

LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANNING AGENCY



John L. Clerici, Executive Secretary

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

P.O. Box 1028
Susanville, CA 96130

Date Posted: October 13, 2022

To: THE LASSEN COUNTY TRANSPORTATION COMMISSION:

Russ Brown, (City Council)
Quincy McCourt (City Council)
Kevin Stafford (City Council)

Tom Hammond (Co. Supervisor)
Jeff Hemphill (Co. Supervisor)
Aaron Albaugh, Vice-chair (Co. Supervisor)

Subject: **REGULAR MEETING**

of the

LASSEN COUNTY TRANSPORTATION COMMISSION

A meeting of the Lassen County Transportation Commission has been scheduled for **Monday, October 17, 2022, at 1:30 p.m.**

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

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

Call number: 302-202-1104

Access Code: 968698

The Agenda is as follows:

(1) CONVENE

1.1 Pledge of Allegiance

1.2 Adoption of the Agenda: **Motion Required**

The Commission may make any necessary additions, deletions or corrections to the agenda including moving items to or from the agenda.

1.3 Approval of the Minutes for August 8, 2022, Regular Meeting: **Motion Required**

1.4 Approval of the Consent Calendar: **Motion Required**

NOTE: All matters listed under the Consent Calendar are considered routine and will be enacted by one motion by roll call vote unless any member of the Commission wishes to remove an item for discussion. The reading of the full text of all Resolutions will be waived unless a Commissioner requests otherwise.

1.41 Payment of Clerici Consulting for Executive Secretary and LCTC staffing fees and costs in the amount of \$29426.86. *

REQUESTED ACTION: Approve payment of Clerici Consulting fees and costs in the amount of \$29,426.86 as shown in Invoice #009-29 for September 2022.

1.42 Fiscal Year 2022/23 Overall Work Program and Budget Amendment #1. *

REQUESTED ACTION: Adopt Resolution 22-09 approving Amendment #1 to the Fiscal Year 2022/23 Overall Work Program and Budget.

(2) CORRESPONDENCE/PUBLIC COMMENT

(3) REPORTS

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

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

(4) NEW BUSINESS

4.01 ANNOUNCEMENT OF ITEMS TO BE DISCUSSED IN CLOSED SESSION

- There are no closed session items.

4.02 ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION

4.10 ACTION/DISCUSSION ITEMS

4.11 Fiscal Year 2022/23 Transportation Development Act Allocations for Local Transportation Fund (LTF) and State Transit Assistance (STA) and Financial Update

ACTION REQUESTED: BY MOTION: Adopt Resolution 22-08 approving the Final Fiscal Year 2022/23 Transportation Development Act Allocations for the estimates of Local Transportation Fund (LTF) and State Transit Assistance (STA) funds, and authorizing staff to approve claims consistent with the allocations.

4.12 US 395 Investment Plan

REQUESTED ACTION: BY MOTION: Adopt the US 395 Investment Plan and direct staff to transmit the document to Caltrans in keeping with Strategic Partnership Grant Program.

4.13 LCTC Draft Bylaws

REQUESTED ACTION: None. This is an information item only.

4.14 Augmented ZEV Grant

REQUESTED ACTION: BY MOTION: Grant permission to the Executive Secretary and staff to finalize the Request For Proposal (RFP), provide it to Caltrans for review and comment, finalize, and advertise.

4.15 Draft Lassen County Active Transportation Plan

REQUESTED ACTION: None. This is an information item only.

(5) INFORMATION ITEMS

5.01 Executive Secretary Report

Updates:

- US 395 Coalition Building

(6) CORRESPONDENCE

6.01 None

(7) OTHER BUSINESS

7.1 Matters brought forth by the Commission

7.2 Next Commission Meeting – **Monday, December 12, 2022, at 1:30 p.m.**

7.3 Adjourn

* Attachment

Enclosure

^ Handout

ITEMS TENTATIVELY SCHEDULED FOR FUTURE MEETINGS:

- Final Active Transportation Plan
- Progress on on-going planning efforts
 - US 395 – Investment Plan Draft Report
 - City and County capital projects
- Identification and adoption of Commission By-laws

LASSEN COUNTY TRANSPORTATION COMMISSION

MINUTES

Regular Commission Meeting

August 8, 2022

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

1:30 P.M. Open Session

1:30 P.M. OPEN SESSION

1. Convene

The Chair called the meeting to order at 2:10 P.M.

Roll Call: Present: Albaugh, Brown, Hammond, Hemphill, McCourt, Stafford
Absent:

1.1 Pledge of Allegiance

The Pledge of Allegiance to the Flag was deferred.

1.2 Adoption of Agenda:

It was moved by Commissioner Hammond and seconded by Commissioner Hemphill that the Commission adopt the agenda as presented. The agenda was adopted by the following vote:

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

1.3 Approval of the June 20, 2022 Regular Meeting Minutes

The Commission was asked to adopt the Minutes of their June 20, 2022, Regular Meeting.

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

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

1.4 Approval of Consent Calendar

It was moved by Commissioner Hemphill and seconded by Commissioner Hammond that that the Commission approve the Consent Calendar as presented by staff. The motion was passed by the following vote:

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

1.5 Election of Chairperson and Vice-Chairperson

The Commission was asked to elect a Chairperson to preside at meetings of the Commission for the balance of the calendar year 2022.

It was moved by Commissioner Hemphill and seconded by Commissioner Hammond to nominate Aaron Albaugh to be chair for the remainder of 2022. No other nominations were made. The motion was passed with the following vote:

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

The Commission was asked to elect a Vice-Chairperson for the balance of the calendar year 2022.

It was moved by Commissioner Albaugh and seconded by Commissioner McCourt to nominate Kevin Stafford to be Vice-chairperson for the remainder of 2022. No other nominations were made. The motion was passed with the following vote:

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

2. CORRESPONDENCE/PUBLIC COMMENT

No written communications were received.

No public comment was offered.

3. REPORTS

3.1 Caltrans

Mike Mogen introduced Scott Lewis as his replacement as District 2 Project Manager for Lassen County.

Mike reported that the Bordertown fencing project would be finished in August and acknowledged that there had been some challenges with the contractor on the job. He also reported that “Good Fred” will be done by the end of August. He noted that there was a problem with the striping but that it was being redone.

Scott reported that the Antelope project would be finishing up in September. The project includes a small amount of pavement and installing or replacing catchment screens (draperies) to keep rocks and other debris off the highway.

3.2 CHP

No report was provided by CHP.

3.3 City of Susanville

Bob Godman reported that their STIP project FD had started. The project includes: Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.

- *Richmond Rd-Main St. south to city limits*
- *Bunyan-From Hwy 139 to Skyline Rd*
- *Spring Ridge-From Hwy 139 East to Dave Anderson*

3.4 Lassen County

No report was provided by Lassen County.

3.5 Susanville Indian Rancheria

No report was provided by the Susanville Indian Rancheria.

4 NEW BUSINESS

4.01 Announcement of Items to be Discussed in Closed Session

There was no closed session.

4.02 Announcement of Action Taken in Closed Session

There was no closed session.

4.10 Action/Discussion Items

4.11 Date change for October 2022 Regular Meeting

The Commission was asked to adopt by motion the staff’s recommendation to direct staff to change the date of the of the LCTC’s October 10, 2022, Regular Meeting to October 17, 2022.

It was moved by Commissioner Hammond and seconded by Commissioner McCourt to move the October Regular meeting to October 17, 2022 from October 10, 2022. The motion was passed by the following vote:

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

5. INFORMATION ITEMS

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

5.01 Executive Summary Report

US 395

Staff reported that the June 28 meeting of the US 395 Coalition built on the progress made at their May reboot meeting. There was healthy participation (both in person and on zoom) and a broader range of both public and private stakeholders were represented. Discussion items include getting a better understanding of traffic increases on US 395, their sources and what the private sector (large warehouse operators in the Reno area) see as the future of traffic in the corridor. In addition, LCTC staff committed to engaging Caltrans and other state actors on what types of projects are likely to be supported to address the corridors traffic and safety challenges. Participants committed to bring back information to the September 22 meeting.

6. CORRESPONDENCE

None.

7. OTHER BUSINESS

7.1 Matter brought forth by the Commission

Commissioner McCourt that there was a Lassen County Fish and Game Commission meeting scheduled for August 17 in Janesville and that Wes Stroud would be presenting on wildlife crossing and habitat issues in the US 395 corridor.

Commissioner Albaugh thanked Mike Mogen for his work as the District 2 Project Manager for Lassen County, and wished him well in his new job.

7.2 Next Commission Meeting

Next meeting of the LCTC will be on Monday, October 17, 2022, at 1:30 PM, at the City of Susanville, City Council Chambers, 66 North Lassen Street, Susanville, CA.

7.3 Adjourn

The meeting was adjourned at 2:55 p.m.

Submitted for approval by:

A handwritten signature in blue ink, appearing to read "John Clerici", with a long horizontal flourish extending to the right.

John Clerici
Executive Secretary



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

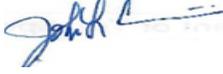
P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

Staff Report

Date: October 12, 2022 **AGENDA ITEM 1.41**

To: Lassen County Transportation Commission

From: John L Clerici, Executive Secretary 

Subject: Payment of Clerici Consulting for Executive Secretary and LCTC staffing fees and costs in the amount of \$23,969.27

REQUESTED ACTION

Approve payment of Clerici Consulting fees and costs in the amount of \$29,426.86 as shown in Invoice #009-29 for September 2022.

PAST ACTION

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

DISCUSSION

Attached is Invoices #009-29, with supporting documentation, and a detailed Progress Report for the period beginning September 1, 2022, and ending September 30, 2022. This invoice includes a detailed invoice for charges for sub-consultant Borroum Engineering in the amount of \$17,100.48.

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

- Prioritized projects for final ATP
- Held US 395 Coalition Meeting - funding and grant applications
- Follow-up for August LCTC Commission and TAC meetings
- Developed and circulated draft US 395 Investment Strategy
- Participated in meetings for the US 395 Coalition on behalf of Lassen County

These charges are consistent with the billing trends for the FY 2022/23 OWP budget to date.

Attachments (1)

INVOICE

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

Date: October 1, 2022
Invoice # 009-029
Billing Cycle Ended: 9/30/2022 (September 1, 2022 - September 30, 2022)

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

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

Staff Member	Total Hours	Payroll Rate	Overhead Rate	Profit (5%)	Total Rate	Total Cost
John Clerici	86.00	\$ 65.00	\$ 71.50	\$ 6.83	\$ 143.33	\$ 12,326.38
Borrow Engineering LSC Transportation Consultants	September					\$ 17,100.48
Printing, copies, reproduction						No Charge
Travel (Lodging, meals)						No Charge
					TOTAL	\$ 29,426.86
					Prior Balance	\$ 36,440.87
					Payment	\$ 36,440.87
					Total Due	\$ 29,426.86

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

8/1/2022

Billing Detail for Clerici Consulting --

		Hours										
Date	WE 100 - OWP Administration	WE 601A - General Planning	WE 601B - RTP Data Collection	WE 601C - Active Transportation Planning	WE 601D - Transit Planning	WE 602 - Programming	WE 603 - Outreach	WE 604 - TDA	WE 703 - US 395 Phase 2	WE 704 - LRSP	Labor Sub-Total	
July												
1	2	2				2	1	1			8	
2	1	1				1	2	1			6	
											0	
5	1	1				1		1	2		6	
6						1					1	
7		2	1			1					4	
8	3	1				1					5	
9			1								1	
											0	
											0	
12		1				1					2	
13											0	
14		1									1	
15	1	2				1			3		7	
16	2					1		1	1		5	
											0	
19						1			2		3	
20											0	
21	3	1				1					5	
22		1	1					1	3		6	
23	1	1	2					2	1		7	
											0	
											0	
26	1							1	1		3	
27						1					1	
28		2					1	1	2		6	
29			2				2	1	1		6	
30		1							2		3	
											0	
Total	13	19	7	0	0	13	6	10	18	0	86	
	\$ 1,863.29	\$ 2,723.27	\$ 1,003.31	\$ -	\$ -	\$ 1,863.29	\$ 859.98	\$ 1,433.30	\$ 2,579.94	\$ -	\$ 12,326.38	
						Billing Rate: \$143.33						

PROGRESS REPORT
CLERICI CONSULTING ACTIVITIES

Project: Lassen County Transportation Commission
Clerici Consulting Project 009-029
Period: September 1, 2022 – September 30, 2022

WORK COMPLETED (through September 30, 2022)

SPECIFIC WORK ELEMENT RELATED ACTIVITIES

- **Work Element 100 – Administration**
 - Provided follow-up for the August 2022 Regular Commission meeting
 - Met with LCTC Chair (9/21)

- **Work Element 601A – General Planning**
 - Coordinate with Caltrans on information meetings that discuss impacts of State Route Development/System Management Plans
 - D2 Local Agency Management Meeting (9/15)
 - Participated in NSSR ZEV meeting (9/28)
 - Participated in Rural Counties Task Force meeting (9/16)
 - Continued to monitor regional and statewide transportation issues

- **Work Element 601B – RTP Data Collection**
 - Continued updates to RTP Sections 1 and 2

- **Work Element 601C – Active Transportation Programming**
 - Reviewed draft project lists for prioritization

- **Work Element 601D – Transit Planning**
 - No work was done in this Work Element

- **Work Element 602 – Programming**
 - Continued to monitor 2022 STIP activities and respond to CTC comments and requirements for final adoption by the CTC – Prepared PPM Funds Transfer
 - Worked with City and County staff to develop CTC materials to apply for CRSSA program funds

- **Work Element 603 – Outreach**

- Provided interagency outreach through the LCTC Technical Advisory Committee
 - Provided follow-up to August TAC meeting
 - Updated LCTC Website as needed
 - Met with Governors Office of Planning and Research related to issues for Lassen County
- **Work Element 604 – TDA**
 - Processed other TDA related claims and transfers as needed
 - Engaged City of Susanville on TDA allocation issues (9/121)
- **Work Element 703 – US 395 Phase 2**
 - Continued support of US 395 coalition building efforts
 - Planned and attended US 395 Coalition Meeting (9/22)
 - Met with D2 staff to discuss support for safety projects for US 395 (9/23)
 - Meet with Sierra Alliance (9/28)
 - Worked with Sierra Alliance for letters of support for D2 application for safety projects on US 395
- **Work Element 704 – Local Road Safety Plan**
 - Helped secure letters of support for HSIP projects for Lassen County
- **Work Element 705 – Zero Emission Infrastructure**
 - No work was done in this Work Element

Steve Borroum

Work assignments

Invoice period for September 1, 2022 to October 1, 2022

- With Caltrans, the Commission, the County and the City of Susanville work on updating the long-range transportation projects in the RTP, including amending the RTP as needed. This includes work on data collection, planning Rt 36 and 395, non-vehicular transportation, and transit systems. This also includes work to analysis the County demographic changes. (OWP work element 601A and 601B)
- With the local transit operator, Caltrans, the County, the City, and the County Auditor to identify available funding, and assist the Commission's project prioritization and programming processes. (OWP work element 602)
- With the independent auditor and the County Auditor addressing audit findings, address claims for ensuing year, preparing year end audit reports (OWP work element 604)
- Administration support for the grant (contracts, budgets and schedules, and invoicing) (OWP work element 703, 704, and 705)
- Management and engineering oversight/support (OWP work element 703, 704 and 705)

*Steve R
10/24/22*



John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 1.42**

Date: October 13, 2022

From: John L Clerici, Executive Secretary 

Subject: Fiscal Year 2022/23 Overall Work Program and Budget Amendment #1

REQUESTED ACTION

BY MOTION: Adopt Resolution 22-09 approving Amendment #1 to the Fiscal Year 2022/23 Overall Work Program and Budget.

PAST ACTION & DISCUSSION

At your June 20, 2022, meeting you approved the FY22/23 Overall Work Program and Budget (OWP) for the Lassen County Transportation Commission. The OWP was subsequently received and approved by Caltrans and notification of such was sent to the Executive Secretary by email on June 27, 2022.

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

Rural Planning Assistance Carryover Funds

In any given fiscal year, the LCTC receives \$230,000 in RPA funds. This funding allows LCTC staff to perform many of the critical tasks described in the OWP. Most of these tasks are focused on regional transportation planning and the maintenance of the Regional Transportation Plan. In most years the funds are expended completely. Occasionally they are not, and there is a formula for returning a portion of the unused RPA funds as carryover to the next FY. These funds can be used to augment existing OWP activities or be used to initiate new work not anticipated when the OWP was originally developed. For this fiscal year we will be spreading the RPA carryover (\$29,045) to existing OWP work elements. They include:

- 601B – Regional Transportation Planning (\$12,958)
- 704 – Local Road Safety Plan Development (\$3,130)
- 705 – ZEV Feasibility Study (\$12,957)

In addition to the allocation of Carryover RPA funds staff is making the following additions:

WE 704 – Local Road Safety Plan

The LCTC adopted the local Road Safety plan at your August 8 Regular meeting. The document itself had been completed in FY 21/22 in accordance with the FY 21/22 OWP and Budget, but because of a loss of Quorum at the June 2022 Regular meeting, the agenda adopting the LRSP was not acted on. At the completion of the document, a small portion of the funding grant remained unspent (\$10,170). Staff inquired with the granting agency (Caltrans) and received permission to use the remaining grant funds to prepare two Highway Safety Improvement Grants, on behalf of Lassen County. The grants were prepared and submitted in September. Since the work of preparing the grants was done in the current fiscal year, the FY 22/23 OWP needs to be updated, and WE 704 reinserted in the OWP with the appropriated changes to task, deliverables and budget.

WE 705 – ZEV Infrastructure Feasibility Study

Staff anticipates additional work being done on this study during the remainder of the fiscal year requiring moving funding from FY 23/24 to FY 22/23. In addition, staff is making a small change to the project schedule moving Consultant Procurement from November 2022, to October 2022.

Other Minor OWP Edits

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

The revised budget (with changes) and the revised Work Element pages are provided with this report. A fully revised OWP with accompanying resolution (21-09) and other documentation will be forwarded to Caltrans D2 staff.

ALTERNATIVES

Provide direction to staff.

