1240	RT 36	LASSEN AV	150	E	N	36	24.68	4	0	1	1	3 A
7075144	2015	20150906	1430	GAY ST	MAIN ST	0		Y	36	24.73	0	0	0	0	2 A
8097631	2016	20160801	1330	RT 36	GAY ST	0		Y	36	24.73	0	0	0	0	2 A
7202264	2016	20160228	1850	RT 36	GAY ST	0		Y	36	24.73	4	0	1	1	2 A
6651527	2014	20140928	1300	RT 36	N GAY ST	0		Y	36	24.74	0	0	0	0	2 A
8012615	2016	20160330	1305	RT 36	GAY ST	0		Y	36	24.74	4	0	3	3	2 A
6558578	2014	20140612	716	RT 36	UNION ST	0		Y	36	24.79	4	0	1	1	2 A
8023990	2016	20160419	1410	RT 36	UNION ST	0		Y	36	24.8	0	0	0	0	2 A
8039563	2016	20160418	1140	RT 36	N ROOP ST	0		Y	36	24.805	4	0	1	1	2 A
6110967	2013	20130311	1655	N WEATHERLOW ST	RT 36	0		Y	36	24.865	0	0	0	0	2 A
6934672	2015	20150627	1800	RT 36	WEATHERLOW ST	0		Y	36	24.865	0	0	0	0	3 A
7151550	2015	20151222	1520	NORTH WEATHERLOW ST	RT 36	93	N	N	36	24.865	0	0	0	0	2 A
8147089	2016	20160815	1530	N WEATHERLOW ST	RT 36	21	N	N	36	24.865	4	0	1	1	3 A
8204442	2016	20161226	1525	RT 36	WEATHERLOW ST	40	E	N	36	24.87	0	0	0	0	2 A
6670172	2014	20140922	700	RT 36	WEATHERLOW ST	0		Y	36	24.88	0	0	0	0	2 A
6523067	2014	20140604	1340	RT 36	WEATHERLOW ST	200	E	N	36	24.91	0	0	0	0	2 A
7134644	2015	20151204	1530	RT 36	WEATHERLOW	300	E	N	36	24.94	4	0	1	1	2 A
5910580	2013	20130605	1957	RT 36	PACIFIC ST	291	W	N	36	24.99	1	1	0	0	2 A
6651684	2014	20140911	1724	RT 36	PACIFIC ST	0		Y	36	24.99	4	0	1	1	2 A
5943594	2013	20130208	1600	MAIN ST	PACIFIC ST	158	W	N	36	25.02	3	0	3	3	2 A
6309717	2013	20131016	1231	RT 36	PACIFIC ST	15	W	N	36	25.04	4	0	1	1	3 A
6925921	2015	20150505	1230	PACIFIC DR	RT 36	0		Y	36	25.045	4	0	1	1	2 A
6867927	2015	20150314	1850	RT 36	GRAND AV	323	W	N	36	25.1	0	0	0	0	2 A
6646205	2014	20140928	521	RT 36	GRAND AV	6	W	N	36	25.15	2	0	1	1	2 A
6289698	2013	20131121	815	FOSS ST	RT 36	50	S	N	36	25.16	0	0	0	0	2 A
6899115	2015	20150428	1230	RT 36	FOSS ST	0		N	36	25.16	0	0	0	0	2 A
7200603	2016	20160223	1900	RT 36	GRAND AV	0		Y	36	25.16	0	0	0	0	2 A
6737614	2014	20141120	1115	RT 36	GRAND AV	0		Y	36	25.16	4	0	1	1	2 A
5995082	2013	20130104	1645	RT 36	SMALL ST	20	W	N	36	25.19	0	0	0	0	2 A
6211556	2013	20130920	1250	RT 36	SMALL ST	20	W	N	36	25.19	0	0	0	0	2 A
6375889	2014	20140205	1650	MAIN ST	SMALL ST	0		Y	36	25.19	0	0	0	0	2 -
7120250	2015	20151112	1350	RT 36	SMALL ST	29	W	N	36	25.19	3	0	1	1	2 A
6463690	2013	20130706	1133	RT 36	ALEXANDER AV	145	W	N	36	25.21	4	0	2	2	3 A
6571743	2014	20140715	1000	MAIN ST	ALEXANDER AV	0		Y	36	25.23	0	0	0	0	2 A
6396605	2014	20140107	1645	RT 36	ALEXANDER AV	0		Y	36	25.23	4	0	1	1	2 A
6738665	2014	20141205	745	RT 36	ALEXANDER AV	0		Y	36	25.23	4	0	1	1	3 A
5995118	2013	20130126	530	RT 36	ALEXANDER AV	0		Y	36	25.24	0	0	0	0	2 A
6817698	2015	20150211	1836	RT 36	ALEXANDER AV	0		Y	36	25.24	3	0	2	2	3 A
6890297	2015	20150419	2040	RT 36	ALEXANDER AV	0		-	36	25.25	0	0	0	0	2 A
6619222	2014	20140628	10	RT 36	ALEXANDER ST	0		Y	36	25.25	4	0	2	2	3 A
7119501	2015	20151118	1210	MAIN ST	ALEXANDER AV	100		N	36	25.26	0	0	0	0	2 A
6310861	2013	20131223	1315	PARK ST	RT 36	100	W	N	36	25.278	0	0	0	0	2 A
6729442	2014	20141031	1930	PARK ST	RT 36	0		Y	36	25.278	4	0	1	1	2 A
6314003	2014	20140109	1545	MAIN ST	PARK ST	0		Y	36	25.29	0	0	0	0	2 A
6804751	2015	20150122	1750	RT 36	PARK ST	34	E	N	36	25.29	3	0	1	1	2 A



CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
5997000	2013	20130131	1815	RT 36	RT 139	200	W	N	36	25.32	4	0	2	2	A
8143483	2016	20161026	1454	MAIN ST	RT 36	0		Y	36	25.33	4	0	3	3	A
6503207	2014	20140509	1250	RT 36	RT 139	25		N	36	25.35	0	0	0	2	A
7040438	2015	20150823	1200	RT 36	RT 139	0		Y	36	25.35	0	0	0	2	A
6055993	2013	20130502	1411	MAIN ST	ASH ST	0		Y	36	25.356	0	0	0	2	A
8004021	2016	20160322	930	RT 36	ASH	0		Y	36	25.356	0	0	0	2	A
6892557	2015	20150325	1500	RT 36	RT 139	0		Y	36	25.356	3	0	1	2	A
7056344	2016	20160304	1054	MAIN ST	MAIN ST 2655	100		N	36	25.36	0	0	0	2	A
6639645	2014	20140930	1630	RT 36	RT 139	20	E	N	36	25.37	0	0	0	2	A
8021710	2016	20160410	1925	RT 36	RT 139	0		N	36	25.37	0	0	0	2	A
6614531	2014	20140808	1740	MAIN ST	HALL ST	0		Y	36	25.43	0	0	0	2	A
8176918	2016	20161117	1205	RT 36	HALL ST	0		Y	36	25.43	4	0	2	2	A
6191750	2013	20130830	1120	RT 36	HALL ST	0		Y	36	25.44	0	0	0	2	A
6243982	2013	20130924	1320	RT 36	HALL ST	0		Y	36	25.45	0	0	0	2	A
6929170	2015	20150921	1705	N MCDOW ST	RT 36	0		Y	36	25.51	0	0	0	2	A
6099420	2013	20130508	1830	RT 36	S MCDOW ST	0		Y	36	25.51	3	0	5	2	A
6558675	2014	20140703	2220	RT 36	MCDOW ST	0		Y	36	25.51	3	0	1	2	A
6964443	2015	20150612	2217	RT 36	N MCDOW ST	0		Y	36	25.51	3	0	2	3	A
6938646	2015	20150508	1710	RT 36	MCDOW ST	0		Y	36	25.51	4	0	2	2	A
8179204	2016	20161125	1805	RT 36	S MCDOW ST	0		Y	36	25.51	4	0	1	2	A
6376256	2014	20140201	1730	MAIN ST	MCDOW ST	20	W	N	36	25.52	0	0	0	2	A
6670160	2014	20141016	1250	RT 36	MCDOW ST	0		Y	36	25.52	0	0	0	2	A
8023629	2016	20160407	1204	RT 36	MCDOW ST	0		Y	36	25.52	4	0	1	2	A
8091685	2016	20160712	1500	MAIN ST	S GILMAN ST	35	W	N	36	25.55	0	0	0	1	A
6591875	2014	20140801	830	S GILMAN ST	MAIN ST	70	S	N	36	25.56	0	0	0	2	D
8138831	2016	20160917	1715	RT 36	S GILMAN ST	0		Y	36	25.56	4	0	1	2	A
7170383	2016	20160122	1500	RT 36	S SACRAMENTO ST	0		Y	36	25.62	0	0	0	2	A
6558911	2014	20140701	1500	RT 36	SACRAMENTO ST	0		Y	36	25.63	0	0	0	2	A
6793793	2015	20150117	1455	RT 36	SACRAMENTO ST	0		Y	36	25.63	0	0	0	2	A
6412852	2014	20140313	1409	RT 36	NORTH SACRAMENTO ST	35	E	N	36	25.64	0	0	0	3	A
6926895	2015	20150514	2000	RT 36	FAIRFIELD AV	0		-	36	25.73	3	0	1	2	A
6664223	2014	20140922	900	RT 36	FAIRFIELD AV	0		Y	36	25.76	0	0	0	2	A
8152896	2016	20161012	1545	FAIRFIELD AV	MAIN ST	0		Y	36	25.76	0	0	0	2	A
7187989	2016	20160209	749	MAIN ST	S FAIRFIELD	0		Y	36	25.76	3	0	1	2	A
8033826	2016	20160417	1900	RT 36	FAIRFIELD AV	0		Y	36	25.76	3	0	2	2	A
8180156	2016	20161207	1400	RT 36	FAIRFIELD AV	100	E	N	36	25.78	0	0	0	2	A
6401652	2014	20140224	1055	MAIN ST	MESA ST	50		N	36	25.82	0	0	0	2	A
6659418	2014	20141012	1700	RT 36	N MESA ST	0		Y	36	25.83	0	0	0	2	A
7152054	2016	20160105	840	N MESA	RT 36	0		Y	36	25.83	0	0	0	2	A
6433909	2014	20140415	1130	N MESA ST	RT 36	0		Y	36	25.83	3	0	1	2	A
7122190	2015	20151118	1700	RT 36	MESA ST	0		Y	36	25.83	3	0	1	2	A
7202681	2016	20160226	1603	RT 36	N MESA ST	0		Y	36	25.83	4	0	1	2	A
6505202	2014	20140419	1435	RT 36	FAIR DR	0		Y	36	25.88	0	0	0	2	A
6929169	2015	20150522	1255	RT 36	FAIR DR	0		-	36	25.88	0	0	0	2	A
7109828	2015	20151102	1505	RT 36	FAIR DR	0		Y	36	25.88	0	0	0	2	A
8096777	2016	20160801	1150	RT 36	FAIR DR	0		Y	36	25.88	0	0	0	2	A
6593252	2014	20140810	1140	RT 36	FAIR DR	50		N	36	25.89	0	0	0	2	A
6240626	2013	20131027	1515	RT 36	LAUREL ST	200	E	N	36	25.92	0	0	0	2	A
6439000	2013	20130628	1645	RT 36	RIVERSIDE DR	25	W	N	36	25.93	0	0	0	2	A
6441013	2013	20130731	2123	RT 36	RIVERSIDE DR	0		Y	36	25.94	0	0	0	2	A
6100924	2013	20130213	756	RT 36	RIVERSIDE DR	0		Y	36	25.95	4	0	2	4	A
6395353	2014	20140226	1345	RT 36	RIVERSIDE	60		N	36	25.96	0	0	0	2	A
5943787	2013	20130213	1115	RUSSELL AV	RT 36	0		Y	36	26.05	0	0	0	2	A
6269368	2013	20131029	1615	RT 36	RUSSELL AV	0		Y	36	26.05	0	0	0	2	A
6867361	2015	20150329	1400	RT 36	RUSSELL AV	0		Y	36	26.05	4	0	1	2	A
6110966	2013	20130311	949	RT 36	RUSSELL AV	0		Y	36	26.06	0	0	0	3	A
6260546	2013	20131018	1220	RT 36	JOHNSTONVILLE RD	500	W	N	36	26.13	4	0	1	2	A