Attachments (2)

Fiscal Year 2022/23 Working Budget - 2nd Version

Work Element Name	WORK ELEMENT NUMBER										Total			
	100		601			602		603	604	703		704	705	
	Administration and Coordination		Regional Transportation Planning		Regional Transportation Programming	Community Engagement and Outreach	Transportation Development Act	Strategic Partnership Grant - 395	Local Roadway Safety Plan (LSRP)	EV Feasibility Study				
		A. General Planning	B. Regional Transportation Planning	C. Active Transportation Planning	D. Transit Planning			Grant (80/20)	Outreach (PPM)					
Executive Team														
John	\$ 128,178	\$ 15,000	\$ 31,000	\$ 16,000	\$ 350	\$ 24,800	\$ 16,000	\$ 12,000	\$ 4,000	\$ 300	\$ 8,378	\$ 128,178		
Steve	\$ 146,800	\$ 50,000	\$ 11,000	\$ 150	\$ 19,800	\$ 33,000	\$ 3,000	\$ 1,700	\$ 28,000	\$ 146,800				
LSC	\$ 132,778	\$ 9,900	\$ 63,558	\$ 4,500	\$ 4,500	\$ 12,020	\$ 20,000	\$ 11,300	\$ 7,000	\$ 132,778				
Total	\$ 407,756	\$ 15,000	\$ 90,900	\$ 90,558	\$ 5,000	\$ 44,600	\$ 28,020	\$ 45,000	\$ 27,000	\$ 13,300	\$ 43,378	\$ 407,756		
Expenditures														
Professional Services - Consultant Executive Secretary and Staff	\$ 407,756	\$ 15,000	\$ 90,900	\$ 90,558	\$ 5,000	\$ 44,600	\$ 28,020	\$ 45,000	\$ 27,000	\$ 13,300	\$ 43,378	\$ 407,756		
Professional Services - CSUS	\$ -											\$ -		
Professional Services - Legal Counsel	\$ 15,000	\$ 13,000					\$ 2,000					\$ 15,000		
Professional Services - Independent Audit	\$ 40,000						\$ 40,000					\$ 40,000		
Plumas County EV Feasibility	\$ 10,000									\$ 10,000		\$ 10,000		
Professional Services - Consultants	\$ 40,980								\$ 7,980		\$ 33,000	\$ 40,980		
Professional Services - County Auditor	\$ 5,200						\$ 5,200					\$ 5,200		
County PERS	\$ 81,783	\$ 81,783										\$ 81,783		
Memberships	\$ 4,000						\$ 4,000					\$ 4,000		
Insurance	\$ 3,400	\$ 3,400										\$ 3,400		
Training / Conferences	\$ 2,000	\$ 500				\$ 1,500						\$ 2,000		
Travel												\$ -		
Total Expenditures	\$ 610,119	\$ 113,683	\$ 90,900	\$ 90,558	\$ 5,000	\$ 46,100	\$ 32,020	\$ 92,200	\$ 27,000	\$ 7,980	\$ 86,378	\$ 610,119		
Revenues														
Rural Planning Assistance (FY 22/23 RPA)	\$ 230,000		\$ 90,900	\$ 77,600	\$ 5,000	\$ 46,100			\$ 5,400			\$ 230,000		
Rural Planning Assistance (carryover from FY 21/22 RPA)	\$ 29,045			\$ 12,958						\$ 3,130	\$ 12,957	\$ 29,045		
Local Transportation Fund (LTF)	\$ 205,883	\$ 113,683					\$ 92,200					\$ 205,883		
PPM Funds	\$ 40,000						\$ 32,020			\$ 7,980		\$ 40,000		
Strategic Planning Grant (carryover from FY 21/22)	\$ 21,600								\$ 21,600			\$ 21,600		
LSRP Grant	\$ 10,170									\$ 10,170		\$ 10,170		
EV Feasibility Grant	\$ 68,954										\$ 68,954	\$ 68,954		
Plumas County EV Match	\$ 4,467										\$ 4,467	\$ 4,467		
Total Revenues	\$ 610,119	\$ 113,683	\$ 90,900	\$ 90,558	\$ 5,000	\$ 46,100	\$ 32,020	\$ 92,200	\$ 27,000	\$ 7,980	\$ 86,378	\$ 610,119		

Work Element 704 Local Road Safety Program

Background, Purpose and Goal

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

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

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

Nexus to Regional Transportation Planning Process

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

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

Work Tasks

Tasks completed in FY 2020/2021/2022

Task 1 – Study Management and Stakeholder Group

As part of this task LSC will manage the progress of the LRSP and provide billing and coordination

documents to LCTC. We will develop a stakeholder group comprised of representatives of key groups concerned with highway/roadway safety in Lassen County. Invitations will be made to each of the following:

- Caltrans District 2
- Lassen County Public Works

- Lassen County Sheriff's Department
- California Highway Patrol
- City of Susanville Public Works
- City of Susanville Fire Department
- US Forest Service
- US Bureau of Land Management
- Susanville Indian Rancheria
- Lassen Lands and Trails Trust

This stakeholder group will help to provide input and data resources, will review interim and final study products, and will provide input with regards to safety strategies. It will meet a minimum of three times over the course of the study (either in person or virtually, as conditions permit). LSC will prepare agendas, conduct the meetings and provide minutes of the meetings.

Task 2 – Data Collection

LSC will collect available crash data for the last 10 available years, including SWITRS and TIMS data (at the collision level). In addition, we will contact the Lassen County Sheriff's Department, Susanville Police Department and California Highway Patrol to identify any available documented crash information not included in the statewide databases. This available data will be reviewed and, if found to be of sufficient quality, included in the analysis.

LSC will collect available daily traffic volume data for public roads throughout Lassen County, including data from Caltrans, Lassen County, City of Susanville, US Forest Service, US Bureau of Land Management and the Susanville Rancheria.

LSC will contact law enforcement agencies (City, County, CHP, USFS, BIA and the Susanville Indian Rancheria) to discuss traffic safety issues and the availability of data.

Task 3 – Data Analysis

Once the crash database has been developed and reviewed, LSC will conduct the following data analysis tasks:

- Locations of crashes will be mapped for the most recent 10-year period. This will include separate maps for fatalities, for crashes involving bicyclists and for crashes involving pedestrians. In addition to countywide maps, maps focusing on the City of Susanville will be prepared. Other focus-area maps will be prepared as necessary to define specific issues.
- Traffic count data will be summarized and analyzed to identify the average daily traffic and 10-year total vehicle-movements (for intersections) or vehicle-miles of travel (for roadway segments).
- The crash data inventory will be analyzed to summarize crashes by severity, by type, and by contributing factor.
- Crash rates will be calculated by roadway segment and intersection (as traffic count data allows), for those intersections and roadway segments with two or more recorded crashes over a 10-year period.
- The type of crash and injury severity will be assessed to identify those that are

correctable through changes in the roadway design, as well as those that are related to excess speed or other factors.

We will identify crash patterns, crash trends, and primary contributing factors that most commonly recur in the crash data. These findings will be summarized using charts and graphs. In addition, as a basis for future Highway Safety Improvement Program (HSIP) funding, LSC will use the database established in Task 2 to identify trends, location characteristics, and contributing factors for the pertinent California Strategic Highway Safety Plan (SHSP) Challenge Areas. This work will be multimodal, documenting collisions and trends by mode as well as for the incorporated and unincorporated areas. We will conduct this work by considering descriptive statistics of the crash data as well as analyzing the crash data spatially. While LRSP guidelines require only a minimum of a 5-year data analysis, we will use the 10-years of crash data to identify the broader trends in crashes and roadway safety.

We will identify high priority locations to provide clarity on what locations have the greatest opportunity for safety improvements, based upon the costs associated with the crash history. These locations will be identified by mode (vehicle, pedestrian, bicyclist). A series of maps will identify these high priority locations.

We will document the work conducted in Tasks 2 and 3 in a memorandum. The memorandum will present the data analysis findings from the descriptive analysis, comparative analysis, and the spatial analysis. We will use visuals and graphics to support the text regarding the data analysis findings. The memorandum will also present the high-priority locations and risk factors associated with crashes. The content of the memorandum will serve as the basis from which the team will generate workshop materials for discussion with the Stakeholder Group in Task 4.

Task 4: Workshops – Establish Goals, Priorities and Potential Countermeasures

We propose to conduct a series of two workshops with the Stakeholder Group. We expect that these can be conducted with consultant staff on-site, with stakeholders participating either in person or virtually. Materials will be distributed in advance, and we will conduct the workshop so that all participants have a chance to fully engage. Each workshop would be up to two hours in duration. The two workshops would be organized as follows:

Workshop #1 – Goals, Priorities and Data Review

The first workshop will review in greater detail the data analysis findings from Task 3 and will spur the Stakeholders Group’s input regarding safety concerns. LSC will facilitate a discussion of goals and priorities for the LRSP. We will develop the proposed goals and priorities for discussion with the Stakeholder Group (based on the data analysis) and then update those based on the input received. We will also lead a discussion of the priorities regarding the locations of focus and the emphasis areas of types of crashes and conditions to address.

Workshop #2 – Countermeasures Workshop

This workshop will focus on discussing the draft engineering countermeasures to address the priority locations, as well as comprehensive programmatic countermeasures. The pros and cons of various approaches will be discussed, and the input received from the Stakeholder Group will be used to refine the individual countermeasures as well as their prioritization.

Workshop Documentation

As an outcome of each of the workshops, we will prepare a summary memorandum regarding input received on the following:

- Goals and Priorities
- Prioritized Engineering Countermeasures
- Input on Comprehensive Countermeasures
 - Identify promising education, enforcement, emergency services strategies
 - Document likely partners for promising comprehensive measures
 - Document next steps in follow-on effort to further develop and implement the comprehensive measures with its agency partners

The content of the summary memorandum would be integrated into the Town's LRSP in Task 8.

Task 5: Develop Safety Projects

LSC will work with the County and City staffs to finalize the prioritized countermeasures, based on the input received in Task 4 from the Stakeholder Group. In finalizing the list and priorities, we will consider the local jurisdiction's ability to deploy and implement the countermeasures to arrive at a final set of countermeasures that are implementable and effective at improving roadway safety.

We will identify locations where the countermeasures are appropriate and effective. We will work with the City and County staffs to identify up to three competitive HSIP Cycle 11 grant applications that include high priority locations for safety improvements and potentially include systemic countermeasures that would benefit multiple locations. For up to six individual locations, LSC staff will visit the site and evaluate conditions for site-specific criteria such as driver sight distance and grades.

In finalizing the work under this task, we will prepare a final project listing capturing the locations and projects in the HSIP applications and/or others the local jurisdictions are confident in advancing. Other projects will be noted in the final LRSP but not included in the final project list.

Based on the crash analysis and professional standards, LSC will identify risk factors that are correlated to the most frequent occurrences of injury/fatal collisions. We will also identify safety

areas and locations on which to focus for the greatest potential safety benefits. We will consider the following comprehensive strategies:

- **Emerging technologies** that have the potential to enhance roadway safety, such as automated enforcement, dynamic engineering treatments (e.g., operational under specific weather conditions), and ways to leverage social media for education programs.
- **Education strategies** that include programs and strategies that can be used to address road user behavior across multiple age groups forums. For example, these can include messaging that can be incorporated into Safe Routes to School Programs, community-based programs, and community campaigns (e.g., messaging on social media, posted on buses, and distributed through other channels such as existing newsletters).
- **Enforcement strategies** will focus on best practices for improving roadway and community safety. As research has found that most enforcement strategies have limited long-term impacts for changing road user behavior, the most effective enforcement strategies tend to be those that can be done transparently and consistently. An example is education or outreach campaigns as part of enforcement in school zones during school hours.
- The **emergency services strategies** will focus on strategies and partnerships that could help reduce response times and sharing of real-time information to improve overall coordination.
- **Engineering strategies** will be organized in a toolbox type of form that describes the treatment, shows an image or photo of each treatment, the context in which it is applicable, the mode or road users that the treatment would benefit and/or impact, the specific type of crashes and/or priority areas it helps to address, a planning-level cost estimate, the expected degree of crash reduction (if known), and if it has typically been eligible for HSIP funding.

We will document the work in Task 5 in a memorandum. The memorandum will present the safety areas, high-priority locations or high-injury network, risk factors associated with crashes, and the draft multidisciplinary strategies and countermeasures. The content of the memorandum will serve as the basis from which the team will generate workshop materials for discussion with the Stakeholder Group in Task 6.

Tasks Remaining for FY 2022/23

Task 6: Final Local Road Safety Plan

We will prepare the final LRSP and supporting materials using the findings and information from the work in Tasks 2 through 7. The final set of deliverables will consist of the following:

- Local Road Safety Plan – Meeting the LCTC’s needs and requirements for Caltrans’ grant funding.
- Executive Summary – Stand-alone document that can be used share key elements of LRSP with local decision-makers and/or broader community.
- PowerPoint Presentation – Targeted towards sharing LRSP key elements with local decision-makers and/or broader community. This could potentially be hosted on the LCTC website.

The LRSP will include a discussion of the crash characteristics, data gathering, data analysis, countermeasures prioritization, and proposed projects. The report will also document the individuals who participated in the development of the LRSP.

We will tailor the LRSP to a format that is most useful for the LCTC, City and County to monitor and implement the recommendations. For each of the final deliverables, we will provide a draft version for the LCTC’s review and comment and a final version incorporating edits to respond to the LCTC’s comments. LSC will be available to make a presentation of the final report in Susanville, if desired.

Task 6A: Assistance with HSIP Applications

With available funds (after completion of the LRSP) staff will work with the City and County to develop and submit HSIP applications for projects identified in the LRSP and approved by the jurisdictions and the LCTC.

Proposed Schedule

The following schedule is intended to ensure that grant applications can be submitted for the Highway Safety Improvement Program (HSIP) Cycle 11, currently forecasted to occur in September 2022.

Project Initiation – Completed in FY20/21

Completion of Task 3 (Crash Data Analysis Memo) – Completed in FY20/21

Workshop 1 (Goals, Priorities and Data Review) – Completed in FY20/21

Completion of Task 5 (Develop Safety Projects) – Completed in FY21/22

Workshop 2 (Countermeasures) – Completed in FY 21/22

Completion of Task 6 (Final Report) – August 2022

Completion of Task 6A (HSIP Applications) – September 2022

Revenues		Expenditure	
RPA FY 2021/22 Carryover	\$3,130	LCTC Staff	\$13,300
HSIP Grant	\$10,170		
Total:	\$13,300	Total:	\$13,300

LASSEN COUNTY TRANSPORTATION COMMISSION
Resolution 22-09
Amendment #1 (Formal) to the Fiscal Year 2022/23 Overall Work Program and Budget

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

WHEREAS, the LCTC previously adopted a Fiscal Year 2022/23 Overall Work Program (OWP) on June 20,2022; and,

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

WHEREAS, the LCTC received notice from Caltrans that they were to receive \$29,045 of Rural Planning Assistance carry-over funds from the FY 21/22 OWP; and,

WHEREAS, Work Elements 704 Local Road Safety Plan had leftover grant funds that could be used to prepare Highway Safety Improvement Program grants for Lassen County and WE705 require re-scoping the delivery date for certain deliverables.

NOW, THEREFORE, BE IT RESOLVED by the Lassen County Transportation Commission (LCTC) hereby adopts Amendment #1 to the Fiscal Year 2022/23 Overall Work Program and Budget.

The foregoing resolution was passed and adopted at the October 17, 2022 meeting of the Lassen County Transportation Commission by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Aaron Albaugh
Chair, Lassen County Transportation Commission

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

October 17, 2022

John Clerici, Executive Secretary



John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission **AGENDA ITEM 4.11**

Date: October 17, 2022

From: John L. Clerici, Executive Secretary 

Subject: Fiscal Year 2022/23 Transportation Development Act Allocations for Local Transportation Fund (LTF) and State Transit Assistance (STA) and Financial Update

REQUESTED ACTIONS

BY MOTION: Adopt Resolution 22-08 approving the Final Fiscal Year 2022/23 Transportation Development Act Allocations for the estimates of Local Transportation Fund (LTF) and State Transit Assistance (STA) funds, and authorizing staff to approve claims consistent with the allocations.

PAST ACTION

Each year the Commission approved final allocations for the upcoming fiscal year receipts of Local Transportation Funds and State Transit Assistance funds. In previous years the Commission would have taken action on these allocations in June as part of the OWP and Budget process. This year for a variety of reasons mostly having to do with Covid-19, information critical to this process was unavailable.

BACKGROUND

The Transportation Development Act (TDA) provides two funding sources:

1. Local Transportation Fund (LTF) from a quarter cent of the general sales tax collected statewide.
2. State Transit Assistance (STA) fund from the statewide sales tax on diesel fuel.

The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The State Controller's Office (SCO) allocates the STA, by formula, to planning agencies and other eligible agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

The Lassen County Transportation Commission is the Regional Transportation Planning Agency (RTPA) responsible for apportioning and administering these funds for this region. The attached Findings of Allocation summarizes the estimates for FY 2021/2022. The LTF allocation purposes, in order of priorities, as identified by law, are as follows:

1. Transportation Development Act fund administration (by LCTC and the County Auditor);
2. Planning and programming undertaken by LCTC (up to 3% of the fund);
3. Pedestrian and bicycle projects (optional, up to 2% of the funds remaining, after administration and planning);
4. Public transportation operations (including

new transit services that have been identified by the Commission as "unmet transit needs" that are "reasonable to meet"); and, 5. Other transportation purposes (including additional transit and bicycle facilities, and streets and roads). The Commission may only apportion (and subsequently may only approve claims for) "other transportation purposes" when all other uses of the funds, to the limits described above, have been exhausted.

DISCUSSION

As with previous years we have approximations of the funds available to the Commission. These estimates are based on an accounting of what funds are available and the pre-existing restraints or restriction on these funds. The findings are attached.

The Commission's income has been steady over the recent years, with general upward trend, except for a slight dip during the pandemic. The trend would appear to continue into this fiscal year. As prudence would suggest, the County Auditor's estimate of this year's income is likely conservative. We are required to make our allocations based on this estimate.

Also, in previous years' discussion, given the accounting irregularities that were encountered when current staff was installed, a more detailed discussion of funds available, and outstanding issues was needed. Over the past three years, most of those irregularities have been eliminated and so this update will be focused on previous action, trends and our estimates for FY 22/23.

Page 1 shows LCTC Income from TDA, STA and State of Good Repair funds dating back to FY 14/15, including an estimate of income for FY 22/23.

Pages 2 and 4 describe the fiscal status of the three funds for the previous fiscal year – FY 21/22.

It should be noted that STA and State of Good Repair funds are used exclusively for transit. The LCTC acts as a pass-through agency. TDA funds are allocated using the formula described previously.

Page 5 shows the estimate for TDA funds for FY 22/23 and the allocations to the various sections described in the act. As you can see most of these are blank pending receipt of claims from the transit provider, or other action taken by the Commission.

Further, the independent auditor has informed us that TDA funds remaining after the needs of the transit system are satisfied, are to be apportioned to the City and County, and remain such in subsequent fiscal years. These funds may, at the discretion of the local agency, be used for transit purposes or other eligible purposes (i.e. roads, sidewalks, trails, etc.) without regard to subsequent unmet needs determinations.

Page 6 are the current commitments from past actions by the Commission. The PPM (Planning, Programming and Monitoring) funds are unused funds from a grant which are due back to Caltrans. The PERS funds are due to the County. The anticipation is that the final \$81,000 would be paid on the PERS obligation in FY 2022/23. On the ped and bike reserve, some is encumbered to the City and County, and some either the County or City could request.

There are TDA funds encumbered each to the County and City for road maintenance. In the past we have not been able to transfer these funds to the jurisdictions as neither had satisfied the audit requirements associated with prior such allocations. Progress has been made by the County and we are confident that these funds can be released for the productive uses for which they are intended. We are working with the City to get them to

a similar status. Presently, these encumbrances will remain in place until all audit requirements are fulfilled, or the local agencies elect to re-allocate these funds.

There are also funds allocated to the City and the County for any eligible transportation purposes (ped/bike uses, transit, or roads) as the City Council or County Board of Supervisors may elect.

In sum, the amount of TDA and STA funds to be allocated for FY 2022/23 appears to be more than adequate to fund transit purposes and other beneficial uses this fiscal year.

RECOMMENDATION

Staff recommends that the Commission allocate the noted FY 22/23 allocations based on the TDA and STA estimates provided in the staff report for FY 2022/23.

ALTERNATIVES

Commission to provide direction to staff.

Attachments (2)

LASSEN COUNTY TRANSPORTATION COMMISSION INCOME

FISCAL YEAR	TDA FUNDS	STA FUNDS	STATE OF GOOD REPAIR FUNDS		TOTAL
			99313	99314	
FY 14/15	\$ 689,050	\$ 163,123			\$ 852,173
FY 15/16	\$ 721,029	\$ 128,760			\$ 849,789
FY 16/17	\$ 834,519	\$ 113,099			\$ 947,618
FY 17/18	\$ 920,022	\$ 205,855	\$ 43,421		\$ 1,169,298
FY 18/19	\$ 784,768	\$ 268,871	\$ 42,386		\$ 1,096,025
FY 19/20	\$ 809,921	\$ 262,685	\$ 42,689		\$ 1,115,295
FY 19/20 from Fund 128	\$ 410,000				NA
FY 20/21	\$ 900,454	\$ 206,351	\$ 41,335	\$ 1,871	\$ 1,150,012
FY 21/22	\$ 985,036	\$ 260,486	\$ 40,666	\$ 1,917	\$ 1,288,105
FY 22/23 EST.	\$ 1,034,625	\$ 386,097	\$ 42,271	\$ 1,985	\$ 1,464,978

STATE TRANSIT ASSISTANCE (STA) FUNDS - CURRENT FISCAL STATUS	
	STA FUNDS *
CARRYOVER TO FY 21/22	\$ 105,484
INCOME IN FY 21/22	\$ 260,486
TOTAL AVAILABLE FY 21/22	\$ 365,980
TOTAL ALLOCATIONS / TRANSFER REQUESTS FY 21/22	\$ 258,791
TOTAL CARRYOVER TO FY 22/23	\$ 107,189
EST. INCOME IN FY 22/23	\$ 386,097
EST. AVAILABLE IN FY 22/23	\$ 493,286

* Allocated and transferred throughout the fiscal year.