CASE_ID	ACCIDENT_YEAR	COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	STATE_ROUTE	POSTMILE	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR
8154804	2016	20161024	2020	RT 36	JOHNSTONVILLE RD	150	N	N	36	26.15	0	0	0	2	A
6967567	2015	20150605	1429	MAIN ST	RT 36	0		Y	36	26.16	0	0	0	2	-
6439403	2014	20140316	1508	RT 36	RT 36 2875	0		N	36	26.16	2	0	1	2	A
6187798	2013	20130826	1900	RT 36	JOHNSTONVILLE RD	70	W	N	36	26.2	0	0	0	2	C
6099145	2013	20130523	1450	RT 36	JOHNSTONVILLE RD	50	W	N	36	26.21	0	0	0	2	A
6990656	2015	20150626	1840	RT 36	JOHNSTONVILLE RD	0		Y	36	26.21	0	0	0	2	A
6966477	2015	20150517	1430	RT 36	JOHNSTONVILLE RD	50		N	36	26.21	4	0	4	2	D
5995078	2013	20130105	1405	RT 36	JOHNSTONVILLE RD	0		N	36	26.22	0	0	0	2	A
6269281	2013	20131008	1021	RT 36	JOHNSTONVILLE RD	0		Y	36	26.22	0	0	0	2	D
6921531	2015	20150502	1438	MAIN ST	JOHNSTONVILLE RD	0		Y	36	26.22	3	0	1	2	A
6099446	2013	20130419	1247	RT 36	JOHNSTONVILLE RD	0		Y	36	26.23	0	0	0	2	D
6375467	2014	20140107	1400	MAIN ST	JOHNSTONVILLE RD	30	E	N	36	26.23	0	0	0	2	A
6100934	2013	20130212	1830	RT 36	JOHNSTONVILLE RD	200		N	36	26.26	0	0	0	2	A
7131641	2015	20151129	1258	RT 36	RIVERSIDE DR	528	N	N	36	26.42	4	0	2	2	A
6276401	2013	20131115	1430	RT 36	EAST RIVERSIDE DR	50	W	N	36	26.51	0	0	0	2	A
7152571	2015	20150812	1130	RT 36	E RIVERSIDE DR	0		Y	36	26.51	0	0	0	2	A
6581080	2014	20140623	1520	RT 36	JOHNSTONVILLE RD	0		Y	36	26.515	0	0	0	2	A
6631816	2014	20140920	1100	RT 36	RIVERSIDE DR	0		Y	36	26.53	0	0	0	2	A
6283465	2013	20131203	1205	RT 36	RIVERSIDE DR	110	E	N	36	26.54	0	0	0	2	A