STATE OF GOOD REPAIR (SGR) FUNDS - CURRENT FISCAL STATUS			
	SGR FUNDS *		TOTAL
	99313	99314	
CARRYOVER TO FY 21/22	\$ 41,808	\$ 1,891	\$ 43,699
INCOME IN FY 21/22	\$ 40,666	\$ 1,917	\$ 42,583
TOTAL AVAILABLE FY 21/22	\$ 41,808	\$ 1,891	\$ 43,699
TOTAL ALLOCATIONS FY 21/22	\$ 42,643	\$ 1,930	\$ 44,573
TOTAL TRANSFER REQUESTS FY 21/22	\$ 41,335	\$ 1,871	\$ 43,206
TOTAL CARRYOVER TO FY 22/23	\$ 41,139	\$ 1,937	\$ 43,076
CARRYOVER COMMITMENTS TO FY 22/23	\$ 1,308	\$ 59	\$ 1,367
NET CARRYOVER TO FY 22/23	\$ 39,831	\$ 1,878	\$ 41,709
EST. INCOME IN FY 22/23	\$ 42,271	\$ 1,985	\$ 44,256
TOTAL AVAILABLE IN FY 22/23	\$ 39,831	\$ 1,878	\$ 41,709

* State of Good Repair Funds are allocated and transferred at offset of the fiscal year.

TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS - FY 21/22 FISCAL STATUS	
	TDA FUNDS *
AVAILABLE NEW FUNDS IN FY 21/22	\$ 925,036
ADINISTRATION & PLANNING ALLOCATIONS / TRANSFERS	\$ 293,100
PED & BIKE RESERVE	\$ 13,839
TRANSIT ALLOCATIONS / TRANSFERS	\$ 512,782
REMAINDER DISTRIBUTED	\$ 165,315
TO COUNTY (59.2%)	\$ 97,866
TO CITY (40.8%)	\$ 67,449

* Allocated and transferred throughout the fiscal year.

TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS - FY 22/23 FISCAL STATUS	
	TDA FUNDS *
EST. AVAILABLE NEW FUNDS IN FY 21/22	\$ 1,034,625
ADINISTRATION & PLANNING ALLOCATIONS / TRANSFERS	N/A \$205,883
PED & BIKE RESERVE	N/A \$16,575
TRANSIT ALLOCATIONS / TRANSFERS	N/A \$632,911
REMAINDER DISTRIBUTED	N/A 179,256
TO COUNTY (59.2%)	\$106,120
TO CITY (40.8%)	\$73,136

* Allocated and transferred throughout the fiscal year.

Current Commitments from TDA funds/Fund 571	
Not subject to unmet needs determination	
Due to Caltrans - PPM Funds	\$ 52,999.47
Due to County - PERS	\$ 81,783.22
Pedestrian and Bike Reserve	
FY 19/20 Encumbered to City	\$ 6,324.94
FY 19/20 Encumbered to County	\$ 9,769.06
FY 20/21 Encumbered to City or County	\$ 12,727.10
FY 21/22 Encumbered to City or County	\$ 13,839.00
Other Reserves	
FY 20/21 Encumbered to City road maintenance	\$ 185,586.00
FY 20/21 Encumbered to County road maintenance	\$ 305,382.00
FY 20/21 Allocated to City for eligible transportation purposes	\$ 83,960.00
FY 20/21 Allocated to County for eligible transportation purposes	\$ 138,158.00
FY 21/22 Allocated to County for eligible transportation purposes	\$ 97,866.00
FY 21/22 Allocated to City for eligible transportation purposes	\$ 67,449.00
TOTAL	\$ 1,055,843.79

LASSEN COUNTY TRANSPORTATION COMMISSION
Resolution 22-08

Resolution Approving the Transportation Development Act Fiscal Year 2022/23 Transportation Development Act
Allocation of Local Transportation Funds and State Transit Assistance Funds

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the Lassen County Transportation Commission (LCTC) was created as a local planning agency to provide regional transportation planning for the area of Lassen County; and

WHEREAS, the County of Lassen, the City of Susanville, and the Lassen Transit Services are each required to file annual transportation claims for the funds, if any, from the Local Transportation Fund (LTF), the State Transit Assistance Fund (STA); and

WHEREAS, it is the responsibility of the LCTC, under the provisions of the TDA, to review the annual transportation claims and to make allocations of monies from the LTF and STA, based on the estimated revenue upon approving said claim; and

WHEREAS, the Auditor of said County is instructed to pay monies in the fund to the claimants pursuant to allocation instructions received from the LCTC; and

WHEREAS, the County Auditor issued a report of estimated revenues for LTF for Fiscal Year (FY) 2022/23 and the State Controller's Office issued a report of estimated revenues for STA Funds for the same fiscal year; and

WHEREAS, the LCTC has \$632,911 in TDA funds \$386,097 in STA funds to allocate to LTSA; and

WHEREAS, the LTSA submitted an annual claim form for funding the transit system during FY 22/23; and

WHEREAS, the claim has been found to meet all the stipulated requirements of Code; and

WHEREAS, the Commission desires to continue funding of the of the transit system as requested by the LTSA; and

WHEREAS, the Commission desires to reserve 2% of the available funds for pedestrian and bicycle facilities to be allocated at a future date; and

WHEREAS, the Commission understands that the noted Article 8 allocations will be reduced when the State bills for the unused PPM funds and potentially to reflect the Commission's desires relative to the request from the County for retirement and post-employment benefits,

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the attached estimated FY 21/22 allocations be so allocated as directed by the LCTC, including \$632,911 in TDA funds \$386,097 in STA funds to allocate to LTSA.

BE IT FURTHER RESOLVED, that allocation instructions shall be prepared for each claimant in accordance with the above. The Executive Secretary, appointed by the Commission, is authorized to sign the allocation instructions and to issue the instructions to the County Auditor to pay the claimants in accordance with the above allocations.

The foregoing resolution was adopted by the Lassen County Transportation Commission at its October 17, 2022 regular meeting by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Aaron Albaugh, Chairman
Lassen County Transportation Commission

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

John L. Clerici, Executive Secretary

October 17, 2022



John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 4.12

Date: October 13, 2022

From: John L. Clerici, Executive Secretary

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

Subject: US 395 Investment Plan

REQUESTED ACTION

BY MOTION: Adopt the US 395 Investment Plan and direct staff to transmit the document to Caltrans in keeping with Strategic Partnership Grant Program

BACKGROUND

US 395 is the primary north-south corridor through eastern California and is the only north-south route through Southern Lassen County. US 395 from 20 miles north of Reno, Nevada to Susanville, California is a conventional two-lane highway, with limited passing opportunities. In addition, US 395 is the fastest trucking connection between Reno and the Pacific Northwest. This segment of US 395 is the focus of this plan and is herein referred to as the "Study Corridor" throughout the rest of this report.

This funding plan and project implementation strategy is the culmination of a multi-year effort to identify improvements to the US 395 Corridor from Hallelujah Junction to SR 36 near Susanville and provide a baseline project definition.

The first significant step in this effort was the development of a *Transportation Concept Report (TCR)* completed by Caltrans District 2 in 2017 (see Attachment 1), which recommends widening US 395 to a four-lane divided expressway from in the study corridor.

Based on the TCR, the Lassen County Transportation Commission funded the *US 395 Coalition and Implementation Plan* to form a multi-jurisdiction, multi-state Coalition advocating for the improvement of US 395 Corridor from Hallelujah Junction to SR 36 near Susanville and provide baseline analysis for the improvements described in the TCR. It included the following elements:

- Coalition Members and Commitments
- Goals and Objectives
- Existing Conditions: Analysis of existing conditions, land use, plans, safety data, studies
- Summary of Community Engagement

- Environmental Opportunities and Constraints, including a map
- Existing Right of Way and Potential Needs
- Cross Section and Intersection Design Options
- Cost Estimates for Project Development, Right of Way and Construction
- Financial Analysis
- Political Analysis

The Implementation Plan was finished in August 2020.

Concurrent with the development of the Implementation Plan, regional stakeholder critical to forming the US 395 Coalition were contacted and engaged in a series of meetings. In addition, community workshops were held along the US 395 corridor in the study area. To help promote and build the coalition, stakeholder calls and meetings were held starting on December 6, 2018. Following that meeting, organizational calls culminating in workshops and meetings have occurred between key original stakeholders on a monthly basis.

DISCUSSION

In 2019 the LCTC received a Strategic Partnership grant to continue the efforts to study US 395. There were two principal studies to be undertaken as part of the second phase effort. They consisted of a safety analysis and an economic analysis, both based on the concept of developing the four-lane highway described in the US 395 Coalition and Implementation Plan. Both were intended to further build the foundational elements necessary to seek funding for the improvements.

The *Safety & Current Conditions Analysis and Evaluation of Future Expansion of US 395* was conducted by the Engineering Department at California State University of Sacramento. It examined in detail the existing and predicted safety along US 395 in the project area. The study compares these results with similar roadway like State Route 70 in Butte County which recently received State funding for improvements like those anticipated for US 395.

The *US 395 Strategic Corridor Investment Analysis* was conducted by the Department of Economics at California State University of Sacramento. It examined the existing and predicted economic costs and more importantly benefits along US 395 associated with improvements described in Caltrans Highway Concept Report.

Both studies were completed in early 2021.

One outcome of the safety study was the development of a second, safety related proposal that would build 11 additional passing lanes in the project area. The passing lane proposal was seen as a shorter-term solution to address the increasing safety issues on US 395, with the intention of providing frequent and regular passing opportunities that reduce the need for passing in the oncoming travel lane. The *US 395 Passing Lane Technical Memorandum* was finished in early 2022 and include basic descriptions of the passing lane locations, length, typical cross-section, and cost.

US 395 INVESTMENT PLAN

The purpose of this Investment Plan is to identify appropriate revenue sources necessary to implement all or part of the projects identified as part of the US 395 Coalition process. In addition, this plan will identify the planning steps required to bring a project from concept to construction. This plan builds on significant work done on the US 395 corridor to date and inform the Investment Plan. They include:

- *US 395 Coalition and Implementation Plan* – Mark Thomas – August 2020
- *US 395 Strategic Corridor Investment Analysis* – California State University Sacramento Department of Economics – November 2021
- *Safety Analysis and Evaluation of Current Conditions and Future Expansion of US 395 in Lassen County* – California State University Sacramento Department of Engineering – November 2021
- *US 395 Passing Lanes Technical Memorandum (Nevada border to SR 36 junction)* – Mark Thomas – January 2022

Combined, these documents represent a wealth of technical data and analysis on which to identify and promote any of a number of projects on the US 395 corridor in Lassen County. By reference these documents provide ample information on:

- Coalition Members and Commitments
- Goals and Objectives
- Existing Conditions: Analysis of existing conditions, land use, plans, safety data, studies
- Summary of Community Engagement
- Environmental Opportunities and Constraints, including a map
- Existing Right of Way and Potential Needs
- Cross Section and Intersection Design Options
- Cost Estimates for Project Development, Right of Way and Construction

This investment plan focuses on the available financing instruments available to fund all or some of the projects identified, as well as the political/institutional pathways that will need to be navigated.

The Investment Plan has been reviewed by the LCTC Technical Advisory Committee, as well as the US 395 Coalition. Portions of it have also been shared with stakeholders such as the Sierra Alliance as well as the LCTC during the 2 plus years of its development.

The adoption of this plan today will not mean the end of its review and development. The Investment Plan is a living document and therefore will evolve over time. More importantly, strategies described in this plan have already been implemented to pursue funding for projects in the US 395 corridor.

RECOMMENDATION

Staff recommends that the Commission

ALTERNATIVES

Commission to provide direction to staff.

Attachments (1)



US 395 Investment Strategy

October 2022



COALITION

Prepared By:



With Help From:



Submitted to:



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Purpose

The purpose of this Investment Plan is to identify appropriate revenue sources necessary to implement all or part of the projects identified as part of the US 395 Coalition process. In addition, this plan will identify the planning steps required to bring a project from concept to construction. This plan builds on significant work done on the US 395 corridor to date and inform the Investment Plan. They include:

- US 395 Coalition and Implementation Plan – Mark Thomas – August 2020
- US 395 Strategic Corridor Investment Analysis – California State University Sacramento Department of Economics – November 2021
- Safety Analysis and Evaluation of Current Conditions and Future Expansion of US 395 in Lassen County – California State University Sacramento Department of Engineering – November 2021
- US 395 Passing Lanes Technical Memorandum (Nevada border to SR 36 junction) – Mark Thomas – January 2022

These Technical Studies are included as Attachments 1-4 respectively.

Combined, these documents represent a wealth of technical data and analysis on which to identify and promote any of a number of projects on the US 395 corridor in Lassen County. By reference these documents provide ample information on:

- Coalition Members and Commitments
- Goals and Objectives
- Existing Conditions: Analysis of existing conditions, land use, plans, safety data, studies
- Summary of Community Engagement
- Environmental Opportunities and Constraints, including a map
- Existing Right of Way and Potential Needs
- Cross Section and Intersection Design Options
- Cost Estimates for Project Development, Right of Way and Construction

This investment plan will focus on the available financing instruments available to fund all or some of the projects identified, as well as the political/institutional pathways that will need to be navigated.

Introduction

US 395 is the primary north-south corridor through eastern California and is the only north-south route through Southern Lassen County. US 395 from 20 miles north of Reno, Nevada to Susanville, California is a conventional two-lane highway, with limited passing opportunities. In addition, US 395 is the fastest trucking connection between Reno and the Pacific Northwest. This segment of US 395 is the focus of this plan and is herein referred to as the “Study Corridor” throughout the rest of this report.



Figure 1 - US 395 Study Limits

This funding plan and project implementation strategy is the culmination of a multi-year effort to identify improvements to the US 395 Corridor from Hallelujah Junction to SR 36 near Susanville and provide a baseline project definition.

The first significant step in this effort was the development of a Transportation Concept Report (TCR) completed by Caltrans District 2 in 2017 (see Attachment 5), which recommends widening US 395 to a four-lane divided expressway from in the study corridor.

Based on the TCR, the Lassen County Transportation Commission funded the US 395 Coalition and Implementation Plan to form a multi-jurisdiction, multi-state Coalition advocating for the improvement of US 395 Corridor from Hallelujah Junction to SR 36 near Susanville and provide baseline analysis for the improvements described in the TCR. It included the following elements:

- Coalition Members and Commitments
- Goals and Objectives
- Existing Conditions: Analysis of existing conditions, land use, plans, safety data, studies
- Summary of Community Engagement
- Environmental Opportunities and Constraints, including a map
- Existing Right of Way and Potential Needs
- Cross Section and Intersection Design Options
- Cost Estimates for Project Development, Right of Way and Construction
- Financial Analysis
- Political Analysis

The Implementation Plan was finished in August 2020.

Concurrent with the development of the Implementation Plan, regional stakeholder critical to forming the US 395 Coalition were contacted and engaged in a series of meetings. In addition, community workshops were held along the US 395 corridor in the study area. To help promote and build the coalition, stakeholder calls and meetings were held starting on December 6, 2018. Following that meeting, organizational calls occurred between key original stakeholders on a monthly basis. To formally kick off the US 395 Coalition building effort, in-person meetings were held at critical points in the development of the coalition and included:

- January 24, 2019 – Organizational Meeting with Washoe County staff to discuss partnering as lead agencies on the development of the coalition.
- February 26, 2019 – Presentation to the Washoe County Board of Commissioners on the coalition.
- January 23, 2020 – US 395 Seminar which served as the official “launch” of the coalition.

Since the launch of the coalition in January 2020, monthly stakeholder meetings have been held to discuss the initial organization and goals of the coalition. The advent of Covid, had a somewhat chilling effect on Coalition activity and growth during the balance of 2020, through 2021 and into 2022, restricting meetings to on-line access only. Recently, in-person meetings have begun (May 2022) and are planned for an every-other-month cycle. The current roster of Coalition members is included at the end of this document.

In 2019 the LCTC received a Strategic Partnership grant to continue the efforts to study US 395. There were two principal studies to be undertaken as part of the second phase effort. They consisted of a safety analysis and an economic analysis, both based on the concept of developing the four-lane highway described in the US 395 Coalition and Implementation Plan. Both were intended to further build the foundational elements necessary to seek funding of the improvements.

The Safety & Current Conditions Analysis and Evaluation of Future Expansion of US 395 was conducted by the Engineering Department at California State University of Sacramento. It examined in detail the existing and predicted safety along US 395 in the project area. The study compares these results with similar roadway like State Route 70 in Butte County which recently received State funding for improvements like those anticipated for US 395.

The US 395 Strategic Corridor Investment Analysis was conducted by the Department of Economics at California State University of Sacramento. It examined the existing and predicted economic costs and more importantly benefits along US 395 associated with improvements described in Caltrans Highway Concept Report.

Both studies were completed in early 2021.

One outcome of the safety study was the development of a second, safety related proposal that would build 11 additional passing lanes in the project area. The passing lane proposal was seen as a shorter-term solution to address the increasing safety issues on US 395, with the intention of providing frequent and regular passing opportunities that reduce the need for passing in the oncoming travel lane. The US 395 Passing Lane Technical Memorandum was finished in early 2022 and include basic descriptions of the passing lane locations, length, typical cross-section, and cost.

Outcomes of Technical Analysis

As previously mentioned, there is a wealth of data and technical analysis in the plans and studies described above. Below are the major findings of each:

US 395 Coalition and Implementation Plan

4-lane US 395 from Hallelujah Junction (SR 70) to Susanville

- Eliminates most if not all auto truck conflicts from passing
- Reduce overall travel time along corridor
- Safer for motorists and commuters to the facilities in Herlong and for thru traffic from Reno to Susanville and points north
- Insufficient ROW along most of corridor
- Years/decades for planning, engineering, and environmental compliance
- Cost - \$680 million

US 395 Strategic Corridor Investment Analysis – Economic Study

Growing sectors: Professional/Business Services

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

US 395 Safety Analysis and Evaluation

- All four segments in the study area should expect to see safety improvements from the proposed project. Segment 1 and 2 (closest to SR 70) will see significant improvements. Segment 3 (a short segment near Janesville with a higher concentration of accidents) should be a priority as well.
- Truck traffic volume are anticipated to increase over time, and therefore collisions with autos and small trucks will increase as well.
- Targeted sub sections in the project area would benefit from specific safety countermeasures, such as new passing lanes, intersection treatments, roadside improvements, etc. Such countermeasures may provide short-term and quick cost-effective safety improvements benefiting the region as a whole.

US 395 Passing Lanes Technical Memorandum

Strategic passing lanes

- Adds 11 new passing lanes to corridor
- Reduces potential auto truck conflicts by providing regular passing opportunities (approximately every 5 miles)
- Can piggy-back on existing Caltrans SHOPP projects in the corridor (construction 2027)
- Cost – Approximately \$68 million
- Not a long-term fix of what is expected to be a growing problem (increasing truck traffic in corridor)
- Does not satisfy Caltrans long-term planning objective (2017 Transportation Concept Report)

Investment Strategy

Before funding can be brought to any capital project, a set of specific steps to develop a workable project are necessary. The work done to date, provides significant foundational information to start these studies. However significantly more technical data focused on environmental impacts, right of way and engineering are all required before any funding opportunity can be applied. In addition, there are a number of stakeholders with significant stakeholders with an interest in the corridor and improvements to 395 in the study area. They include:

- The Department of Defense with the Sierra Army Depot
- The State of California as the owner of US 395
- Lassen and Washoe Counties and road safety and efficiency
- The Governor's Office of Planning and Research as well as the California Transportation Commission have taken an interest in the proposal
- Private businesses in the Reno/Sparks area shipping goods up the US 395 corridor through Lassen County, as the corridor provides the most direct trucking access to/from Portland, Seattle and Vancouver.
- The US 395 corridor provides the most direct access between Lassen Volcanic National Park and all of the US east of the Rockies.

US 395 is also the only north south corridor on the eastern side of the Sierra Nevada, so serves as a route of significance for commerce and access when Interstate 80 and other highways are closed, and as an emergency evacuation route during extreme weather (and other natural) events.

Besides additional, granular, technical information that needs to be developed and translated into a next level planning/engineering plan, the role of these (and all stakeholders) needs to be brought to better focus.

Engaging stakeholders and developing the next level of planning documents are not necessarily exclusive of each other and can in some respects run on parallel tracks. Both efforts are likely to inform the other.

The steps described below are anticipated to be executed over the next 6 to 24 months.

Stakeholder Engagement

COVID had a deleterious effect on stakeholder engagement and sustaining the US 395 Coalition that started just prior to its outbreak. In the past few months, as COVID restrictions have eased, the Coalition has re-engaged, and added new members and interests. Besides continuing this re-vitalization, the Coalition should be tasked with determining what a project for US 395 would look like (full 4-laning vs passing lanes for example). This would not preclude other projects in the corridor being evaluated, but it would focus limited resources on a project endorsed by all the major stakeholders. In addition, the Coalition should work to further identify projected needs of the corridor for the various stakeholders based on reasonable expectations for their organizations.

Technical Analysis

As mentioned previously, significant technical analysis for any proposed project will be necessary before serious acquisition of funding can be achieved. In addition, the type of technical analysis that is done, by dictate the types of funding that might be applied to the project. Depending on the type of funding pursued the next level of analysis will be the development of a project study type of report. A Project Study Report is a specific type of technical document, and is would be the next step to receiving certain types of state funding. Most specifically funding through the State Transportation Improvement Program, or STIP. Other types of funding may call this document something different, but it will contain virtually the same information. The PSR by definition:

“Identifies the transportation problem and the alternatives that will be studied in order to make a decision on an appropriate solution. Because it is used as a decision-making document it must identify the key issues of the transportation problem, any major issues that should be investigated and the effort and resources that are needed to complete the studies and project approval process. It is designed so that the important information can be easily obtained from the PSR(PDS) text. The attachments should contain detailed information that is needed to support or clarify information in the body of the report. Information from detailed studies is summarized in the PSR(PDS), while actual studies with raw data (e.g., TASAS data) and detailed analysis are part of the project files.”

Whether the project ends up in the STIP, or uses other funding sources, the PSR or its equivalent, is an important next step in project development.

Once again, critical stakeholders (Caltrans, CTC, Lassen County, etc.) will need to engage to determine what path to engage in STIP vs other funding sources, and the scope of the project to be examined. This determination should be made in the next 2 to 8 months.

The current roster of US 395 Coalition participants is included as Attachment 6.

Funding Opportunities

The following are a compilation of most of the significant funding opportunities that might be pursued as part of this effort. The information was developed by The Ferguson Group as part of their work on a previous planning effort for US 395 and has been augmented by them as new opportunities have come available, and to respond to the needs of the US 395 Coalition to date.

The 395 Coalition and this Investment Strategy must acknowledge that circumstances have changed significantly since the US 395 Transportation Concept Report was written. SB743 and the subsequent CEQA Vehicle Miles Traveled impact requirements, as well as Executive Order N-19-19 have changed how Caltrans views additional lanes being added to the state highway system in most cases. Any proposed projects will need to demonstrate alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) and other state policies and goals, and that Lassen County and the US 395 Coalition will have to work within that framework in order to successfully promote projects.

It is important to note that not all funding programs described will apply to this effort. However, since funding large capital projects sometimes requires creative financing, and it is unknown at this time, what Coalition stakeholder might bring funds to bear, it seems reasonable to include more funding information at this time.

Finally, this investment strategy, because of its funding source, applies to potential improvements to US 395 in Lassen County only. However, the Lassen County/California stakeholders in the US 395 Coalition, are dedicated to working with our Nevada based partners to advance projects on their side of the state line as this process moves forward.

Conclusion

With the US 395 Coalition formed and the preliminary project defined, LCTC can continue the planning and development of the US 395 Corridor. The Coalition will continue providing advocacy for these much-needed improvements and seek financial opportunities to move the project forward.

List of Attachments

- Attachment 1. US 395 Coalition and Implementation Plan -2020
- Attachment 2. US 395 Strategic Corridor Investment Strategy - 2021
- Attachment 3. Safety Analysis and Evaluation of Current Conditions and Future Expansion of US 395 in Lassen County - 2021
- Attachment 4. US 395 Passing Lane Technical Memorandum - 2022
- Attachment 5. US 395 Transportation Concept Report - 2017
- Attachment 6. US 395 Coalition Roster - 2022



Subject Specific Grant Guide

Grants to Support the Expansion of U.S. Corridor 395 (Lassen County)

May 2020

This guide identifies potential funding opportunities to support the widening of U.S. Corridor 395. These opportunities prioritize evidence-based, cost-effective programs for pressing public transportation challenges and aim to support transportation infrastructure improvements. The grants chosen for inclusion in this guide are opportunities that are typically reoccurring. Past funding opportunities that seemed relevant but presented no indication of being funded in the future were not included.

Prepared by

The Ferguson Group

1901 Pennsylvania Ave. NW
Suite 700
Washington, DC 20006

202.331.8500

TheFergusonGroup.com

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Department: U.S. Department of Transportation
Agency: Office of the Secretary for Transportation Policy

FY 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Grant Overview

Formerly known as the BUILD and TIGER grant programs, the RAISE Grant program supports surface transportation projects that will have a significant local or regional impact. Eligible applicants are state, local, tribal, and U.S. territorial governments, including special districts and public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Program History

	Total Funding	# of Awards
2021	\$1 billion	90
2020	\$1 billion	70
2019	\$900 million	55

Key Information and Tips

Total Funding: \$1.5 billion

Award Range: \$1 million - \$25 million (rural)
\$5 million - \$25 million (urban)

Match: 20 percent (urban)

Solicitation date: January 28, 2022

Proposal due: April 14, 2022

- Priority will be given to projects that reduce greenhouse gas emissions, address environmental justice and racial equity to racial equity, and create good-paying jobs

<https://www.transportation.gov/RAISEgrants>



Awardee Profile

City of Manchester
New Hampshire

AMOUNT: \$25,000,000

YEAR: 2021

The City of Manchester received funding to reconnect the city's South Millyard district to surrounding neighborhoods and downtown Manchester, facilitating new, mixed-use development and adaptive redevelopment of existing buildings. The project will mitigate existing traffic congestion, increase driver and pedestrian safety, improve a critical rail crossing and freight mobility, and provide improved and accessible transportation options for the community.

Department: U.S. Department of Transportation

Agency: Office of the Secretary for Transportation Policy

FY 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

Detailed Summary

Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Grant program, provides funding for surface transportation infrastructure that will have a significant local or regional impact. Supported projects should improve safety, economic strength and global competitiveness, equity, and climate and sustainability goals.

Eligible **capital projects** include but are not limited to:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- Surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code (see [Airport Improvement Program](#) Handbook Appendix P for details)
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government
- Other surface transportation infrastructure projects that the Secretary considers to be necessary to advance the goals of RAISE such as public road and non-motorized projects that are not otherwise eligible under title 23, United States Code

Activities eligible for funding under RAISE **planning grants** are related to the planning, preparation, or design—for example environmental analysis, feasibility studies, equity analysis, community engagement, and other preconstruction activities—of eligible surface transportation capital projects. Under the RAISE FY 2022 program, if an application includes right-of-way-acquisition, the project will be considered a capital project.

Eligible activities related to multidisciplinary projects or regional planning may include:

- Development of master plans, comprehensive plans, integrated land use and transportation plan, or corridor plans
- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic

- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Research, demonstration, or pilot projects are only eligible if they will result in long-term, permanent surface transportation infrastructure that has independent utility.

Priority will be given to projects that:

- Reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts
- Address environmental justice particularly for communities disproportionately experiencing climate change-related consequences
- Proactively address racial equity and barriers to opportunity including automobile dependence as a form of barrier
- Support the creation of good-paying jobs, including apprenticeships, with the free and fair choice to join a union and the incorporation of strong labor standards

Definitions

Urban/Rural: A project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. A list of urbanized areas can be found [here](#). Projects located in both an urban and rural area will be designated as urban if the majority of the project's costs are spent in urban areas and vice versa.

Areas of Persistent Poverty: A project is located in an Area of Persistent Poverty if:

1. the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2019 Small Area Income Poverty Dataset; **OR**
2. the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
3. the project is located in any territory or possession of the United States.

A list of all counties and census tracts that meet this definition can be found [here](#).

Historically Disadvantaged Communities: Consistent with OMB's Interim Guidance for the Justice40 Initiative, a project is located in a Historically Disadvantaged Community if:

1. The project is located in certain qualifying census tracts, identified [here](#);
2. The project is located on Tribal land; **OR**
3. The project is located in any territory or possession of the United States.

Access DOT's Historically Disadvantaged Communities Mapping Tool [here](#).

Applicant Eligibility

Eligible applicants are states, local, tribal, and U.S. territorial governments, special purpose districts or public authorities with a transportation function, transit agencies, port authorities, and multi-state or multijurisdictional groups of eligible entities.

Recipients of previous RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previous awarded funding through this program.

Funding

In FY 2022, an estimated \$1.5 billion is available to support awards of up to \$25 million through this program. For urban planning and capital projects, awards may not be less than \$5 million. For rural planning and capital projects, awards may not be less than \$1 million. Funding in FY 2022 has increased from previous years under the Infrastructure Investment and Jobs Act (IIJA) of 2021 to help meet overwhelming demand.

Funds are available for obligation only through September 30, 2026. All funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2031.

Of the total funding available:

- At least 5 percent (\$75 million) will be awarded for planning, preparation, and design projects
- At least 1 percent (\$15 million) will be awarded for projects located in historically disadvantaged communities or areas of persistent poverty
- No more than 15 percent (\$225 million) may be awarded to projects in a single State
- No more than 50 percent (\$750 million) will be used for projects located in rural areas
- No more than 50 percent (\$750 million) will be used for projects located in urbanized areas

Applicants with projects located in urban areas must provide at least 20 percent of the total project costs non-federal cash match. For projects located in rural areas, historically disadvantaged areas, and areas of persistent poverty the Federal share may be up to 100 percent of the cost. Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Applicants may also be allowed to use select federal funds as part of matching funds including tribal transportation program funds, TIFIA program funds, and Railroad Rehabilitation and Improvement Financing program funds.

Contact Information

Howard Hill
202-366-0301

RAISEgrants@dot.gov

<https://www.transportation.gov/RAISEgrants>



Department: U.S. Department of Transportation
Agency: Federal Highway Administration

FY 2017 California Federal Lands Access Program

Grant Overview

The purpose of this program is to improve transportation facilities that will provide access to, are adjacent to, or are located within federal lands. Projects may engage in design, construction, and reconstruction activities that target public roads, transit systems, and other transportation facilities. Additional eligible costs include engineering, rehabilitation, restoration, transportation planning, and research of federal lands access transportation facilities. Previously supported project activities include roadway rehabilitation, pavement rehabilitation, and bridge repair and reconstruction. Eligible applicants include state, county, tribal, and city governmental agencies that own or maintain the proposed transportation facility and must access federal lands in California.

Program History

	Award Ranges	# of Awards
2017	\$32.9 million	12

Key Information

Total Funding Expected in 2020: \$30 million

Award Range: Up to \$10,000

Match: 11.47 percent

- The next call for Projects under this program is tentatively scheduled for October 2020

<https://flh.fhwa.dot.gov/programs/flap/ca/>



Awardee Profile

Castle Rock Trailhead Parking
San Bernardino, CA

YEAR: 2017

The funds will be used to construct a trailhead parking area with a short access road off of Talbot Drive.

More awardee information can be found [here](#).

Department: U.S. Department of Transportation

Agency: Federal Highway Administration

FY17 California Federal Lands Access Program

Detailed Summary

The purpose of this program is to improve transportation facilities that will provide access to, are adjacent to, or are located within federal lands. Projects may engage in design, construction, and reconstruction activities that target public roads, transit systems, and other transportation facilities. Additional eligible costs include engineering, rehabilitation, restoration, transportation planning, and research of federal lands access transportation facilities. Preference will be given to projects that provide access to federal high-use recreation sites and economic generators. Previously supported project activities include:

- Roadway reconstruction
- Pavement rehabilitation
- Bridge repair and reconstruction

Applicant Eligibility

Eligible applicants include state, county, tribal, and city government agencies that own or maintain the proposed transportation facility. Projects must access federal lands in California.

Funding

A total of \$32.9 million was available to support reimbursement awards of up to \$10,000 in 2017. Applicants must provide a local match of at least 11.47 percent of the total project costs via nonfederal contributions. Additionally, applicants must have the support of the pertinent FLMA. For non-state government agencies located within the non-metropolitan planning organization (MPO) rural regional transportation planning agency (RTPA) areas shown in the MPO-RTPA-Map file, the applicant may use toll credits in lieu of the required 11.47 percent match.

Contact Information

Chris Longley
CFLHD's Access Program Coordinator
(720) 963-3733

Christopher.longley@dot.gov

<https://flh.fhwa.dot.gov/programs/flap/ca/>



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Grant Overview

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation functions, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2021	\$905 million	24
2020	\$906 million	20
2019	\$856 million	20

Key Information

Total Funding: \$1.55 billion
Minimum Grant Award: \$5 million rural, \$25 million urban
Match: 40 percent
Solicitation date: March 23, 2022
Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Awardee Profile

Mississippi Department of Transportation

AMOUNT: \$71.4 million

YEAR: 2020

The Mississippi Department of Transportation received funding to complete the construction of the 15.6-mile Greenville Bypass, which will carry US 82 from near the Greenville Bridge over the Mississippi River to Leland, east of Greenville.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Detailed Summary

The INFRA program provides federal financial assistance to highway and freight projects of national or regional significance. Eligible projects include:

- Highway freight projects carried out on the National Highway Freight Network (NHFN);
- Highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area;
- Railway-highway grade crossing or grade separation projects;
- Freight projects that are 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility;
- Wildlife crossing project;
- Surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, state or local government and increases throughput efficiency;
- Marine highway corridor project that is functionally connected to the NHFN and is likely to reduce on-road mobile source emissions; and
- Highway, bridge, or freight projects on the National Multimodal Freight Network.

To be eligible under INFRA, a project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN. In this context, improving freight movement on the NHFN may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to the system performance. INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, DOT is seeking to use INFRA funding on projects that result in construction, meaning development phase activities are less competitive by nature of the evaluation structure. Public-Private partnership assessments for projects in the development phase are also eligible costs.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Rebranded as the **MPDG Extra Initiative**, projects which receive a Highly Recommended rating, but are not awarded, are automatically designated MPDG Extra Projects, unless the Department determines that they are not reasonably likely to satisfy the TIFIA project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49 percent of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33 percent of eligible project costs unless the applicant provides a strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for INFRA grants are: (1) a state or group of states; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special-purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a state or group of states; (7) a tribal government or a consortium of tribal governments; (8) a multistate corridor organization; or (9) a multistate or multijurisdictional group of entities.

Definitions

Under the INFRA Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one

application. While they remain separate programs for the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, many projects can be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria includes **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost-effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, environmental review, and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$1.55 billion is available for awards through INFRA. In addition to FY 2022 INFRA funds, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. INFRA funds must be obligated by September 30, 2025.

To qualify as a **large project**, the minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a state's FY 2-21 Federal-aid apportionment if the project is located in one state; or (3) 50 percent of the larger participating State's FY 2021 apportionment for projects located in more than one state. The minimum grant request must be at least \$25 million for large projects.

Projects are classified as **small projects** if they do not meet the large project requirements outlined above. The minimum grant request must be at least \$5 million for small projects.

Approximately, 15 percent of available funds are reserved for small projects, and 85 percent of funds are reserved for large projects. At least 25 percent of funds provided for INFRA large projects must be used for projects located in rural areas. At least 30 percent of funds provided for INFRA small projects must be used for projects located in rural areas.

Additionally, IJA specified that \$150 million in available INFRA funding be set aside for INFRA **Leverage Pilot** program projects. The INFRA Leverage Pilot Program will fund projects with a Federal share of less than 50 percent. No less than 10 percent of the Leverage Pilot funds will be awarded to small INFRA projects and not less than 25 percent of the Leverage Pilot funds will be awarded to rural projects.

Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs and were expended as part of the project for which the applicant seeks funds. Previously incurred costs can be used to meet the minimum project size threshold, however, cannot be reimbursed with INFRA grant funds, nor will count towards the non-federal match requirement.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of non-Federal origins.

Contact Information

Paul Baumer

(202) 366-1092

MPDGrants@dot.gov

<https://www.transportation.gov/grants/mpdg-announcement>



Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2018 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

Grant Overview

The purpose of this program is to address significant challenges across the nation for transportation facilities that serve federal and tribal lands. Funding will support projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands. Eligible applicants are states or groups of states, metropolitan planning organizations, units of local governments, special purpose districts or public authorities, groups of federal land management agencies, consortia of tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2018	\$321,365,725	6

Key Information and Tips

Total Funding: \$300 million

Match: 10 percent

Solicitation date: October 4, 2018

Proposal due: Rolling

- Applicants must be eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and/or the Federal Lands Planning Program.

<https://flh.fhwa.dot.gov/programs/nsfltp/>



Awardee Profile

State of Florida

AMOUNT: \$60,000,000

YEAR: 2019

Funds will be used to reconstruct, raise and construct small bridges across a 6.5-mile section of US-41/Tamiami Trail.

Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY18 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program

Detailed Summary

The purpose of this program is to address significant challenges across the nation for transportation facilities that serve federal and tribal lands. Funding will support projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to federal or tribal lands.

Projects must be a single, continuous project. In addition, projects must meet at least one of the following definitions of transportation facilities from Title 23, Section 101 of the U.S. Code (U.S.C.):

- **Federal lands transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title and maintenance responsibility is vested in the federal government
- **Federal lands access transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, adjacent to, or provide access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government
- **Tribal transportation facility:** public highways, roads, bridges, trails, or transit systems that are located on, or provide access to, tribal land

Such facilities are not required to be included in an inventory described in Section 202 or 203 of Title 23, U.S.C.

Projects must have an estimated construction costs, based on the results of preliminary engineering, of at least \$25 million. Priority will be given to projects with estimated construction costs of at least \$50 million.

Applicant Eligibility

Eligible applicants are states or groups of states; metropolitan planning organizations; units of local governments or groups of local governments; political subdivisions of a state or local government; special purpose districts or public authorities with a transportation function; groups of federal land management agencies; consortia of local governments; and multijurisdictional groups of public entities.

Applicants must be eligible to receive funds under the Federal Lands Access Program, the Federal Lands Transportation Program, the Tribal Transportation Program, and/or the Federal Lands Planning Program.

In addition, applicants must be sponsored by an eligible FLMA or a federally recognized Native American tribe.

Funding

Up to \$300 million is available to support awards through this program. There is no minimum award amount. Projects must have estimated construction costs, based on the results of preliminary engineering, of at least \$25 million. Priority will be given to projects with estimated construction costs of at least \$50 million.

Applicants must provide at least 10 percent of the total project cost via cash and/or in-kind contributions. Preference will be given to applicants that provide more than the required match. Eligible types of matching contributions include:

- Any other federal funds, provided these funds were not authorized under Title 23 or Title 49 of the U.S. Code (U.S.C.)
- Any private or public source, provided the source did not receive the funds through programs authorized under Title 23 or Title 49, U.S.C.
- In-kind contributions, such as donations of funds, materials, services, right-of-way acquisition, and utility relocation

Tapered matches are permissible to allow for greater flexibility. For the purposes of this program, a tapered match is defined as a form of federal aid matching flexibility that allows a project's federal share to vary over the life of the project, provided the final contribution of federal funds does not exceed the project's maximum authorized share.

Contact Information

Jeffrey Mann
Program Manager
(202) 366-9494
Jeffrey.mann@dot.gov

Scott Johnson
Director Office of Program Development
(202) 366-9494
Scott.johnson@dot.gov

<https://flh.fhwa.dot.gov/programs/nsfltp/>



Department: U.S. Department of Transportation
Agency: Federal Highway Administration (FHWA)

FY 2020 Surface Transportation System Funding Alternatives

Grant Overview

The purpose of this program is to maintain the long-term solvency of the Highway Trust Fund by supporting states in demonstrating user-based alternative revenue mechanisms that utilize a user-fee structure. Funding will support new demonstration projects, as well as extensions or enhancements of existing demonstration projects, that carry out the development, deployment, and testing of resulting technologies or innovations, as well as an evaluation of the costs and benefits of the resulting technologies or innovations. Eligible applicants are state agencies, and multistate partnerships established to develop regional or national proposals.