SWITRS Collision Raw Data Export Layout

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

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

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

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

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

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

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

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

SWITRS Party Raw Data Export Layout

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

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

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

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

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

			04 - Bicycle 05 - Motorized Bicycle 06 - All-Terrain Vehicle (ATV) 07 - Sport Utility Vehicle 08 - Minivan 09 - Paratransit Bus 10 - Tour Bus 11 - Other Commercial Bus 12 - Non-Commercial Bus 13 - Schoolbus Public I (eff. 2002) 14 - Schoolbus Public II (eff. 2002) 15 - Schoolbus Private I (eff. 2002) 16 - Schoolbus Private II (eff. 2002) 17 - Schoolbus Contractual I (eff. 2002) 18 - Schoolbus Contractual II (eff. 2002) 19 - General Public Paratransit Vehicle (eff 2002) 20 - Public Transit Authority 21 - Two-Axle Tank Truck 22 - Pickup or Panel Truck 23 - Pickup Truck With Camper 24 - Three-Axle Tank Truck 25 - Truck Tractor 26 - Two-Axle Truck 27 - Three-Axle Truck 41 - Ambulance 42 - Dune Buggy 43 - Fire Truck (not rescue) 44 - Forklift 45 - Highway Construction Equipment (only while not in construction area) 46 - Implement of Husbandry 47 - Motor Home (40 ft or less) 48 - CHP, Police, or Sheriff Car (emergency service or not) 49 - CHP, Police, or Sheriff Motorcycle (emergency service or not) 50 - Mobile Equipment 51 - Farm Labor Vehicle (certified) 55 - Two-Axle Tow Truck 56 - Three-Axle Tow Truck 57 - Farm Labor Vehicle (non-certified) 58 - Farm Labor Transporter
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			59 - Motorhome (over 40 ft) 60 - Pedestrian (includes motorized wheelchair) 61 - School Pupil Activity Bus I (prior to 2002) 62 - School Pupil Activity Bus II (prior to 2002) 63 - "Youth" Bus 64 - School Pupil Activity Bus I (eff. 2002) 65 - School Pupil Activity Bus II (eff. 2002) 66 – School Bus – No Pupils on Board (eff 2002) 71 - Passenger Car - Hazardous Materials Only 72 - Pickups and Panels - Hazardous Materials Only 73 - Pickups and Campers - Hazardous Materials Only 75 - Truck Tractor - Hazardous Materials Only 76 - Two-Axle Truck - Hazardous Materials Only 77 - Three or More Axle Truck - Hazardous Materials Only 78 - Two-Axle Tank Truck - Hazardous Materials Only 79 - Three-Axle Tank Truck - Hazardous Materials Only 81 - Passenger Car - Hazardous Waste or Waste/Material Combo 82 - Pickups and Panels - Hazardous Waste or Waste/Material Combo 83 - Pickups and Campers - Hazardous Waste or Waste/Material Combo 85 - Truck Tractor - Hazardous Waste or Waste/Material Combo 86 - Two-Axle Truck - Hazardous Waste or Waste/Material Combo 87 - Three or More Axle Truck - Hazardous Waste or Waste/Material Combo 88 - Two-Axle Tank Truck - Hazardous Waste or Waste/Material Combo 89 - Three-Axle Tank Truck - Hazardous Waste or Waste/Material Combo
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			94 - Motorized Transportation Device 95 - Miscellaneous Non-Motorized Vehicle(Ridden Animal, Animal-Drawn Conveyance, Train, Or Building) With Victim 96 - Miscellaneous Motorized Vehicle (Golf Cart) 97 - Low Speed Vehicle 99 or dash - Not Stated or Unknown (Hit and Run)
CHP Vehicle Type Towed	Char(2)		same as CHP vehicle type towing above with the following additions: 28 - Semi-Tank Trailer 29 - Pull-Tank Trailer 30 - Two-Tank Trailer 31 - Semi-Trailer 32 - Pull Trailer (includes dolly) 33 - Two Trailers (or 31 + 32) 34 - Boat Trailer 35 - Utility Trailer 36 - Trailer Coach 37 - Extralegal Permit Load 38 - Pole, Pipe, or Logging Dolly 39 - Three Trailers (or 31 + 33) 40 - Federally Legal Semi-Trailer 52 - Federally Legal Double Cargo Combo (over 75 ft) 53 - Fifth Wheel Trailer 54 - Container Chassis 98 – Emergency Vehicle on an Emergency Run
Party Race	Char(1)		A - Asian O - Other B - Black W - White H - Hispanic Blank - Not stated Eff. 1/1/2002

SWITRS Victim Raw Data Export Layout

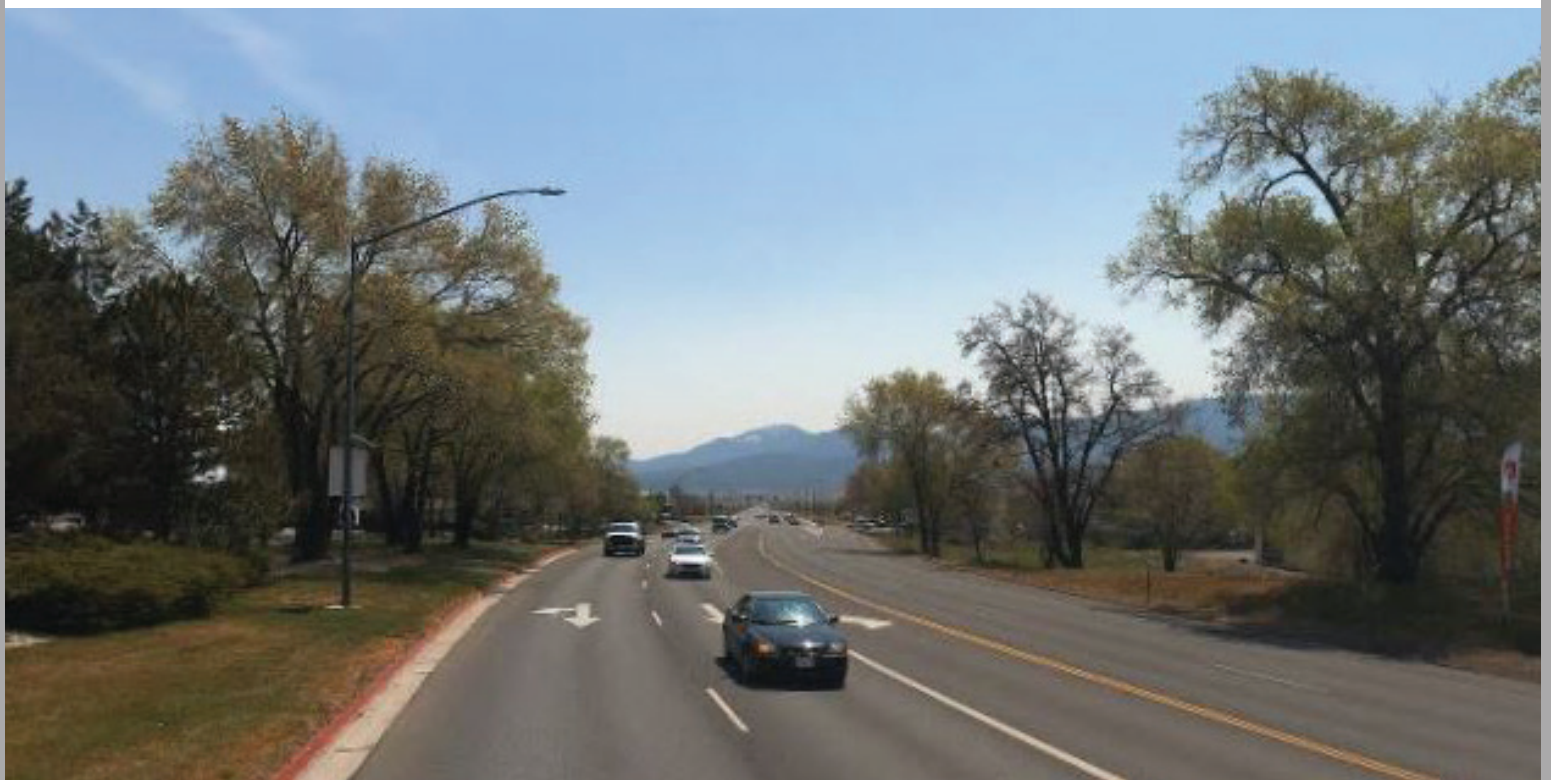
Case Id	Varchar2(19)	the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002)	
Party Number	Number (3)		1 to 999
Victim Role	Char(1)		1 - Driver 2 - Passenger (includes non-operator on bicycle or any victim on/in parked vehicle or multiple victims on/in non-motor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