Program History

	Total Funding	# of Awards
2018	\$10.2 million	7

Key Information

Total Funding: \$18.02 million
Match: 50 percent
Solicitation Date: August 8, 2019
Proposal due: October 15, 2019

- A state department of transportation must serve as the lead agency for administering program funding. Another state agency or a state agency in a difference state, if the project involves a group of states, may be responsible for providing a day-to-day project oversight.

<https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>



Awardee Profile

California Department of Transportation
YEAR: 2019
AMOUNT: \$2,030,000

Funds will be used for the exploration of California’s Road Usage Charge Program (RUC) with emerging technologies and services, such as Usage-Based Insurance (UBI), Transportation Network Companies (TNCs), and Autonomous Vehicles (AVs).

Department: U.S. Department of Transportation

Agency: Federal Highway Administration (FHWA)

FY20 Surface Transportation System Funding Alternatives

Detailed Summary

The purpose of this program is to maintain the long-term solvency of the Highway Trust Fund by supporting states in demonstrating user-based alternative revenue mechanisms that utilize a user-fee structure. Funding will support new demonstration projects, as well as extensions or enhancements of existing demonstration projects, that carry out the development, deployment, and testing of resulting technologies or innovations, as well as an evaluation of the costs and benefits of the resulting technologies or innovations. The focus for 2019 and 2020 will be on deployment activities. The type of alternative mechanism that is proposed may be flexible, as long as it is user-based. Projects supported through this program must meet the following goals:

- Test the design, acceptance, and implementation of user-based alternative revenue mechanisms
- Improve the functionality of user-based alternative revenue mechanisms
- Conduct outreach to increase public awareness regarding the need for alternative funding sources for surface transportation programs and to provide information on possible approaches
- Provide recommendations regarding adoption and implementation of user-based alternative revenue mechanisms
- Minimize the administrative cost of any potential user-based alternative revenue mechanisms
- Minimize the administrative costs associated with the collection of fees

Projects supported through this program must address:

- Implementation, interoperability, public acceptance, and potential hurdles to adoption of the demonstrated user-based alternative revenue mechanism
- Protection of personal privacy
- Use of independent and private third-party vendors to collect fees and operate mechanisms
- Congestion mitigation impacts
- Equity concerns, including impacts on differing income groups, various geographic areas, and relative burdens on rural and urban drivers
- Ease of user compliance
- Reliability and security of technologies used

Projects supported through this program may also address:

- Flexibility and user choice
- Costs of administering systems
- Auditing and compliance/enforcement

Applicant Eligibility

Eligible applicants are state agencies, and multistate partnerships established to develop regional or national proposals.

A state department of transportation must serve as the lead agency for administering program funding. Another state agency or a state agency in a different state, if the project involves a group of states, may be responsible for providing day-to-day project oversight. It is expected that all relevant state agencies, such as the Department of Motor Vehicles, or the Department of Revenue, that are needed to initiate a full-scale deployment of the proposed revenue mechanism will be actively involved in the planning and operation of the demonstration.

Funding

Up to \$18.02 million is available to support at least two awards through this program. Awards will be issued as allocations to state departments of transportation. Applicants must provide at least 50 percent of the total proposed project costs via nonfederal cash or in-kind contributions. Matching contributions may include nonfederal funds, toll credits under 23 U.S.C., and soft match and in-kind services.

Contact Information

Program Staff

STSFA@dot.gov

<https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.cfm>



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2020 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides credit assistance to eligible applicants for large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance.

Program History

	Total Funding	# of Awards
2019	\$1.5 billion	4
2018	\$1.8 billion	3

Key Information and Tips

Total Funding: \$300 million

Match: Varies by credit instrument

Proposal due: Rolling

- Applicants will be responsible for fees associated with the program application that may be in excess of \$500,000
- Applicants may apply for both this program and the Railroad Rehabilitation and Improvement Financing (RRIF) Program

<https://www.transportation.gov/buildamerica/programs-services/tifia>



Awardee Profile

Massachusetts Bay Transportation Authority
Orange County, CA

AMOUNT: \$162 million

YEAR: 2018

The Massachusetts Bay Transportation Authority received funding to implement positive train control technology and associated supporting infrastructure for 400 miles of train track. The project was intended to provide significant safety benefits including keeping trains from being routed through misaligned switches.

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY20 Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Detailed Summary

The purpose of this program is to provide credit assistance to support large-scale, surface transportation improvements related to highway, transit, railroad, intermodal freight, and port access projects of regional and national significance. The program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Funding is intended to provide credit assistance using more advantageous terms than those available in the financial market, and to provide financing where it might not otherwise be possible. Specifically, credit assistance will be provided in the form of direct and secured loans, loan guarantees, standby lines of credit, and master credit agreements.

Projects may address the following categories of transit-oriented development:

- **Highway facilities:** eligible facilities include interstates, state highways, bridges, toll roads, international bridges or tunnels, and any other type of facility eligible for grant assistance
- **Transit:** eligible projects include the design and construction of stations, track, and other transit-related infrastructure; purchases of transit vehicles; and any other type of project that is eligible for grant assistance
- **Rail:** projects involve the design and construction of intercity passenger rail facilities or the procurement of intercity passenger rail vehicles
- **Freight:** projects may address public freight rail facilities, private facilities providing public benefit for highway users by way of direct freight interchange between highway and rail carriers, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems)
- **Port:** projects are located within the boundary of a port terminal, provided that the project is limited to only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port
- **Rural:** eligible projects include surface transportation projects located outside of an urbanized area with a population greater than 150,000 individuals, or the capitalization of such projects within a state infrastructure bank (SIB)

Awards will also be provided to related transportation improvement projects grouped together in order to reach the minimum cost threshold for eligibility, as long as these individual components are eligible, and the related projects are secured by a common pledge.

Eligible costs include:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities

- Construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and improvements to land); environmental mitigation; construction contingencies; and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction
- Capitalizing a rural projects fund
- Acquisition of real property and pre-award costs

Applicant Eligibility

Eligible applicants are public and private entities seeking to finance, design, construct, own, or operate an eligible project, including:

- | | |
|--|--|
| • State governments | • Railroad companies |
| • State infrastructure banks | • Private firms |
| • Transportation improvement districts | • Consortia of companies specializing in engineering, construction, materials, and/or the operation of transportation facilities |
| • Local governments | |
| • Transit agencies | |
| • Special authorities | |
| • Special districts | |

Public-private partnerships are also eligible to submit letters of interest (LOIs) for this program, provided that they meet the requirements.

To be eligible, applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability.

Funding

In FY20, a total of \$300 million is available to support credit instruments through this program. The total amount of credit assistance may not exceed 33 percent of the total of reasonably anticipated eligible project costs. Funding will be provided through the following types of credit instruments:

- **Secured/direct loans:** Loans will cover up to 49 percent of reasonably anticipated eligible project costs. Loans will have a maturity date of no later than 35 years after substantial completion of project or its useful life, whichever is less. Loan repayments may begin up to five years after substantial completion of the project.
- **Loan guarantees:** Guarantees will cover up to 49 percent of reasonably anticipated eligible project costs and will guarantee 80 percent of loans. Loan repayments may begin up to five years after substantial completion of the project. Requests for loan guarantees may be preferred over requests for the other credit instruments available.
- **Lines of credit:** Credit will cover up to 33 percent of reasonably anticipated eligible project costs. Credit may be used to supplement project revenues, if needed, during the first ten years of project operations, and will be available for up to ten years after substantial completion of the project. Lines of credit may be combined with direct loans or loan guarantees for up to 49 percent of eligible project costs.
- **Master credit agreements:** Any master credit agreements awarded must satisfy the terms and conditions of the statutes of the relevant credit program.

The maximum maturity of all credit instruments provided through this program is the lesser of 35 years after a project's substantial completion, or the useful life of the project.

Eligible project costs must be at least \$50 million, with the following exceptions:

- Transit-oriented development (TOD) projects and local infrastructure projects: at least \$10 million
- Intelligent transportation system (ITS) projects: at least \$15 million
- Rural projects: at least \$10 million, but not to exceed \$100 million

Funds will be disbursed on a reimbursement basis as often as monthly, as eligible costs are incurred for the project. Generally, secured or direct loans may be prepaid in whole or in part, at any time, without penalty. For loan guarantees, prepayment features must be negotiated between the applicant and lender and must meet the approval of the funding agency. For lines of credit, full repayment is due no later than 25 years after the end of the ten-year period of credit availability. The construction contracting process may begin no more than 90 days from the execution of the credit instrument.

The interest rate on a direct or secured loan will be equal to or greater than the yield on U.S. Treasury securities of comparable maturity on the date of execution of the credit agreement. The interest rate for loan guarantees must be negotiated between the applicant and the lender and must meet the approval of the funding agency. The interest rate for funds drawn on lines of credit will be equal to or greater than the yield on a 30-year U.S. Treasury security on the date of the execution of the credit line agreement.

Applicants must provide matching funds for this program. The required amount for the match will vary according to the requested type of credit instrument, as follows:

- Secured loans and direct loans: Applicants must provide at least 51 percent of reasonably anticipated eligible project costs
- Standby lines of credit: Applicants must provide at least 67 percent of reasonably anticipated eligible project costs
- Loan guarantees: Applicants must provide at least 51 percent of reasonably anticipated eligible project costs when loan guarantees are used with any other form of credit assistance, and the funding agency may not guarantee more than 80 percent of loan amounts

All loans requests for more than 67 percent of eligible project costs must provide a strong rationale.

Applicants will also be responsible for the following fees:

- Transaction fee: generally ranging from \$400,000 to \$700,000, and the amount may vary significantly based on the complexity of the project
- Annual loan servicing fee: approximately \$13,000, indexed to inflation
- Advisors' fees: \$250,000 to be provided during the creditworthiness review, upon request of the funding agency
- Project monitoring fees: fee amount is not provided; fee will be charged in cases where the funding agency incurs costs in connection with monitoring the performance of a project, enforcement of credit agreement provisions, amendments to the credit agreement and related documents, and other performance-related activities

Applicants with project costs reasonably anticipated to be less than \$75 million may qualify for a waiver of advisors' fees.

Contact Information

Program Staff

BureauCredit@dot.gov

(202) 366-2300

<https://www.transportation.gov/buildamerica/programs-services/tifia>



Department: U.S. Department of Transportation
Agency: Build America Bureau

FY 2020 Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI)

Grant Overview

The Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI) is aimed at helping to improve transportation infrastructure in rural communities by providing low-cost, fixed-rate, long-term loans. Eligible applicants are states, local governments, state infrastructure banks, private firms, special authorities, and transportation improvement districts.

Program History

There is no award history available for this program.

Key Information

Total Funding: Unspecified

Award Range: \$10 million - \$75 million

Match: 51 percent

Proposal due: Rolling

- Projects must directly benefit rural communities that have a population of fewer than 150,000 and that are located outside a census-defined urban area

<https://www.transportation.gov/buildamerica/programs-services/tifia/tifia-rural-project-initiative-rpi>



Tips

- The application process for this program is the same as the general TIFIA program; applicants must submit a Letter of Interest (LOI) prior to submitting an application
- Application fees, often amounting to hundreds of thousands of dollars may be applicable, however, while funds last, the funding agency may pay the fees on behalf of applicants

Department: U.S. Department of Transportation

Agency: Build America Bureau

FY20 Transportation Infrastructure Finance and Innovation Act (TIFIA): Rural Project Initiative (RPI)

Detailed Summary

The purpose of this program is to improve transportation infrastructure in rural communities by providing low-cost, fixed-rate, long-term loans for critical infrastructure projects. Funding is intended to support transportation infrastructure that will improve the economy and the quality of life in rural areas. Eligible projects include:

- Roads, bridges, and tunnels
- Transit systems, including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities
- Intermodal connectors
- Pedestrian and bicycle infrastructure
- Freight transfer facilities
- Sea and inland waterway ports
- Airports, under certain circumstances

Applicant Eligibility

Eligible applicants are states, local governments, state infrastructure banks, private firms, special authorities such as government-sponsored corporations, and transportation improvement districts. Funds must directly benefit rural communities that have population of fewer than 150,000 and that are located outside a census-defined urbanized area.

Funding

In FY 2020, an unspecified amount of funding is available through this program to support fixed interest rate loans for projects that range from \$10 million to \$75 million. Loan terms are up to 35 years, and interest rates are equal to one-half the U.S. Treasury rate at the time of loan closing.

Applicants will be responsible for at least 51 percent of the total project costs, as loans are limited to 49 percent of project costs. Up to 80 percent of the project costs may be funded with federal funds, which may include funding from other federal programs.

Contact Information

Program Staff

buildamerica@dot.gov

(202) 366-2300

<https://www.transportation.gov/buildamerica/programs-services/tifia/tifia-rural-project-initiative-rpi>



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Grant Overview

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Eligible applicants are states, metropolitan planning organizations (MPOs), local governments, special purpose districts and public authorities with transportation functions, Federal land management agencies, tribal governments, and multistate or multijurisdictional groups of public entities.

Program History

	Total Funding	# of Awards
2021	\$905 million	24
2020	\$906 million	20
2019	\$856 million	20

Key Information

Total Funding: \$1.55 billion
Minimum Grant Award: \$5 million rural, \$25 million urban
Match: 40 percent
Solicitation date: March 23, 2022
Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Awardee Profile

Mississippi Department of Transportation

AMOUNT: \$71.4 million

YEAR: 2020

The Mississippi Department of Transportation received funding to complete the construction of the 15.6-mile Greenville Bypass, which will carry US 82 from near the Greenville Bridge over the Mississippi River to Leland, east of Greenville.

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Nationally Significant Freight and Highway Projects (INFRA)

Detailed Summary

The INFRA program provides federal financial assistance to highway and freight projects of national or regional significance. Eligible projects include:

- Highway freight projects carried out on the National Highway Freight Network (NHFN);
- Highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area;
- Railway-highway grade crossing or grade separation projects;
- Freight projects that are 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility;
- Wildlife crossing project;
- Surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, state or local government and increases throughput efficiency;
- Marine highway corridor project that is functionally connected to the NHFN and is likely to reduce on-road mobile source emissions; and
- Highway, bridge, or freight projects on the National Multimodal Freight Network.

To be eligible under INFRA, a project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN. In this context, improving freight movement on the NHFN may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

INFRA grants may be used for the construction, reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to the system performance. INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, DOT is seeking to use INFRA funding on projects that result in construction, meaning development phase activities are less competitive by nature of the evaluation structure. Public-Private partnership assessments for projects in the development phase are also eligible costs.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Rebranded as the **MPDG Extra Initiative**, projects which receive a Highly Recommended rating, but are not awarded, are automatically designated MPDG Extra Projects, unless the Department determines that they are not reasonably likely to satisfy the TIFIA project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49 percent of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33 percent of eligible project costs unless the applicant provides a strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for INFRA grants are: (1) a state or group of states; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special-purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a state or group of states; (7) a tribal government or a consortium of tribal governments; (8) a multistate corridor organization; or (9) a multistate or multijurisdictional group of entities.

Definitions

Under the INFRA Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one

application. While they remain separate programs for the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, many projects can be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria includes **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost-effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, environmental review, and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$1.55 billion is available for awards through INFRA. In addition to FY 2022 INFRA funds, amounts from prior year authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. INFRA funds must be obligated by September 30, 2025.

To qualify as a **large project**, the minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a state's FY 2-21 Federal-aid apportionment if the project is located in one state; or (3) 50 percent of the larger participating State's FY 2021 apportionment for projects located in more than one state. The minimum grant request must be at least \$25 million for large projects.

Projects are classified as **small projects** if they do not meet the large project requirements outlined above. The minimum grant request must be at least \$5 million for small projects.

Approximately, 15 percent of available funds are reserved for small projects, and 85 percent of funds are reserved for large projects. At least 25 percent of funds provided for INFRA large projects must be used for projects located in rural areas. At least 30 percent of funds provided for INFRA small projects must be used for projects located in rural areas.

Additionally, IJA specified that \$150 million in available INFRA funding be set aside for INFRA **Leverage Pilot** program projects. The INFRA Leverage Pilot Program will fund projects with a Federal share of less than 50 percent. No less than 10 percent of the Leverage Pilot funds will be awarded to small INFRA projects and not less than 25 percent of the Leverage Pilot funds will be awarded to rural projects.

Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs and were expended as part of the project for which the applicant seeks funds. Previously incurred costs can be used to meet the minimum project size threshold, however, cannot be reimbursed with INFRA grant funds, nor will count towards the non-federal match requirement.

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-Federal share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future eligible project costs. Non-Federal sources include state funds originating from programs funded by state revenue, local funds originating from state or local revenue-funded programs, private funds, or other funding sources of non-Federal origins.

Contact Information

Paul Baumer

(202) 366-1092

MPDGrants@dot.gov

<https://www.transportation.gov/grants/mpdg-announcement>



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) – National Infrastructure Project Assistance (Mega)

Grant Overview

The Mega Program (known statutorily as the National Infrastructure Project Assistance program) will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible applicants are state, metropolitan planning organizations, units of local government, political subdivisions of states, special purpose district or public authority with a transportation function, including a port authority, tribal governments or a consortium of Tribal governments, partnerships between Amtrak and one or more entities described above, or a consortium of eligible applicants listed above.

Program History

This is a new grant program created under the Infrastructure Investment and Jobs Act (IIJA).

Key Information

Total Funding: \$1 billion

Award Range: Unspecified

Match: 40 percent

Solicitation date: March 23, 2022

Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Tips

- Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community
- Application requires a Benefit Cost Analysis
- Applicants must submit a plan for the collection and analysis of data to identify the impacts of the project and accuracy of any forecast prepared during the development phase of the project

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) – National Infrastructure Project Assistance (Mega)

Detailed Summary

The Mega Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible projects include:

- a highway or bridge project on the National Multimodal Freight Network
- a highway or bridge project on the National Highway Freight Network
- a highway or bridge project on the National Highway System
- a freight intermodal (including public ports) or freight rail project that provides public benefit
- a railway-highway grade separation or elimination project; an intercity passenger rail project
- a public transportation project that is eligible under assistance under Chapter 53 of title 49 U.S.C. and is a part of any of the project types described above
- a grouping, combination, or program of interrelated, connected, or dependent projects of any of the projects described above

Mega grants may be used for development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Projects that receive a Highly Recommended rating, but are not awarded, are automatically designated **MPDG Extra Projects**, unless the Department determines that they are not reasonably likely to satisfy the Transportation Infrastructure Finance and Innovation Act (TIFIA) project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33% of eligible project costs unless the applicant provides strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for Mega grants are: (1) a State or a group of States; (2) a metropolitan planning organization; (3) a unit of local government; (4) a political subdivision of a State; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Tribal government or a consortium of Tribal governments; (7) a partnership between Amtrak and one or more entities described above; and (8) a group of entities described above.

Definitions

DOT has defined **urban** as inside an Urbanized Area, as a designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance grant program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one application. While they remain separate programs for the purposes of award, the programs share many common characteristics, including a larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, it is possible for many projects to be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria include **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, and environmental review and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$1 billion is available for awards through Mega. The Department will award 50 percent of the funds to projects greater than \$500 million in cost, and 50 percent of the funds to projects greater than \$100 million but less than \$500 million in cost.

Mega grants may be used for up to 60 percent of future total eligible project costs. Other Federal assistance may satisfy the non-Mega share requirement for a Mega grant, but total Federal assistance for a project receiving a Mega grant may not exceed 80 percent of future total eligible project costs. Previously incurred costs or previously expended or encumbered funds cannot be used towards meeting match requirements.

Contact Information

Paul Baumer

(202) 366-1092

MPDGrants@dot.gov

<https://www.transportation.gov/grants/mpdg-announcement>



Department: U.S. Department of Transportation
Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Rural Surface Transportation Grant (Rural)

Grant Overview

The Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth and improve quality of life. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. Eligible applicants are states, regional transportation planning organizations, a unit of local government, a tribal government or consortium of tribal governments, and multijurisdictional groups of public entities.

Program History

This is a new grant program created under the Infrastructure Investment and Jobs Act (IIJA).

Key Information

Total Funding: \$300 million

Award Range: Unspecified

Match: 20 percent

Solicitation date: March 23, 2022

Proposal due: May 23, 2022

<https://www.transportation.gov/grants/mpdg-announcement>



Tips

- The Rural Program has a higher statutory federal share than Mega and INFRA, meaning if applicants seek the full Rural federal share, the project will not be eligible for consideration under Mega or INFRA
- This application requires a Benefit-Cost Analysis
- Projects should be based on the results of preliminary engineering
- Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community

Department: U.S. Department of Transportation

Agency: Office of the Secretary of Transportation

FY 2022 Multimodal Project Discretionary Grant (MPDG) - Rural Surface Transportation Grant (Rural)

Detailed Summary

The Rural Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. Eligible projects include:

- a highway, bridge, or tunnel project eligible under National Highway Performance Program (23 U.S.C.119)
- a highway, bridge, or tunnel project eligible under Surface Transportation Block Grant (23 U.S.C. 133)
- a highway, bridge, or tunnel project eligible under Tribal Transportation Program (23 U.S.C. 202)
- a highway freight project eligible under National Highway Freight Program (23 U.S.C.167)
- a highway safety improvement project, including a project to improve a high-risk rural road as defined by the Highway Safety Improvement Program (23 U.S.C. 148)
- a project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area
- a project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

Rural grants may be used for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

Additional consideration will be given to projects that benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

Projects that receive a Highly Recommended rating, but are not awarded, will be automatically designated **MPDG Extra Projects**, unless the Department determines that they are not reasonably likely to satisfy the Transportation Infrastructure Finance Innovation Act (TIFIA) project type eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33 percent of eligible project costs unless the applicant provides a strong rationale for requiring additional assistance.

Applicant Eligibility

Eligible applicants for Rural grants are: (1) a state; (2) a regional transportation planning organization; (3) a unit of local government; (4) a tribal government or a consortium of tribal governments; or (5) a multijurisdictional group of entities above.

Definitions

Under the Rural Program, DOT has defined **urban** as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more. [Click here](#) for a list of Urbanized Areas that are considered urban for the purposes of the INFRA grant program. The Department will consider a project to be in a **rural** area, and eligible for the Rural Program, if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area.

A project is located in an **Area of Persistent Poverty** if: (1) the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; OR (2) the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR (3) the project is located in any territory or possession of the United States. USDOT has published [a table](#) to help applicants identify if a project meets the Area of Persistent Poverty definition for a County or Census Tract.

A project is located in a **Historically Disadvantaged Communities** if: (1) the project is located in certain qualifying census tracts, identified in [this table](#); OR (2) the project is located on Tribal land; OR (3) the project is located in any territory or possession of the United States.

Common Application

To help **streamline the grant process** for applicants, the DOT has combined the applications for the National Infrastructure Project Assistance Grant Program (Mega), Nationally Significant Freight and Highway Projects (INFRA), and Rural Surface Transportation Grant Program (Rural) into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs by submitting only one application. While they remain separate programs for the purposes of the award, the programs share many common characteristics, including larger project size, multimodal eligibility, and many shared statutory project requirements. Because of these shared characteristics, it is possible for many projects to be eligible and considered for multiple programs using a single application.

While the MPDG grant opportunity consists of three separate programs, DOT will evaluate common applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria includes **safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation**. Additional considerations include cost-effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, environmental review, and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

Funding

In FY 2022, \$300 million is available for awards through the Rural Program. At least 90 percent of Rural grant amounts must be at least \$25 million, and up to 10 percent of Rural grants may be for grant amounts of less than \$25 million.

IIJA specifies that 15 percent of the Rural Program funds be reserved for eligible projects located in states that have rural roadway fatalities as a result of lane departures that are greater than the average of rural roadway fatalities as a result of lane departures in the United States. This is defined based on a five-year rolling average of rural roadway departure fatality rate per 100 million VMT. Additionally, IIJA specifies that 25 percent of the Rural program funds shall be reserved for eligible projects that further the completion of designated routes of the Appalachian Development Highway System.

Rural grants may be used for up to 80 percent of future eligible project costs, except eligible projects that further the completion of a designated segment of the Appalachian Development Highway System under section 14501 of title 40 of the U.S.C., or address a surface transportation infrastructure need identified for the Denali access system program under section 309 of the Denali Commission Act of 1998 may apply for up to 100 percent of the project costs. Other Federal assistance may satisfy the non-Rural share requirement for a Rural grant up to 100 percent of project costs. Please note that the Rural Program has a higher statutory maximum Federal share than Mega and INFRA. Applications which seek funding above the statutory maximum share for MEGA and INFRA will only be eligible for an award from the Rural program. Previously incurred costs or previously expended or encumbered funds cannot be used towards meeting match requirements.

Contact Information

Paul Baumer

(202) 366-1092

MPDGrants@dot.gov

<https://www.transportation.gov/grants/mpdg-announcement>



Department: U.S. Department of Homeland Security

Agency: California Governor’s Office of Emergency Services

FY 2020 Hazard Mitigation Grant Program

Grant Overview

The purpose of this program is to provide funding for mitigation projects and plans that reduce the effects of future disasters, including reducing loss of life and property. Supported mitigation efforts are those where action can be taken now before the next disaster to lessen its impact and reduce human and financial consequences, including understanding local risks, addressing hard choices, and investing in long-term community well-being and resilience. Eligible applicants are state agencies, local governments, special districts, and some private nonprofit organizations.

Program History

Program history is not available for this program

Key Information

Total Funding: Unspecified

Award Range: Varies by category

Match: 25 percent

Proposal due: Rolling

- A presidential disaster declaration is required to access funding through this program
- There are two categories of funding through this program, project and planning grants
- A Benefit-Cost Analysis is required

<https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation>



Tips

- Applicants must have a Federal Emergency Management Agency (FEMA) approved local hazard mitigation plan
- Applicants do not need to be located in the disaster area to compete for funding
- Project grants awards may be up to \$3 million
- Planning grants awards may be between \$150,000 - \$250,000

Department: U.S. Department of Homeland Security

Agency: California Governor's Office of Emergency Services

FY20 Hazard Mitigation Grant Program

Detailed Summary

The purpose of this program is to provide funding for mitigation projects and plans that reduce the effects of future disasters, including reducing loss of life and property. Supported mitigation efforts are those where action can be taken now before the next disaster to lessen its impact and reduce human and financial consequences, including understanding local risks, addressing hard choices, and investing in long-term community well-being and resilience.

Examples of eligible mitigation projects include:

- Acquisition and structure demolition/relocation
- Dry flood-proofing of historic residential structures
- Elevation
- Evacuation Route Improvements
- Hazard mitigation planning
- Mitigating flood and drought conditions
- Mitigation reconstruction
- Structural retrofitting of existing buildings
- Residential and community safe rooms
- Wildfire mitigation
- Wind retrofit

Funding will be provided for the following program components:

Project Grants: The purpose of this component is to provide support for projects that reduce the effects of future disasters. Proposed projects must take into account and detail:

- The effectiveness or level of protection of proposed activities
- Conceptual design, the means of implementation, and the basic dimensions of the project and project area
- The properties, communities, or populations that would directly benefit from the project
- The feasibility of the activity
- How the project will provide a long-term and independent solution
- All alternatives considered to the proposed project

Planning Grants: The purpose of this component is to support plans that will reduce the effects of future disasters, including hazards such as fires, floods, and earthquakes. Supported projects must include the following in the scope of work:

- Mitigation goals and objectives
- Planning area and process
- Previous mitigation planning

- Data collection and risk assessment process
- Plan approval and adoption process

Applicant Eligibility

Eligible applicants are state agencies, local governments, special districts, and some private nonprofit organizations.

Funding

An unspecified amount of funding is expected to be available to support Project Grants awards of up to \$3 million. Applicants must provide 25 percent of the total project costs from a nonfederal source, which must be in place at the time of application submission for Project Grants.

An unspecified amount of funding is expected to be available to support Planning Grants as follows:

- Multijurisdictional plans and updates: up to \$250,000
- Single jurisdiction plans and updates: up to \$150,000

Applicants must provide 25 percent of the total project costs from a nonfederal source, which must be in place at the time of application submission for both components.

Contact Information

Nan Russell

(916) 845-8809

Nan.russell@caloes.ca.gov

<https://www.caloes.ca.gov/cal-oes-divisions/hazard-mitigation>



Department: U.S. Department of Defense
Agency: Office of the Special Assistant for Transportation
Engineering

FY 2020 Defense Access Road (DAR) Program

Grant Overview

The Defense Access Road (DAR) Program provides the legal means for the Department of Defense (DOD) to pay its fair share for public highway improvements that are made necessary by sudden or unusual defense-generated impacts. These impacts are such that DOD cannot reasonably expect State and local authorities to plan for them in their normal highway improvement programs.

Public highways in the contiguous United States, Alaska, Hawaii, and US territories that require improvement due to one of the following reasons:

- Defense installations requiring a new connection to the public road network
- Installation growth or change that significantly increases existing off-installation traffic
- New public highways replacing those closed for military necessity
- Upgrade of low-type roads to handle unique defense vehicles

The Military Surface Deployment and Distribution Command (SDDC) is responsible for determining what highway improvements are eligible for the DAR Program. The Federal Highway Administration jointly administers the program with SDDC and connects DOD to the State and local authorities, who execute the projects.

<https://flh.fhwa.dot.gov/programs/dar/>



Tips

- Installation commanders coordinate their public highway requirements for inclusion in State or local highway improvement programs
- There are no appropriated funds for the Program annually
- Certified DAR projects compete in the Program Objective Memorandum process, if successful, projects are included in Service MILCON budgets

Contacts

Darryl Hampton, P.E.
Phone: (618) 220-5578

Bryan Hall, P.E.
Phone: (618) 220-5253



Department: U.S. Department of Defense
Agency: Office of Local Defense Community Cooperation

FY 2020 Defense Community Infrastructure Pilot Program (DCIP)

Grant Overview

The purpose of this program is to address deficiencies in community infrastructure supportive of a military installation. For the purposes of this program, a military installation is defined as a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the U.S. Department of Defense. Community infrastructure projects may include any complete and useable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility infrastructure project. Eligible applicants are state or local governments and nonprofits, member-owned utility services owning infrastructure outside of, but supporting, a military installation.

Program History

	Total Funding	# of Awards
2020	\$50 million	16

Key Information

Total Funding: \$60 million
Award Range: \$250,000 - \$20 million
Match: 30 percent for non-rural areas
Solicitation date: May 18, 2021
Proposal due: July 12, 2021

More information is available [here](#).



Awardee Profile

Jefferson County Industrial Development Agency, Watertown, New York

YEAR: 2020

AMOUNT: \$9 million

Funding will be used to construct a Watertown Family YMCA Community and Aquatics Center to support military families at Fort Drum.

Department: U.S. Department of Defense

Agency: Office of Local Defense Community Cooperation

FY 2021 Defense Community Infrastructure Program (DCIP)

Detailed Summary

The purpose of this program is to address deficiencies in community infrastructure supportive of a military installation. For the purposes of this program, a military installation is defined as a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the U.S. Department of Defense (DoD), including any leased facility, which is located within any state, the District of Columbia, American Samoa, the Commonwealth of the Northern Mariana Islands, the Commonwealth of Puerto Rico, Guam, and the U.S. Virgin Islands. A military installation does not include any facility owned solely by the U.S. Coast Guard, or any that would exclusively benefit a Coast Guard facility.

Projects will be prioritized in the following order:

- Enhancement of military value
- Enhancement of military installation resilience
- Enhancement of military family quality of life

Community infrastructure projects may include any complete and useable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility infrastructure project that:

- Supports a military installation
- Is owned by a state or local government or a nonprofit, member-owned utility service
- Enhances military value, military installation resilience, or military family quality of life at the supported military installation
- Is endorsed by the local installation commander representing the installation benefiting from the proposed project
- Is construction-ready

Projects enhancing military family quality of life, where applicable, should specify how the impact of the enhancement on community infrastructure alleviates installation commuter workforce issues and the benefit of schools or other local infrastructure located off of a military installation that will support members of the armed forces and their dependents residing in the community. Applicants are specifically encouraged to highlight how/whether the project supports broader efforts toward minimizing potential interruptions to the mission, including energy resiliency, and other efforts to better sustain the local mission.

Eligible activities include only hard construction and renovation costs outside of local installation property, defined as property not owned by the local installation or any component of the DoD, including reasonable allowances for contingencies and capital equipment affixed to the real property with a depreciable life of not less than seven years. Eligible costs include project administration, inspection, construction, utilities, and contingency costs required to execute the project.

Applicant Eligibility

Eligible applicants are state or local governments and nonprofits, member-owned utility services owning infrastructure outside of, but supporting, a military installation.

Proposals must include the endorsement of the local installation commander representing the installation benefitting the proposed project.

Funding

In FY 2021, approximately \$60 million is available to support awards ranging from \$250,000 to \$20 million through this program.

Applicants proposing projects in non-rural areas must provide at least 30 percent of the funding for the project, unless a waiver is approved on the basis of national security needs or importance.

Contact Information

Daniel Glasson

(703) 697-2130

(571) 733-7467

Daniel.l.glasson.civ@mail.mil

More information is available [here](#).

Department: U.S. Department of Defense

Agency: Office of Economic Adjustment

FY 2020 Defense Community Infrastructure Pilot Program (DCIP)

Detailed Summary

The purpose of this program is to assist States and local governments, and not-for-profit, member owned utility services in addressing deficiencies in community infrastructure supportive of a military installation. Eligible community infrastructure projects are any complete and useable transportation project, school, hospital, police, fire, emergency response, or other community support facility; or water, waste-water, telecommunications, electric, gas, or other utility infrastructure project, that:

- support a military installation;
- are owned by a state or local government or a not-for-profit, member owned utility service;
- will enhance military family quality of life, resilience or military value at the supported military installation;
- endorsed by the local installation commander representing the installation benefiting from the propose project; and
- are construction ready.

Project proposals improving military family quality of life include schools, hospitals, daycare centers (CDCs), recreation centers, etc.

The Secretary of Defense has prioritized projects that: First, improve the quality of life of our service members and their families; Second, provide resilience; and, Third, provide military value ranked in that order. A project is construction ready if construction of the project may commence within 12 months of award, and all necessary final design and planning, Federal and state/local environmental planning, and local permitting actions are substantially complete.

Eligible activities include only hard construction and renovation costs outside of local installation property (defined as property not owned by the local installation), including reasonable allowances for contingencies, and capital equipment affixed to the real property with a depreciable life of not less than 7 years.

Eligible costs include, but are not limited to, project administration, inspection, construction, utilities, and contingency costs required to execute the project as well as capital equipment affixed to the real property with a depreciable life of not less than 7 years.

Applicant Eligibility

State or local governments and not-for-profit, member owned utility services owning infrastructure outside of, owning infrastructure outside but supporting, a military installation.

Funding

The Consolidated Appropriations Act for Fiscal Year 2020 (PL 116-93) provides \$50 million to support awards between \$250,000 to \$25 million through this program. For non-rural area projects (rural area being defined as a city, town, or unincorporated area that has a population of not more than 50,000 inhabitants) the State or local government, or a not-for-profit, member-owned utility service, must agree to contribute 50% or more of the funding for the project, unless a national security waiver is approved by the Secretary of Defense.

These matching funds may not count as non-Federal match for other project funding, and the ability to use other Federal funds as a non-Federal match contribution will be determined by the authority and appropriation providing those funds as well as whether the relevant Grantor provides approval. Funding proposed as a source for the non-Federal share must be expended either within the proposed project period commencing from the date of award or no earlier than the date of enactment of the 2019 National Defense Authorization Act, August 13, 2018.

Contact Information

Daniel Glasson,
Deputy Director

daniel.l.glasson.civ@mail.mil

<https://oea.gov/defense-community-infrastructure-pilot-program-dcip>



State: California

Agency: Infrastructure and Economic Development Bank

FY 2019 Infrastructure State Revolving Fund (ISRF) Program

Grant Overview

The purpose of this program is to provide accessible low-cost financing to eligible borrowers for a wide range of infrastructure and economic expansion projects. Eligible activities generally include designing, acquiring, planning, permitting, entitling, constructing, improving, extending, restoring, financing, and generally developing eligible facilities within the state of California. Projects may feature real and personal property, structures, conveyances, thoroughfares, buildings, and supporting components thereof, excluding any housing. Eligible applicants for infrastructure projects are all subdivisions of local and state government, including departments, agencies, commissions, counties, cities, nonprofit corporations, special districts, assessment districts, joint power authorities, and combinations of eligible applicants.

Program History

	Award Ranges	# of Awards
2018	\$1.2 – \$17 million	5

Key Information

Total Funding: Unspecified

Award Range: \$50,000 - \$25 million

Match: Not required

Proposal due: Rolling

<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>



Awardee Profile

Pico Water District

YEAR: 2017

AMOUNT: \$2,020,000

The funds are intended to replace an existing water well established in 1929. The new energy efficient well will bolster the District’s groundwater production, which is its only source of drinking water. In addition to reducing electrical costs and improving water source reliability, the project will create 15 construction jobs.

State: California

Agency: Infrastructure and Economic Development Bank

FY19 Infrastructure State Revolving Fund (ISRF) Program

Detailed Summary

The purpose of this program is to provide accessible low-cost financing to eligible borrowers for a wide range of infrastructure and economic expansion projects. Eligible activities generally include designing, acquiring, planning, permitting, entitling, constructing, improving, extending, restoring, financing, and generally developing eligible facilities within their state of California. Projects may feature real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing. Projects must fall under one of the following categories:

Infrastructure projects:

- City streets
- County highways
- Drainage, water supply, and flood control
- Educational facilities
- Environmental mitigation measures
- Parks and recreational facilities
- Port facilities
- Power and communications facilities
- Public transit
- Sewage collection and treatment
- Solid waste collection and disposal
- Water treatment and distribution
- Defense conversion
- Public safety facilities
- State highways
- Military infrastructure
- Goods movement-related infrastructure

Economic expansion projects:

- Industrial, utility, and commercial facilities
- Educational, cultural, and social facilities

Applicant Eligibility

Eligible applicants for infrastructure projects are all subdivisions of local and state government, including:

- Departments, agencies, commissions, cities, and counties
- Nonprofit corporations formed on behalf of an applicant
- Special districts
- Assessment districts
- Joint power authorities
- Combinations of eligible applicants

Eligible applicants for infrastructure projects, excluding goods movement-related facilities projects, also include companies, corporations, associations, state or municipal governmental entities, partnerships, firms, or other entities or groups of entities, provided that they are organized as public nonprofit entities engaged in business or operations within the state. These applicants must apply in conjunction with a local sponsor.

Eligible applicants for economic expansion projects are entities that are organized as public nonprofit entities engaged in business or operations within the state; eligible entities include:

- Companies
- Corporations
- Associations
- State or municipal governmental entities
- Partnerships
- Firms
- Other groups of entities

Funding

An unspecified amount of funding is available to support loans ranging from \$50,000 to \$25 million through this program. There are no stated matching requirements for this program; however, applicants must demonstrate the ability to repay the loan from an eligible source, including those listed on page 9 of the Guide file. The funding agency may require additional covenants, credit enhancement, or security where necessary to address the unique credit features of a particular loan and to provide sufficient security.

Contact Information

Program Staff

(916) 341-660

loanprogram@ibank.ca.gov

<http://www.ibank.ca.gov/infrastructure-state-revolving-fund-isrf-program/>



State: California

Agency: CA Department of Transportation (CalTrans)

FY 2020 Highway Bridge Program (HBP)

Grant Overview

The purpose of this program is to keep the traveling public safe by supporting local agencies in replacing or rehabilitating deficient locally owned public highway bridges over waterways, other topographical barriers, other highways, or railroads, or complete preventive maintenance on bridges that are not deficient. Funding will support replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities. Eligible applicants are local agencies that own and maintain bridges.