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

State Route 36 Complete Street and Safe Mobility Plan

Supplemental Information

TRAVEL MODE DATA



Dist	Rte	CO	Post Mile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
02	036	LAS	24.46	SUSANVILLE, COTTAGE STREET	690	7100	5600	690	7100	5600
02	036	LAS	25.05	SUSANVILLE, PACIFIC STREET	1250	12600	11400	1250	12600	11400
02	036	LAS	25.356	SUSANVILLE, JCT. RTE. 139 NORTH	1250	12600	11400	1700	16800	15600
02	036	LAS	25.94	RIVERSIDE DRIVE	1700	16800	15600	1750	17700	16500
02	036	LAS R	26.22	SUSANVILLE, JOHNSTONVILLE ROAD	1750	17700	16500	1050	10500	9700

2.2.4 INCOME

The median household income in Lassen County was estimated at \$51,555 in 2015 (Table 2.7). The median household income in Lassen County is significantly lower than the California average, however it is similar to the United States average.

Table 2.7 Median Household Income							
Location	Income						Average Annual Change (%)
	2010	2011	2012	2013	2014	2015	
Lassen County	\$50,317	\$52,484	\$51,921	\$53,107	\$53,351	\$51,555	0.49%
California	\$60,883	\$61,632	\$61,400	\$61,094	\$61,489	\$61,818	0.31%
United States	\$51,914	\$52,762	\$53,046	\$53,046	\$53,482	\$53,889	0.76%
Source: American Community Survey, 2010-2015 5-Year Estimates							

2.3 Travel

2.3.1 VEHICLE OWNERSHIP

The households with the highest proportion of no vehicles available are single-person households, followed by households with 4 or more people living in them (Table 2.8). These two groups, likely comprised of seniors (1-person households) and families with children (4+ -person households) are made vulnerable due to the lack of access to a vehicle.

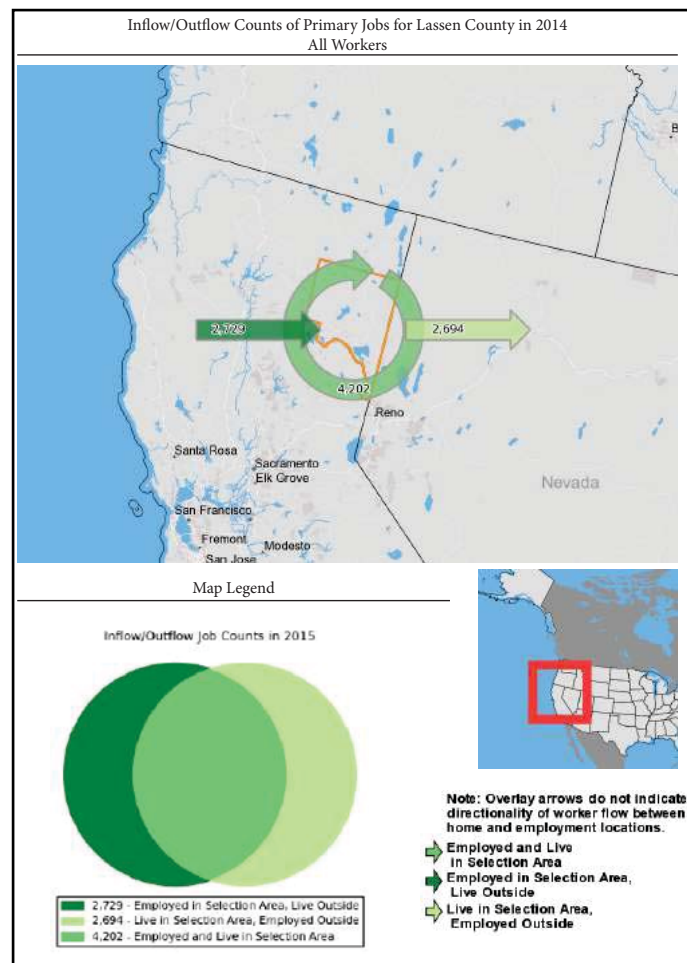
Table 2.8 Vehicle Ownership by Household Size					
	1 - Person Household	2 - Person Household	3 - Person Household	4+ - Person Household	Total
No Vehicle Available	12.3%	3.0%	3.1%	4.1%	5.9%
1 Vehicle Available	58.4%	20.1%	24.5%	14.4%	30.5%
2 Vehicles Available	21.9%	45.8%	34.1%	39.5%	36.1%
3 Vehicles Available	5.7%	19.8%	30.2%	29.3%	19.2%
4 Vehicles Available	1.6%	11.3%	8.1%	12.7%	8.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%
Source: American Community Survey, 2015 Estimates					

2.3.2 COMMUTING PATTERNS

According to the Longitudinal Employer-Household Dynamics (LEHD) 2014, Lassen County is an exporter of labor (i.e. more residents in the labor force commute to work outside the county than stay to work inside). Table 2.9 and Figure 2.4 represent the number of people in different counties that are commuting into Lassen to for employment and represents the people who commute to another county.