Program History

Unavailable

Key Information

Total Funding: Unspecified

Award Range: \$50,000 - \$25 million

Match: Not required

Proposal due: Rolling

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>



Tips

- Contact your district local assistance engineer (DLAE) prior to beginning an application
- Applications that pass the review for minimum eligibility requirements will be added to the project prioritization list

State: California

Agency: CA Department of Transportation (CalTrans)

FY20 Highway Bridge Program (HBP)

Detailed Summary

The purpose of this program is to keep the traveling public safe by supporting local agencies in replacing or rehabilitating deficient locally owned public highway bridges over waterways, other topographical barriers, other highways, or railroads, or complete preventive maintenance on bridges that are not deficient. Funding will support replacement, rehabilitation, painting, scour countermeasure, and preventative maintenance activities.

Eligible bridges must be owned and maintained by the applicant; included in the National Bridge Inventory (NBI); and carry public highways, including local streets and roads. Projects must fall under one of the following general project scopes:

- **Seismic safety retrofit:** The purpose of this scope of work is to address local bridge seismic safety concerns of publicly owned bridges that may be in danger of collapse under a maximum credible earthquake. Projects may fall under one of the following categories:
 - Mandatory projects that fall under the finite list of projects established through the 1989 Mandatory Seismic Safety Retrofit program
 - Voluntary projects in which the applicant demonstrates new information about a bridge, such as a new fault or vulnerability, and provides self-funded seismic analysis calculations that show a potential for collapse of the bridge under a maximum credible earthquake
- **Bridge rehabilitation:** The purpose of this scope of work is to address bridges that are rated structurally deficient (SD) with a sufficiency rating (SR) of 80 or less through rehabilitation activities that involve major reconstruction of the bridge to meet current standards anticipating transportation needs for at least ten years into the future. Projects must correct major deficiencies, such as structural problems, load capacity improvement, bridge deck replacement, deficient deck geometry, seismic deficiencies, scour problems, and painting. The construction of additional lanes, including turn lanes, on an existing bridge requires approval by the funding agency.
- **Bridge replacement:** The purpose of this scope of work is to address bridges that are rated SD with a SR of 50 or less through bridge replacement. Applicants must demonstrate a detailed cost analysis approved by the funding agency showing that bridge replacement is the most cost-effective solution.

In addition, this program may support limited projects that address one of the following standalone project scopes:

- **Bridge painting:** The purpose of this scope of work is to support eligible bridge painting projects as a standalone scope of work when the applicant does not wish to rehabilitate or replace a subject bridge. The Paint Condition Index (PCI) for the bridge must be 65 or less, or CalTrans Structures Local Assistance (SLA) must provide concurrence for the project to participate in this program.

- **Scour countermeasure:** The purpose of this scope of work is to support scour countermeasures as a standalone scope of work when the applicant does not wish to rehabilitate or replace a subject bridge.

Applications that pass the review for minimum eligibility requirements will be added to the project prioritization list according to prioritization in the following order:

- **Priority 1:** seismic retrofit projects and scour countermeasure projects or rehabilitation and/or replacement of scour critical bridges
- **Priority 2:** bridges that have major structural deficiencies, causing the bridge to be posted or closed
- **Priority 3:** scour countermeasure projects or rehabilitation of scour critical bridges
- **Priority 4:** projects that are eligible for replacement
- **Priority 5:** projects that are eligible for rehabilitation
- **Priority 6:** bridge preventive maintenance plan projects
- **Priority 7:** projects that are functionally obsolete with application dated prior to October 1, 2016
- **Priority 8:** Low water-crossing projects with application dated prior to October 1, 2016

Applicant Eligibility

Eligible applicants are local agencies that own and maintain bridges eligible for funding through this program. Applicants must have executed, or have the authority to execute, state/local federal aid master agreements with the funding agency.

Funding

An unspecified amount of funding is available to support awards through this program.

Applicants that decide to develop a construction project that is more extensive than that approved by the funding agency will be responsible for the extra cost beyond the funding agency's committed funding for the project through this program.

For bridge projects that are designed beyond the recommended standards, involve a betterment in a design element, or are eligible for replacement and a cost analysis shows that a rehabilitation alternative is more cost-effective, the funding agency may participate in the project up to the costs of a minimum standard project as in the rehabilitation project (support and capital costs), with the applicant providing other nonfederal funds for the remaining costs. Other funds may include Surface Transportation Block Grant Program (STBGP) funds, State Transportation Improvement Program (STIP) funds, or local funds.

Applicants have the option to replace, rehabilitate, and do preventative maintenance (PM) on eligible bridges using local funds and receive Bank Investment Credit (BIC) for up to 100 percent of the eligible work. BIC, in turn, may serve as the required nonfederal match for future local federal-aid bridge projects.

Contact Information

Ian Howat

(530) 225-3484

ian.howat@dot.ca.gov

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>



LASSEN COUNTY TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION PLANING AGENCY

555 CAPITOL MALL, SUITE 600
SACRAMENTO, CA 95814

P.O. Box 1028
SUSANVILLE, CA 96130

John L. Clerici, Executive Secretary

Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 4.13

Date: October 17, 2022

From: John L. Clerici, Executive Secretary

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

Subject: LCTC Draft Bylaws

REQUESTED ACTION

None. This is an information item only.

BACKGROUND

Prior to 2017 (since 1972) the LCTC was staffed by Lassen County. In 2017 the Commission moved to relinquish Lassen County of its management responsibilities and hired a consultant, through competitive contract, to provide staff services. As part of this transition the LCTC adopted the bylaws utilized by Lassen County.

To date these by-laws have adequately served the LCTC and its staff. However, staff has recognized for some time that there were some discrepancies in the by-laws and the actual operation of the LCTC under its current staffing model. These are fairly minor issues that include:

- **REGULAR MEETINGS:**

Existing - A Regular Meeting of the Commission shall be held on the second Monday of every odd numbered month (January, March, May, July, September, and November) in the Lassen County Board of Supervisors Meeting Room located at 707 Nevada Street, in the City of Susanville, the County Seat.

Proposed - A schedule of the Regular Meetings of the Commission for the next fiscal year will be adopted at the last meeting of the previous fiscal year by the Commission. Commission meetings will be held on the second Monday of the month at a location selected by the Commission.

- **TIME OF BUSINESS**

Existing - Time of business for a regular meeting shall normally be conducted from 1:00 P.M. unless another start time is timely published on any agenda in accord with the Ralph M. Brown Act.

Proposed - Time of business for a regular meeting shall normally be conducted from 1:30 P.M. unless another start time is timely published on any agenda in accord with the Ralph M. Brown Act.

- Other changes include renaming the Executive Director to Executive Secretary, and reorient the responsibilities to meet the current staffing structure.

DISCUSSION

LCTC staff has shared these revised by-laws with LCTC counsel for review and comment. Staff intends to share the by-laws with your Technical Advisory Committee, as well as Commissioners, for review and comment. The goal is to bring the revised by-laws back to the Commission for adoption at your December meeting.

RECOMMENDATION

None. This is an information item.

Attachments (1)

RESOLUTION NO. 22-XX

**RESOLUTION SETTING FORTH THE LASSEN COUNTY TRANSPORTATION
COMMISSION RULES OF PROCEDURE**

WHEREAS, The Lassen County Transportation Commission (Commission) was formed on May 8, 1972, by the Lassen County Board of Supervisors by the adoption of Resolution No. 2119 and pursuant to Article 11, Chapter 2 of Division 3 of Title 3 of the California Government Codes to comply with the provisions of California Senate Bill 325, the Mills-Alquist-Deddeh Act, better known as the Transportation Development Act (TDA); and

WHEREAS, the Commission has specific duties pursuant to state and federal statute as the Local Transportation Commission for administering the provisions of the Transportation Development Act for allocating Local Transportation Funds and State Transit Assistance Funds and as the state designated Regional Transportation Planning Agency to perform transportation planning activities for its member entities; and,

WHEREAS, the Commission is established as a public entity separate and distinct from its member entities of the County of Lassen and City of Susanville; and,

WHEREAS, California Government Code Section 29535 governs the composition of a local transportation commission's governing board to be comprised of six appointed regular members and six appointed alternative members; and,

WHEREAS, the Lassen County Board of Supervisors and the Susanville City Council shall each appoint three regular members to serve on the Commission; and

WHEREAS, each appointing authority, for each regular member it appoints, may appoint an alternate member to serve and vote in the place of the regular member when the regular member is absent or disqualified from participating in a meeting of the commission; and

WHEREAS, the term of office for each regular member or alternative member is at pleasure of the member's appointing member agency, and it may be affirmed at any frequency, from time to time, at the discretion of its member agency; and,

NOW THEREFORE, BE IT RESOLVED by the Commission that the Commission is authorized to exercise the common powers provided for in these Rules of Procedure (Rules) and to administer and otherwise execute the provisions of these Rules.

BE IT FURTHER RESOLVED that it is the intention of the Commission that these Rules shall supersede any prior guidelines, agreements, discussions, commitments, representations, resolutions, actions or agreements, written or oral, of the Commission pertaining to commission proceedings and Rules.

RULES OF PROCEDURE

RULE 1. MEETINGS

- A. Regular Meeting: A Regular Meeting of the Commission shall be held on the second Monday of every odd numbered month (January, March, May, July, September, and November) in the Lassen County Board of Supervisors Meeting Room located at 707 Nevada Street, in the City of Susanville, the County Seat. A schedule of the Regular Meetings of the Commission for the next fiscal year will be adopted at the last meeting of the previous fiscal year by the Commission. Commission meeting will be held on the second Monday of the month at a location selected by the Commission.
- B. Special Meeting: A Special Meeting of the Commission may be held at any time or place, if notice of such meeting is given consistent with the Ralph M. Brown Act. The Chairman of the Commission, the Vice Chairman, or the Executive Director may call a special meeting, including the time and date of business to be conducted. It shall be the responsibility of the Executive Director to prepare, post and provide notice and agenda of the special meeting consistent with the Ralph M. Brown Act.
- C. Time Business: Time of business for a regular meeting shall normally be conducted from 1:~~00~~30 P.M. unless another start time is timely published on any agenda in accord with the Ralph M. Brown Act.
- D. Adjournment: Whoever is present, even if they are less than a quorum, may so adjourn a regular or special meeting if no member of the Commission is present, the Clerk or Executive ~~Director~~Secretary may adjourn the meeting. Notices and agendas for adjourned and continued meetings and hearings shall follow the Ralph M. Brown Act.
- E. Order of Business: The Order of Business at regular and special meetings shall be as arranged by the Chairman, except for matters set for a specific time by the agenda or action of the Commission. The Order of Business at regular meetings shall be identified on the agenda as follows:

AGENDA

Commented [JC1]: We actually vote on the schedule of meetings at the last meeting of the FY (June)

Commented [JC2]: I need to make this conform to our current agenda format.

- Closed Session (Optional), if needed, and may be held at any time as permitted by the Ralph M. Brown Act and as allowed by the agenda schedule.

- Announcement of Items Discussed in Closed Section

1. Convene/Call to Order (Re-adjournment, if necessary)

1.1 Pledge of Allegiance

1.2 Agenda Approval, Additions and/or Deletions

1.3 Minutes Approval

2. Correspondence/Public Comment

2.1 Public Comment (Non-Agenda Items)

2.2 Correspondence

3. Reports

3.1 Executive ~~Director~~ Secretary

3.2 Caltrans

3.3 California Highway Patrol

3.4 Susanville Indian Rancheria

3.5 City of Susanville

3.6 County of Lassen

3.7 Technical Advisory Committee

3.8 Summary of Commission Financial Activities

4. New Business

5. Other Business

6. Matters brought forth by Commission members

7. Recess (as necessary)

8. Adjournment

F. Matters not on the Agenda: It is the policy of the Commission to discourage adding items not listed on the posted agenda unless there is a substantial urgency to add such item. Items may be added to the agenda only if:

1. A majority of the Commission determines a genuine emergency situation exists (as defined in Government Code §54956.5); or
2. The Commission, by a 2/3 (i.e. 4/6 vote of the Commission members present) or by unanimous vote of 4 members when only 4 members are present to determine both that:
 - a. There is a need to take immediate action, **and**
 - b. That the need for action came to the attention of the County subsequent to the agenda being posted.

RULE 2. OFFICERS

A. Officers: The Commission Officers shall consist of a Chairman and a Vice Chairman.

The duties of the Chairman include:

1. Presiding at all meetings of the Commission
2. Ruling on points of procedure
3. Setting the order of business on the Agenda
4. Establishing ad hoc committees
5. Appointing members to standing and temporary (ad hoc) committees

Commented [TS3]: This is new. Historically, the LCTC has had an Executive Secretary

Commented [JC4R3]: I need to make this conform to our current agenda format

Commented [TS5]: Do they get funding from the LCTC and are they on the TAC?

Commented [JC6R5]: Yes

6. Executing documents on behalf of the Commission where the underlying action has been approved by the Commission
7. Calling Special Meetings of the Commission, as authorized pursuant to SECTION 2, above

The Duty of the Vice Chairman includes:

1. Fulfilling the duties of the Chairman when the Chairman is absent
- B. Election of Officers: At the first regular meeting of the calendar year, the Chairman and Vice Chairman shall be elected by majority vote of the Commission. In the event that in any given year, the first regular meeting of the year shall occur before any newly elected Commission member (or members) is seated, the election of the Chairman and Vice Chairman shall be postponed until all new Commission members are seated or until the second regular meeting of the year.
- C. Term: The Chairman and Vice Chairman shall preside for one year, or until their successors are installed, respectively, whichever last occurs.
- D. Chairman Pro Tem: In the absence or inability of the Chairman and the Vice Chairman to attend any meeting, a Chairman pro tem shall be selected by the members present to serve in such capacity at that meeting.
- E. Vacancies: If the Chairmanship becomes vacant for any reason, the office is to be filled by the Vice Chairman, irrespective of the length of time the Vice Chairman has held such office. If the Vice Chairman succeeds to the office of the Chairman, the Commission shall elect a new Vice Chairman at the earliest opportunity.
- F. Removal: Any officer may be removed from office by a majority vote of the Commission of Supervisors.

RULE 3. ATTENDANCE

- A. Commission Members: All regular and alternate Commission members are expected to attend the meetings of the Commission unless such member is ill, subjected to a business or family emergency, or official business. Members are required to let the Executive ~~Director~~ Secretary and Chairman of know of any planned absences.
- B. Clerk (Executive Secretary): The Executive Secretary or designee shall serve as the Clerk (Executive Secretary) of the Commission. The Clerk shall maintain a public record of the Commission's resolutions, transactions, findings, and determinations, and shall prepare agendas and minutes of each regular and special meeting of the Commission.
- C. Legal Counsel: The Commission may proceed with Agenda matters for which Counsel's presence is unlikely to be required. The Executive Director or Chairman shall make prior arrangements with Counsel to be present at a meeting or available to the Commission by

telephone.

- D. Executive Secretary: The Executive Secretary or designee shall attend all meetings of the Commission. Occasional absences for the purposes of a vacation are recognized. The Executive Secretary shall advise the Commission of any planned absences.

RULE 4. AGENDA MANAGEMENT

- A. Preparation: Agendas for regular and special meetings will be prepared by the Executive DirectorSecretary or designee based on items submitted by regular or alternative members, the City Administrator, the County Administrative Officer, the City Director of Public Works, the County Director of Public Works/Transportation Director, and written requests from affiliated agencies (i.e. Caltrans, California Highway Patrol, Federal Highway Administration) or the public.

1. Requests from members of the public to place an item on a regular or special agenda shall either be sponsored by a regular member or alternative member or the Executive DirectorSecretary before being placed on the agenda for discussion. Issues or conflicts pertaining to the sponsorship on an agenda items that are not resolved among the foregoing shall be submitted to and resolved by the Chairman of the Commission or by majority vote at a regular or special meeting.

B-a. Legal Documents: Any formal contract or agreement shall be submitted to the Commission in final form as "approved to form" by legal counsel together with any proposed adopting resolution.

C-B. Correspondence: Any item of correspondence requiring discussion and action by the Commission shall be noticed correctly for the item to be acted upon by the Commission.

D-C. Reconsideration: Any matter which has been decided by vote can be reconsidered by the Commission when a regular or alternative member, who 1) was on the prevailing side of the vote, and 2) who has changed position or view requests reconsideration of the matter. _____

RULE 5. PROCEDURE

- A. Motion: When a member makes a motion, the motion shall be stated to the Chairman by the moving member. Upon being recognized by the Chairman, anyone may ask the Chairman to ask the Clerk to repeat the motion.
- B. Second: No question on a motion shall be debated or put to vote unless the motion has been seconded. When a motion is seconded, it may be stated by the Chairman or the Chairman's designee before the debate.
- C. Possession and Withdrawal: A motion having been stated by the Chair, it shall be deemed to

be in possession by the Commission, but it may be withdrawn at any time by the maker of the motion before decision or amendment with the assent of the second.

D. Incidental Motions: When a question is under debate, no motion shall be received unless:

To adjourn

A motion to adjourn shall be decided without debate.

To take a recess

To adjourn at a fixed time

A motion to fix time of adjournment shall be decided without debate.

To lay on the table

To take from the table

To consider the previous question

To postpone to a certain time and date

To commit to committee

A motion to commit to committee shall specify the purpose of the committee, the length of time the committee shall serve, and the times and methods by which the committee shall report to the Commission

To amend

To postpone indefinitely

E. Call to Order: A member called to order shall relinquish the floor unless permitted to explain, and the Commission, if appealed to, shall decide on the case, but without debate. If there is no appeal, the decision of the Chair shall be final.

F. Roll Call Vote: Upon demand of any Commission member, or at the discretion of the Chair, the vote shall be by roll call.

G. Quorum: A quorum for the transaction of business shall be four members comprised of 1) regular members, or 2) any combination of regular and alternate member(s) serving in the absence or vacancy of a regular member from the same jurisdiction. If less than a quorum is present, the only action which may be taken is to note for the record that a quorum is lacking. Without a quorum, a meeting may not be scheduled or rescheduled.

H. Voting Requirements: Each regular member appointed to the LCTC, or alternate member serving in the absence or vacancy of a regular member, shall have one vote on matters brought before the LCTC.

1. The minimum vote required to pass an item shall be four (4) affirmative votes unless a greater number is otherwise required by law or by prior action of the Commission. If only four (4) members of the Commission are present, any action shall require a unanimous vote of such four members.

I. Abstentions: Any Commission member may abstain from voting. An abstention shall not be counted as a vote for or against an item. An abstention from voting on the merits of any matter shall be announced audibly. The Commission member should state the reason for the

abstention.

- J. Minute Order: A Commission Minute Order applies as a directive to the Executive [Secretary](#). It need not be reviewed in writing, as it generally applies to one specific act only (e.g. investigate funding opportunities and report back to the Commission at the next regular meeting).

RULE 6. CONFLICTS OF INTEREST

- A. Procedure: Any Commission member who has a financial interest in a decision (see Government Code § 87100, et. seq.) shall do the following:
 - 1. Publicly identify the financial interest that gives rise to the conflict of interest or potential conflict of interest in detail sufficient to be understood by the public, and
 - 2. Recuse himself or herself from discussing and voting on the matter
 - 3. Leave the room until after the discussion, vote, and any other disposition of the matter is concluded, unless the matter has been placed on the consent agenda.

While there is some legal authority which allows an individual Commission member to address the Commission on an issue with which they have a conflict, it is incumbent on that individual Commission member to correctly apprise themselves to what degree they are legally permitted to do so. Such activity should be exercised with caution not only to reduce the likelihood of a violation by the individual Commission member of the Political Reform Act, Government Code section 1090, or any other applicable law, but also to mitigate any perception of impropriety by the Commission as a whole.

RULE 7. PUBLIC COMMENT

- A. Closed Session and Non-Agenized Items of Commission Business: The Order of Business on the Commission's Agenda shall provide a time for public comment to allow members of the public to speak 1) at prior to any closed session, if any, and 2) during each regular and each special meeting on any item of interest within the subject matter jurisdiction of the Commission, however, the Commission is prohibited from taking any action on any item not listed on the Agenda.
- B. Public Comment on Agenda Items: The public shall have the right to speak on a specific item of business before or during the Commission's consideration of the item on the agenda.
- C. "Public" Defined: The term "Public" includes everyone except members of the Commission, members of the Technical Advisory Committee, Elected Officials or their designees (collectively referred to as "staff"), Commission Staff, representatives to the Commission from the California Highway Patrol, CalTrans, Federal Highway Administration, Commission's independent contractor(s) and any authorized signatory party to a contract agendized and pending before the Commission.