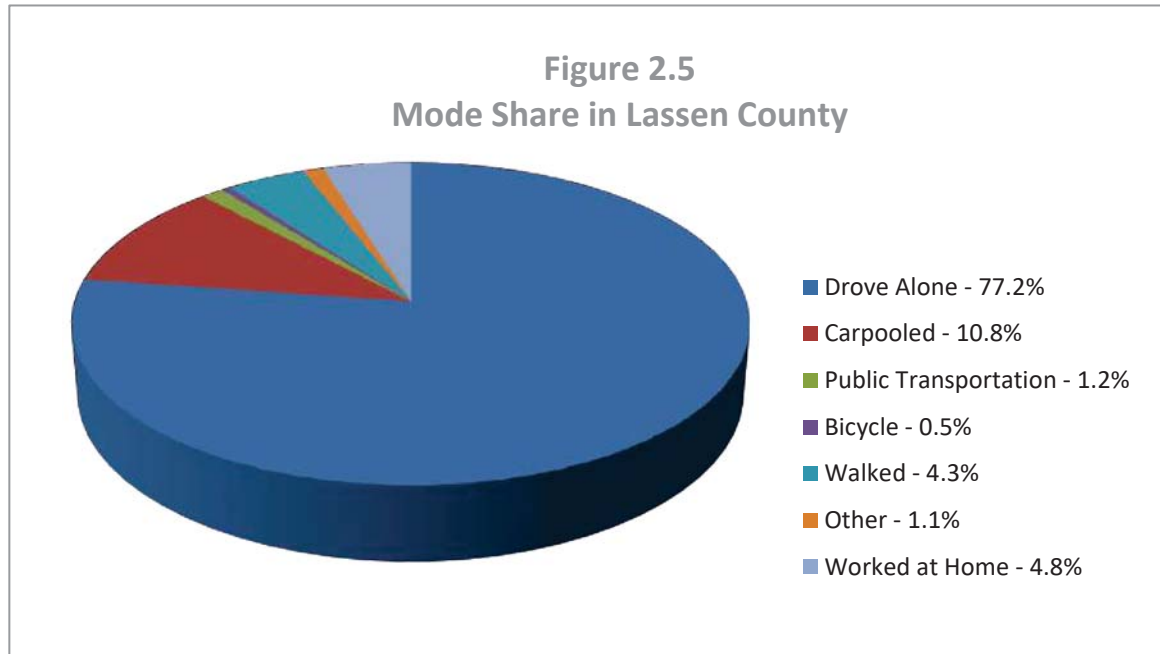
Table 2.9 Commuting Patterns in Lassen County				
	Home Location for Lassen County		Work Location of Lassen County Residents	
	Number	Percent	Number	Percent
Lassen County	4,202	60.6%	4,202	61.2%
Washoe County, NV	600	8.7%	-	-
Shasta County, CA	279	4.0%	320	4.7%
Plumas, CA	201	2.9%	205	3.0%
Tehama County, CA	157	2.3%	106	1.5%
Sacramento County, CA	138	2.0%	262	3.8%
Butte County, CA	131	1.9%	204	3.0%
Siskiyou County, CA	123	1.8%	80	1.2%
Modoc County, CA	107	1.5%	-	-
Nevada County, CA	82	1.2%	-	-
Humboldt County, CA	-	-	150	2.2%
Jackson County, OR	-	-	114	1.7%
Klamath County, OR	-	-	73	1.1%
Other	911	13.1%	1,180	17.2%

Source: <https://onthemap.ces.census.gov/>

Figure 2.4 - Inflow/Outflow

2.3.3 MODE OF TRAVEL

Travel in Lassen County is primarily automobile-oriented due to the rural nature of the local communities. According to the American Community Survey, 77.2% of Lassen County commuters drove to work alone in the region in 2015 (Figure 2.5).



2.3.4 LAND USE

Susanville City is the population center in the County. Population density in Susanville (1,189 persons/ square mile) is significantly higher than the average for the County (7 persons/ square mile). Land use in Susanville City is surrounded by open space, with a large proportion of residential and commercial in the center. A large proportion of land in Lassen County is designated open space or wilderness area and is managed by local, State, and Federal entities. The USDA Forest Service, National Park Service (NPS) manages Lassen National Park. According to the 2012 Census of Agriculture there are 482,680 acres of agricultural land in Lassen County.

2.4 Transportation Network

The transportation network is defined by the connection of roadways, transit service, bicycle and pedestrian facilities that allows residents and visitors to Lassen County to move about efficiently. The network can include many different modes of transportation options in and through the region.