RULE 8. PROCEDURE FOR HEARINGS

The order of procedure for hearings before the Commission shall follow the County of Lassen's procedures for hearings, as contained in the Board of Supervisors Rules of Procedures.

RULE 9. ADOPTION OF RESOLUTIONS

Resolutions shall be adopted by a majority vote of the members upon motion duly made and seconded. A resolution shall take effect immediately. A resolution may be adopted by a voice vote except where the law requires a specific number of votes.

RULE 10. DIRECTION OF COMMISSION PERSONNEL AND CONTRACTORS

All direction to Commission employees and independent contractors should be given through the Executive ~~Director~~ Secretary or as provided by agreement. Individual commission members shall not give direction to commission employees or independent contractors.

RULE 11. AMENDMENTS

Amendments to these rules of procedure shall be by majority vote of the Commission, and the amendment shall become active at the Commission's next regular meeting.

RULE 12. COMMITTEES

A. Creation: The Chairman, Executive ~~Director~~ Secretary, or the Commission has the power to establish committees for addressing items of Commission interest or authority. A motion from the Commission to commit an item or to create a committee shall specify the purpose of the committee, the length of time the committee shall serve, and the times and methods by which the committee shall report to the Commission. The types of committees shall be as follows:

1. Standing Committees: By resolution or formal action of the Commission, the Commission may create a standing committee of the Commission for the purpose of having continuing subject matter jurisdiction (e.g. budget, policy, planning) and a fixed meeting schedule. A standing committee shall comply with the Ralph M. Brown Act.
2. Temporary Advisory or Ad Hoc Committees: A temporary advisory (i.e. ad hoc) committee may be designated by an informal action of the Chairman, or at any time under the implied authority of the Executive ~~Director~~ Secretary. In either occurrence, a temporary advisory committee may be exempt from the Ralph M. Brown Act, and shall only perform under these conditions: (1) a limited term (2) be comprised of less than a quorum of the Commission; (3) serve in a limited or single purpose (i.e. specific task), (4) is not perpetual, and (5) it will be dissolved once its specific task is completed.

RULE 13. INTERPRETATION

In the absence of rules, herein, or if interpretation is necessary of these Rules, the Chairman and the Commission shall refer and adhere to Rosenberg's Rules of Order¹ in effect at any given time.

The foregoing Resolution was passed and adopted at a regular meeting of the Lassen County Transportation Commission, County of Lassen, State of California, held the _____ day of _____, 202__ by the following vote:

Commented [JC7]: I need to make this conform to our current resolution format.

AYES: _____

NOES: _____

ABSENT: _____

Chairman, Lassen County Transportation

Commission

ATTEST:
Executive ~~Director/Clerk~~Secretary of the Commission

BY: _____
_____, Deputy Clerk of the Commission

I, _____, Deputy Clerk of the Commission of the Commission of Supervisors, County of Lassen, do hereby certify that the foregoing resolution was adopted by the said Commission of Supervisors at a regular meeting thereof held on the _____ day of _____, 201____.

¹ https://www.cacities.org/Resources/Open-Government/RosenbergText_2011.aspx

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Deputy Clerk of the Commission

DRAFT

10



Staff Report

To: Lassen County Transportation Commission

AGENDA ITEM 4.14

Date: October 12, 2022

From: Glenn Moeller, LCTC Staff

Subject: Augmented ZEV Grant

REQUESTED ACTIONS:

BY MOTION: Grant permission to the Executive Secretary and staff to finalize the Request For Proposal (RFP), provide it to Caltrans for review and comment, finalize, and advertise.

PAST ACTION

In April 2022, the LCTC received a grant from Caltrans to prepare Transit Fleet Electrification Studies for both LCTC and Plumas County Transportation Commission.

BACKGROUND/DISCUSSION

The purpose of the original grant application was for LCTC to hire a consultant to prepare Lassen/Plumas County Electric Vehicle (EV) Electrification Feasibility Studies. Subsequent discussions among LCTC staff and with outside entities, most notably the North State ZEV Working Group, questioned the base assumption that electric-battery-based (EB) buses would be the technology of choice, precluding examination of hydrogen-fuel-cell-based (HFC) buses. HFC was mentioned in the application, but the details of that need to be worked out in the RFP.

While the limited description given to HFC buses may have been warranted when applying for the grant, concerns about the availability and reliability of electricity, coupled with the seemingly ever-increasing availability of HFC vehicles in general and busses in particular, and the resources California is expending on developing hydrogen as an energy carrier through the California Hydrogen Strategy, argue that an examination of technology choices is instead prudent.

Toward that end, the Scope of Work (SOW) from the original grant application has been augmented and redirected to focus on providing the base information needed to determine which technology is more appropriate for each particular transit need across the LCTC and PCTC systems. The ultimate deliverable being the calculated cost per ton of CO₂ saved relative to diesel buses as a function of miles travelled for each technology.

Prior to finalizing and advertising the RFP, staff believes consultation with and review by both Caltrans and PCTC is needed.

RECOMMENDATION – Grant permission to the Executive Secretary and LCTC staff to finalize the RFP, provide it to Caltrans for review, finalize, and advertise for potential vendors.



Staff Report

To: Lassen County Transportation Commission
Date: October 11, 2022
From: Genevieve Evans, LCTC Staff
Subject: Draft Lassen County Active Transportation Plan

AGENDA ITEM 4.15

REQUESTED ACTIONS: None

PAST ACTION

LCTC staff have been in the process of updating the Lassen County Bicycle Plan. The updated plan includes needs and projects for all types of non-motorized transportation as well as helps the region be more competitive for Active Transportation Program grants. The Draft Report has been completed and is available for review.

BACKGROUND/DISCUSSION

The goal of the Lassen County Active Transportation Plan (ATP) is to enhance walking, biking and multimodal mobility through Lassen County. The plan identifies and prioritizes infrastructure improvements and programs which have the potential to increase the safety, access and health of residents.

The first section of the plan updates existing conditions including descriptions of existing bicycle and pedestrian facilities in Lassen County. A robust community participation effort was undertaken to gain input on needs and issues with respect to biking and walking in Lassen County and the City of Susanville. An on-line community survey was distributed at the beginning of the ATP update process and asked respondents to identify capital improvements they would like to see in the region. A total of 247 people participated in the survey. LCTC staff held two (on-site) public workshops this past Spring to gather input on the Active Transportation Plan and the Local Roadway Safety Plan. Meetings were held from 4:30 to 6:30 PM at the Depot in Westwood and Susanville. 11 people attended the Westwood meeting and 14 attended the Susanville meeting. Stakeholders such as Lassen Land Trails and Trust, the Bureau of Land Management, Lassen County and the Susanville Area Bicycle Association met with staff multiple times during the planning effort to discuss active transportation needs.

Chapter 4 of the Draft Lassen County Active Transportation Plan summarizes bicycle and pedestrian issues identified through the input process and review of existing conditions. Next, criteria are

identified with which to prioritize a long list of potential capital improvements to improve safety and mobility for non-motorized users.

Appendix B presents the ATP project lists in terms of high priority, medium priority and low priority projects for both Lassen County and the City of Susanville as well as recreational trails projects. High priority projects have been prioritized within the tables by staff and stakeholders, while medium and low priority projects are listed alphabetically (not prioritized).

NEXT STEPS – After the commission has provided input, LCTC staff will organize a meeting with stakeholders and local jurisdiction staff to develop a simple short-term implementation plan. The Final Active Transportation Plan along with the implementation plan will be brought forward to the commission at the December meeting.

RECOMMENDATION – Review the project lists in Appendix B of the Draft plan and provide staff with suggestions and input.

Appendix B
ACTIVE TRANSPORTATION IMPROVEMENT PROJECTS

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This Appendix contains tables summarizing high, medium, and low priority active transportation projects for both the City of Susanville and Lassen County that were developed based on feedback from stakeholders and public input. The process for identifying and prioritizing these projects is outlined in Chapter 4. Each table contains details about the project types, the facilities being worked on, and the estimated costs.

Table B-1: Susanville High Priority Active Transportation Improvement Projects

Project Name/Location	Project Description	Project Type	Facility	Estimated Cost (\$1,000s)
Susanville				
Riverside Drive Bike Path	Class I facility on the south side of Riverside Dr. from Fruit growers Park to where the Susan River Trail crosses Riverside Drive. Includes pedestrian bridge.	Bike/ped	Class I	\$2,300
Skyline Bike Path Extension	Continuation of Class I facility to Bizz Johnson Trail with additional connections to Lassen Community College, Fairgrounds, Walmart, and Safeway	Bike/ped	Class I	\$1,388
Skyline to Susanville Ranch Park Connection	Class I/II facility from Skyline Trail terminus along Skyline Rd, Paul Bunyan Logging Rd and Cherry Terrace to Susanville Ranch Park	Bike	Class I	\$690
SR 36 Complete Streets Projects	A variety of improvements to increase safety and mobility along SR 36 in downtown Susanville. This includes bulbouts, raised pedestrian refuge islands and rectangular rapid flashing beacons (RRFB). A particularly dangerous area is near Mesa St.	Ped	Various	Up to \$16,000
Paul Bunyan Road	Proposed bike route along Paul Bunyan Road, from Chestnut Street (N) to Derek Drive	Bike	Class III	\$30
SR 139 bicycle lanes in Susanville	Class I/II facility along SR 139 (Ash) between downtown and the Hospital, also connecting to the college	Bike/Ped	Class II	\$247
Richmond Road	Crosswalk between Bizz Johnson Trail and Depot parking lot	Ped	Crosswalk	\$5
Skyline Bike Path Access from College	Provide a paved path behind the college and Banner/Lassen Hospital on roads already cleared of brush between the Skyline North path on Anderson Street.	Bike/ped	Class I	\$923
North Street	Proposed bike route along North Street, from N Roop Street (W) to Ash Street (E).	Bike	Class III	\$28
Richmond Road Bike Lanes	Class II bicycle lanes - from Depot to High School Driveway	Bike	Class II	\$58

Table B-2: Lassen County Regional High Priority Active Transportation Improvement Projects

Estimated Cost (\$1,000s)

Project Name Project Description Project Type Facility

Lassen County

Mooney Road (A 21)	Class I/II route on Mooney Road between SR 36 and downtown Westwood. Most importantly, between Old Town Road and Ash St.	Bike/Ped	Class II	\$82
Mooney Road (A 21)	Class II route on A 21 between Westwood and Clear Creek Park	Bike	Class II	\$330
Westwood	Sidewalks	Ped	Sidewalks	\$437
Westwood SR 36 and A 21	Pedestrian crossing at intersection	Ped	Crosswalk	\$5
Westwood to Clear Creek	Class II/III bicycle lanes between Westwood and Clear Creek along 3rd St/A 21 and 147	Bike	Class III	\$102
Richmond Road from Diamond View School to Johnstonville	Provide Class II facility from Susanville to Johnstonville (currently Class III)	Bike	Class II	\$814

Table B-3: Susanville Medium Priority Active Transportation Improvement Projects

Project Name/Location	Project Description	Project Type	Facility
Susanville			
Alexander Avenue	Proposed bike route along Alexander Avenue, from Main (NE) to Modoc (SW) streets.	Bike	Class III
Cherry Terrace	Proposed bike route beginning at the top of Cherry Terrace (Susanville Ranch Park), heading S to N Roop Street, and connecting to Main Street.	Bike	Class III
Cherry Terrace Bike/Ped facilities	Class II bicycle lanes or sidewalk along full length of roadway to connect to Susanville Ranch Park and Meadowview School	Bike/Ped	Class II
Gaps in sidewalk network in Susanville	Fill in gaps in sidewalk network	Ped	Sidewalk
Grand Avenue	Extend sidewalks along Grand Avenue toward five-way intersection with Chestnut and Paul Bunyan	Ped	Sidewalk
Numa Road	Proposed bike lane along Numa Road, from Skyline Road (S) up to Spring Ridge Road (N).	Bike	Class II
Paul Bunyan Bicycle Path	Class I trail from the intersection of Chestnut and Paul Bunyan north to Skyline Trail	Bike/ped	Class I
Paul Bunyan Rd to Casino Bicycle Lanes	Class II bicycle lane along Paul Bunyan Road from Chestnut to Diamond Mountain Casino	Bike	Class II
Riverside Drive Bike Lanes	Class II bicycle lane from Richmond Road to SR 36	Bike	Class II
Spring Ridge Road to Susanville Ranch Park	Class I connector trail from Spring Ridge Rd (near mobile home park) to Susanville Ranch Park	Bike/ped	Class I
SR 36 bicycle lanes in Susanville	Class II bicycle lanes through town	Bike	Class II
SR 36/Main Street	Proposed bikeway upgrade--from Class III to Class II--running from S Pine Street (W) and out of town on Hwy. 36.	Bike	Class II
Susan River Bike Path Extension	Continuation of Class I facility from Alexander Road to Richmond Road	Bike/ped	Class I
Wayfinding Plan Projects	Various	Bike/ped	Various
Weatherlow Street	Proposed bike route along Weatherlow Street, beginning at the Memorial Park (N) and ending at Riverside Drive (S).	Bike	Class III

Table B-4: Lassen County Regional Medium Priority Active Transportation Improvement Projects

Project Name	Project Description	Project Type	Facility
Lassen County			
SR 36 near Westwood	Widen Robbers Creek Bridge	Bike/Ped	Road
Standish-Buntingville (A3)	Widen shoulders	Bike	Road
Eagle Lake Road	Widen shoulders	Bike/Ped	Road
SR 299 from Shasta County Line to Modoc County Line	Bike lane on SR 299 from Shasta County Line to Modoc County Line	Bike	Class II
Center Road/A-27	Widen shoulders	Bike/Ped	Road
SR 36 from Plumas County Line to Jct with US 395 near Janesville	Class II bicycle lanes (Susanville section included in separate table)	Bike	Class II
SR 44 from Shasta County Line to SR 36	Existing Class III, proposed to become Class II, rom Shasta County line to SR 36	Bike	Class II
Janesville Bicycle Path	Class I bicycle path along Main Street from US 395 to SR 36	Bike	Class I
SR 139 from Susanville to Modoc County Line	Bike lane along SR 139 from Susanville City Limit to Modoc County Line	Bike	Class II
US 395 Litchfield to Jct SR 36	Bike lane along US 395 between Litchfield and SR 36	Bike	Class II
US 395 Sierra County Line to Jct SR 36	Bike lane from Sierra County line north to the junction with SR 36	Bike	Class II

Table B-5: Susanville Low Priority Active Transportation Improvement Projects

Project Name/Location	Project Description	Project Type	Facility
Susanville			
Alexander Avenue	Proposed bike route along Alexander Avenue, from Main (NE) to Modoc (SW) streets.	Bike	Class III
Cherry Terrace	Proposed bike route beginning at the top of Cherry Terrace (Susanville Ranch Park), heading S to N Roop Street, and connecting to Main Street.	Bike	Class III
Cherry Terrace Bike/Ped facilities	Class II bicycle lanes or sidewalk along full length of roadway to connect to Susanville Ranch Park and Meadowview School	Bike/Ped	Class II
Gaps in sidewalk network in Susanville	Fill in gaps in sidewalk network	Ped	Sidewalk
Grand Avenue	Extend sidewalks along Grand Avenue toward five-way intersection with Chestnut and Paul Bunyan	Ped	Sidewalk
Numa Road	Proposed bike lane along Numa Road, from Skyline Road (S) up to Spring Ridge Road (N).	Bike	Class II
Paul Bunyan Bicycle Path	Class I trail from the intersection of Chestnut and Paul Bunyan north to Skyline Trail	Bike/ped	Class I
Paul Bunyan Rd to Casino Bicycle Lanes	Class II bicycle lane along Paul Bunyan Road from Chestnut to Diamond Mountain Casino	Bike	Class II
Riverside Drive Bike Lanes	Class II bicycle lane from Richmond Road to SR 36	Bike	Class II
Spring Ridge Road to Susanville Ranch Park	Class I connector trail from Spring Ridge Rd (near mobile home park) to Susanville Ranch Park	Bike/ped	Class I
SR 36 bicycle lanes in Susanville	Class II bicycle lanes through town	Bike	Class II
SR 36/Main Street	Proposed bikeway upgrade--from Class III to Class II--running from S Pine Street (W) and out of town on Hwy. 36.	Bike	Class II
Susan River Bike Path Extension	Continuation of Class I facility from Alexander Road to Richmond Road	Bike/ped	Class I
Wayfinding Plan Projects	Various	Bike/ped	Various
Weatherlow Street	Proposed bike route along Weatherlow Street, beginning at the Memorial Park (N) and ending at Riverside Drive (S).	Bike	Class III

Table B-6: Lassen County Regional Low Priority Active Transportation Improvement Projects

Project Name	Project Description	Project Type	Facility
Lassen County			
139 -Termo-Ravendale	Bike route along Termo-Grasshopper Road from SR 139 to US 395, Juniper Ridge Rd to Chicken Ranch Road in Ravendale	Bike	Class III
Antola Road	Proposed bike route along Antola and Fish and Game roads through Wendell	Bike	Class III
Cheney Creek Road	Proposed bike route on Cheney Creek Road, running SW from Diamond View Middle School.	Bike	Class III
Doyle Loop and Constantina Rd	Proposed bike route running SE on Doyle Loop Rd and Constantina Rd from Doyle back to US 395	Bike	Class III
Gamier Road	Proposed bike route on Gamier Road, running S from Herlong Access Road to Hwy. 395	Bike	Class III
Herlong Access Road	Proposed bike route on Herlong Access Road, running NE from Hwy. 395 to Herlong	Bike	Class III
Janesville Grade	Proposed bike route on Janesville Grade, running from Hwy. 395 (NE) to Rd28N01	Bike	Class III
Little Valley Rd Bicycle Route	Class III bicycle route on Little Valley Road from Little Valley to Shasta County Line	Bike	Class III
Mapes Ln in Standish	Proposed bike route along Mapes Lane, running E-W from Standish Buntingville Road to US 395	Bike	Class III
Mooney Road (A 21)	Proposed bike route on Mooney Road, running from SR 44 (N) to SR 36 (S)	Bike	Class III
Nubieber - Foothill Road Bicycle Route	Class III bicycle route near Nubieber on Old Cemetery Route to Foothill Road to 4 Corners Road to Kramer Road	Bike	Class III
Nubieber - Kramer Road Bicycle Route	Class III bicycle route on Kramer Road from Nubieber to Modoc County Line	Bike	Class III
Pumpkin Center Rd	Proposed bike route NE of New Bieber, from Susanville Road (N) to the intersection of Thompson and Pumpkin Center roads (S)	Bike	Class III
Susanville Road	Proposed bike route NE of New Bieber, from Susanville Road (N) to the intersection of Thompson and Pumpkin Center roads (S)	Bike	Class III
US 395 Likely-to-Litchfield	Proposed bike lane from Modoc County line (near Likely) to Litchfield	Bike	Class II

Table B-7: Lassen County Regional Recreational Trails Projects

Project Name	Project Description	Project Type	Facility
Recreational Trails			
Modoc Rail Trail	Improve Access and Signage	Multi-use	Rec
Bizz Johnson Trail	Extend to Town of Westwood from Mason Station	Multi-use	Rec
Bizz Johnson Trail	Extension of Bizz Johnson Trail to Litchfield and Wendel along old railroad alignment	Multi-use	Rail Trail
Mountain Meadows Gateway Trailhead	Provide trailhead facilities	Multi-use	Rec
Eagle Lake to Spaulding Trail	Multi-use trail along east side of Eagle Lake through USFS land from the south side of Eagle Lake north to Spaulding	Multi-use	Rec
Connection to Almanor Rail Trail	Obtain an easement from private landowners to grade and gravel Big Springs Road to connect with the Almanor Rail Trail at Clear Creek Junction and Chester.	Multi-use	Rec
Fredonyer Pass	Construct an approximately 28-mile, stacked loop trail system at Fredonyer Pass off SR 36 that connects to the Bizz Johnson Trail in two places.	Multi-use	Rec
Diamond Mountain Trail	FS NEPA for 12-mile trail has been completed.	Multi-use	Rec
Susanville Ranch Master Plan	Master plan for Susanville Ranch Park	Plan	Rec