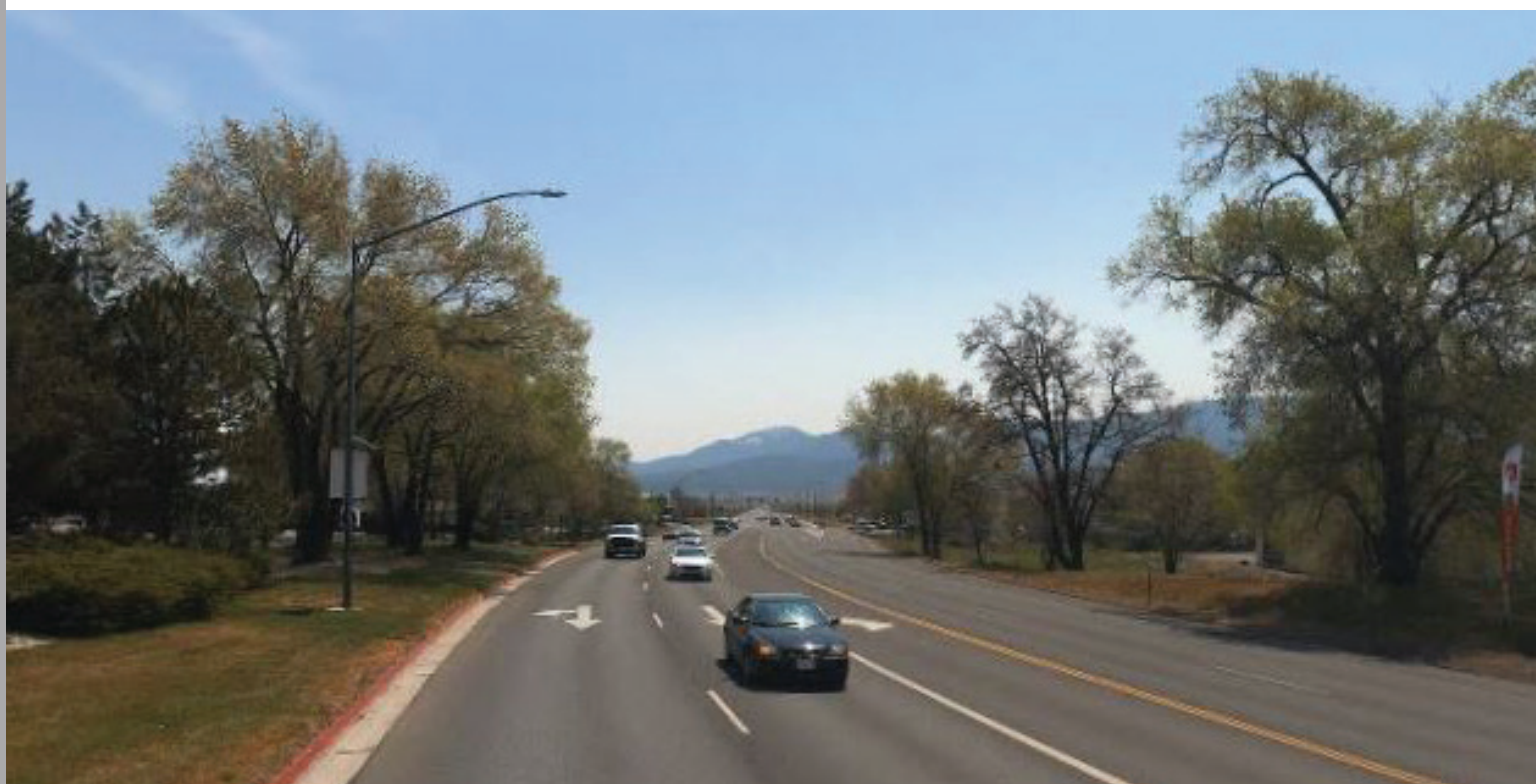
2.4.1 ROAD CLASSIFICATION

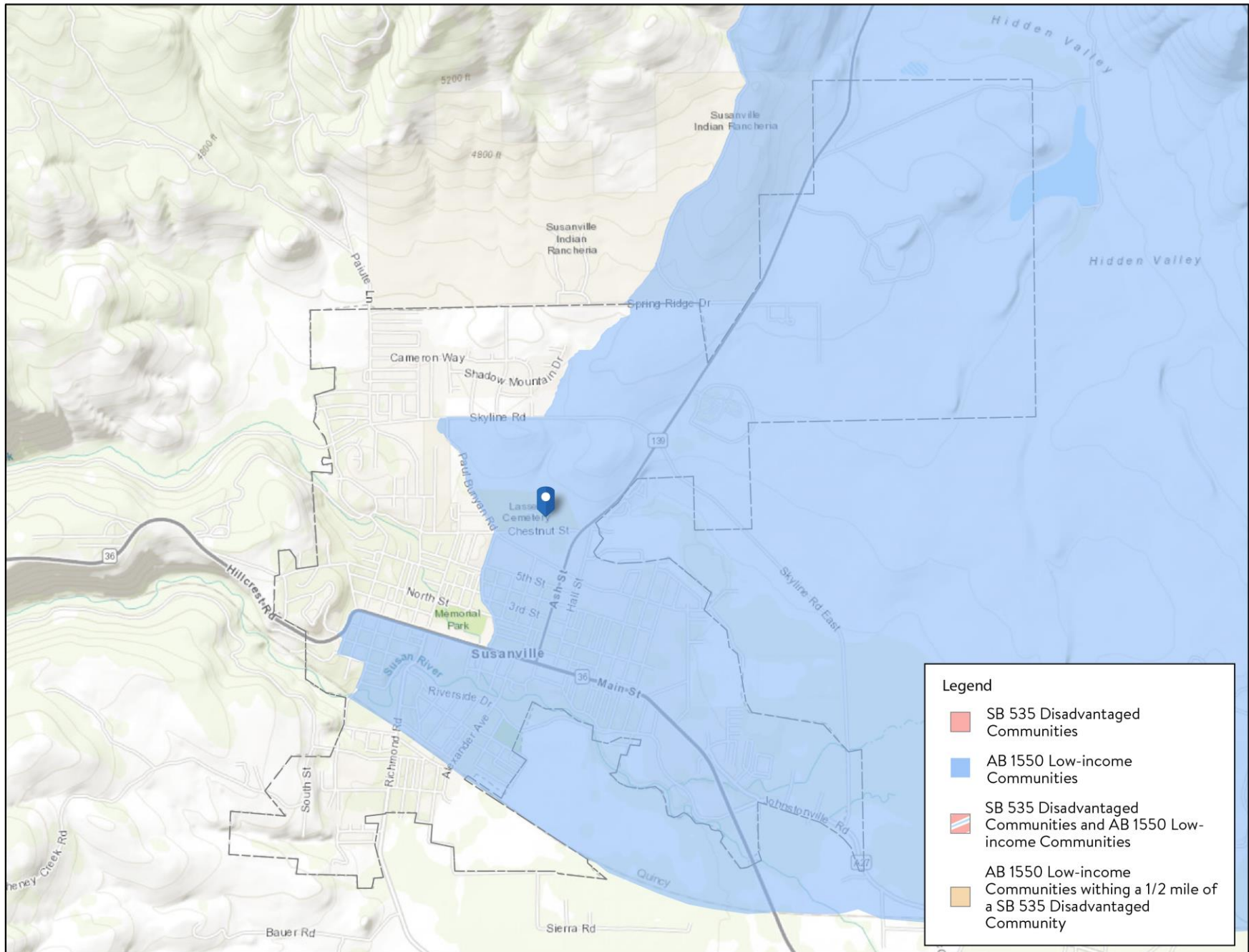
Figure 2.6 displays the roadway classifications in Lassen County. The following provides a narrative description of each of the three classifications: arterials, collectors and local roads. These classifications are defined by the Federal Highway Administration and are used for transportation planning and engineering purposes. The general function and development characteristics of the current classification system are described as follows:

State Route 36 Complete Street and Safe Mobility Plan

Supplemental Information

LOW-INCOME COMMUNITY DATA







ALL TOPICS

Susanville city,
California

Population estimates, July 1, 2016, (V2016)

QuickFacts

Susanville city, California

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

Table

PEOPLE

Population

Population estimates, July 1, 2017, (V2017)	NA
Population estimates, July 1, 2016, (V2016)	14,843
Population estimates base, April 1, 2010, (V2017)	NA
Population estimates base, April 1, 2010, (V2016)	17,943
Population, percent change - April 1, 2010 (estimates base) to July 1, 2017, (V2017)	NA
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	-17.3%
Population, Census, April 1, 2010	17,947

Age and Sex

Persons under 5 years, percent, July 1, 2016, (V2016)	X
Persons under 5 years, percent, April 1, 2010	4.3%
Persons under 18 years, percent, July 1, 2016, (V2016)	X
Persons under 18 years, percent, April 1, 2010	14.3%
Persons 65 years and over, percent, July 1, 2016, (V2016)	X
Persons 65 years and over, percent, April 1, 2010	6.6%
Female persons, percent, July 1, 2016, (V2016)	X
Female persons, percent, April 1, 2010	26.8%

Race and Hispanic Origin

White alone, percent, July 1, 2016, (V2016) (a)	X
Black or African American alone, percent, July 1, 2016, (V2016) (a)	X
American Indian and Alaska Native alone, percent, July 1, 2016, (V2016) (a)	X
Asian alone, percent, July 1, 2016, (V2016) (a)	X
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2016, (V2016) (a)	X
Two or More Races, percent, July 1, 2016, (V2016)	X
Hispanic or Latino, percent, July 1, 2016, (V2016) (b)	X
White alone, not Hispanic or Latino, percent, July 1, 2016, (V2016)	X

Population Characteristics

Veterans, 2012-2016	908
Foreign born persons, percent, 2012-2016	6.4%

Housing



Housing units, July 1, 2016, (V2016)	X
Housing units, April 1, 2010	4,256
Owner-occupied housing unit rate, 2012-2016	48.3%
Median value of owner-occupied housing units, 2012-2016	\$161,300
Median selected monthly owner costs -with a mortgage, 2012-2016	\$1,382
Median selected monthly owner costs -without a mortgage, 2012-2016	\$389
Median gross rent, 2012-2016	\$902
Building permits, 2016	X

Families & Living Arrangements

Households, 2012-2016	3,235
Persons per household, 2012-2016	2.27
Living in same house 1 year ago, percent of persons age 1 year+, 2012-2016	62.7%
Language other than English spoken at home, percent of persons age 5 years+, 2012-2016	24.8%

Education


High school graduate or higher, percent of persons age 25 years+, 2012-2016	72.8%
Bachelor's degree or higher, percent of persons age 25 years+, 2012-2016	8.4%

ALL TOPICS		Susanville city, California
Health		
With a disability, under age 65 years, percent, 2012-2016		13.8%
Persons without health insurance, percent, July 1, 2016, (V2016)		▲ 7.7%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2012-2016		23.8%
In civilian labor force, female, percent of population age 16 years+, 2012-2016		51.1%
Total accommodation and food services sales, 2012 (\$1,000) (c)		31,826
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)		76,508
Total manufacturers shipments, 2012 (\$1,000) (c)		0
Total merchant wholesaler sales, 2012 (\$1,000) (c)		D
Total retail sales, 2012 (\$1,000) (c)		182,130
Total retail sales per capita, 2012 (c)		\$10,961
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2012-2016		17.4
Income & Poverty		
Median household income (in 2016 dollars), 2012-2016		\$46,863
Per capita income in past 12 months (in 2016 dollars), 2012-2016		\$13,165
Persons in poverty, percent		▲ 22.8%
 BUSINESSES		
Businesses		
Total employer establishments, 2015		X
Total employment, 2015		X
Total annual payroll, 2015 (\$1,000)		X
Total employment, percent change, 2014-2015		X
Total nonemployer establishments, 2015		X
All firms, 2012		724
Men-owned firms, 2012		335
Women-owned firms, 2012		249
Minority-owned firms, 2012		167
Nonminority-owned firms, 2012		511
Veteran-owned firms, 2012		47
Nonveteran-owned firms, 2012		604
 GEOGRAPHY		
Geography		
Population per square mile, 2010		2,262.9
Land area in square miles, 2010		7.93
FIPS Code		0677364


Value Notes

ALL TOPICS

Susanville city,
California

 This geographic level of poverty and health estimates is not comparable to other geographic levels of these estimates

Population estimates, July 1, 2016, (V2016)

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

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

Fact Notes

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

Value Flags

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

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

STATE ROUTE 36 COMPLETE STREET AND SAFE MOBILITY PLAN

