

2024 Regional Transportation Improvement Program

Regional Agencies will provide RTIP cover

INSERT COVER LETTER

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

For the 2026 RTIP, LCTC will continue prioritizing the completion of previous State Transportation Improvement Program (STIP) funded projects, important to improving mobility, enhancing economic activity and providing for needed road maintenance in the region. This RTIP will spend a significant portion of the regional share allocated by the CTC. The LCTC will not be requesting any significant changes to existing carryover projects currently programmed in the 2024 RTIP.

This RTIP continues the regional shift from the development of capital projects and focusing more on maintenance of existing transportation infrastructure.

The 2026 RTIP identifies over \$8 million of capital improvements on transportation infrastructure (spread over 4 distinct capital projects) during the 5-year programming horizon. For this STIP the LCTC will be increasing programming of Planning, Programming and Monitoring (PPM) to help with the growing demand for general and specific transportation planning and project management across a variety of modes.

Section 2. General Information

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

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

RTIP document link: <http://www.LassenCTC.com/library>

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

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

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

outlined in the Lassen County Regional Transportation Plan, Active Transportation Plan, and other planning documents and efforts.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

The 2024 STIP primarily consisted of a mix of partially-funded projects on the state highway system and a number of local street rehab projects. Projects either completed, or that will be completed, from the 2024 STIP include:

County Rehab E* Standish- Buntingville Road (County Road 301) From Mapes Lane to US 395 North	Near the community of Standish: • Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders	CON \$2,150,000
County Rehab F Johnstonville Road/Center Road Rehab	Near the community of Johnstonville • Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders	CON \$3,200,000*

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2024 RTIP	December 11, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2024 STIP	March 19-20, 2026

B. Community Engagement

Public notices related to the RTIP were posted in June, August, October, and November 2025.

The availability of the RTIP promoted projects was announced at the October 20, 2025 Regular Meeting of the Lassen County Transportation Commission. In addition, staff discussed the development of the RTIP at LCTC Regular meetings in August and October, including presentations by Lassen County and City of Susanville staff.

LCTC staff engaged the Technical Advisory Committee on three occasions (August 4, October 14, and November 3, 2025) to develop a list of nominated projects, provide project information and selection criteria, and draft a list of proposed projects for RTIP consideration.

The Draft/Final RTIP project list was submitted to the LCTC Board at their November 10, 2025 Regular meeting, for review and approval. The LCTC Board approved the final RTIP at their November 10, 2025, Regular meeting.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 2

LCTC staff, in coordination with the City of Susanville and Lassen County met with Caltrans District 2 staff to discuss the 2026 Lassen County RTIP on the following date.

September 2, 2025

In addition, LCTC staff had opportunities to engage Caltrans staff at the Technical Advisory Committee meetings on August 4, October 14, and November 3.

B. 2024 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

Regional Share through Fiscal Year 2028/29 \$4,351,000

Maximum Estimated Share through Fiscal Year 2027/28 \$6,116,000

B. Summary of Requested Programming –

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring	Planning, programming, and monitoring	\$80,000 FY 29/30 \$80,000 FY 30/31
Lassen County Rehab G Westwood Area • Section of Greenwood Street • Section of Mooney Road	• Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders	CON \$900,000
Lassen County Rehab H Nubieber Area • Section of Kramer Road	• Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders	CON \$1,600,000
City of Susanville Rehab FF (multiple road sections) • Riverside Drive • Robbs Way • Orlo Drive	• Pulverization of existing A/C surfacing • Re-shaping, and compacting as base and completing a 3-inch asphalt concrete overlay complete with aggregate base shoulders	CON \$1,700,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

[Click here to enter text.](#)

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
					Local HBP		
Beaver Creek Bridge 7C-82	\$504,000				\$1,958,500		\$2,212,500
							-
Totals	-	-	-	-	-	-	-

Notes:

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

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

The Lassen County region does not have any ITIP project priorities or funding requests for the 2026 cycle.

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

Section 9. Projects Planned Within Multi-Modal Corridors

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

Section 10. Highways to Boulevards Conversion Pilot Program

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

11. Complete Streets Consideration (per Section 26)

Given the mix of projects proposed in the 2026 RTIP currently being considered for Lassen County, there are no opportunities to incorporate complete streets concepts at this time. However, the region will continue to look for ways to incorporate them in the future.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

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

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

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

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	NA	
	Percent of congested VMT (at or below 35 mph)		
	Commute mode share (travel to work or school)		
Infrastructure Condition	Percent of distressed state highway lane-miles		
	Pavement Condition Index (local streets and roads)		
	Percent of highway bridges by deck area classified in Poor condition		
	Percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)		
	Accessibility and on-time performance for rail and transit		
Safety	Fatalities and serious injuries per capita		
	Fatalities and serious injuries per VMT		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Mean commute travel time (to work or school)		
	Farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

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

LCTC Qualitative Assessment

The LCTC has used the following performance measures in developing the 2026 RTIP: Congestion Reduction, Infrastructure Condition and Safety.

1. **Congestions Reduction:** Data such as vehicles miles travelled per capita, area, by facility ownership and/or local vs tourist in not maintained in Lassen County. Mobility is measured based on Level of Service (LOS) on roadways within the region.
2. **Infrastructure Condition:** in keeping with the State of California's efforts to "fix it first" preserving the existing road system remains a high priority in the Regional Transportation Plan. The City of Susanville and Lassen County have few viable options when it comes to rehabilitating deteriorated roadways. For these agencies, the RTIP is the best funding option at this time. Roadways that carry a significant level of traffic continue to deteriorate throughout the region. While there will probably always be a need for one or two capacity increasing projects within the region, the need for preserving the existing roadway system is equally as great. Six of the seven projects being promoted in the 2026 RTIP will improve the condition of regional roadways.
3. **Safety:** Safety is monitored through the accident rate (accidents per million vehicle miles of travel) for State highways. Lassen County does not keep accident rates on County roads within the region primarily due to a lack of comprehensive traffic count data. The LCTC continues to make substantial progress toward completing counts on several roadways; however more counts are needed to have a comprehensive data set for the entire region. The majority of accidents in Lassen County occur on the State Highway

system. The 2026 RTIP contains Seven (7) projects that will help improve transportation/mobility safety in Lassen County including projects on the State Highway System.

Section 13. Regional and Statewide Benefits of RTIP

Implementing projects in the 2026 RTIP for Lassen County will achieve the following regional and interregional transportation benefits.

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

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

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

Table B2(a) Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	NA	
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

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

Section 15. Project Specific Evaluation (Required per Section 22D)

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

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

Below is an overview of projects programmed in the 2026 RTIP. Location descriptions and phasing plans for the project included in the 2026 RTIP are in the appendices Section 15.

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

Programmed \$504,000 as a match to HBP grant for construction in FY 28/29

No Changes have been requested for the 2026 STIP

- **(PPNO 2653) Susanville Rehab Project FE**

Programmed \$2,600,000 (2,500,000 for construction and \$100,000 for PS&E) in FY 26/27

No changes have been requested in the 2026 STIP

- **(PPNO XXXX) Lassen County Rehab G: Westwood Area**

This is a new project – Not programmed in the 2024 STIP

Requesting \$900,000 for construction in FY 27/28

- **(PPNO XXXX) Lassen County Rehab H: Nubieber Area**

This is a new project – Not programmed in the 2024 STIP

Requesting \$1,600,000 for construction in FY 28/29

- **(PPNO XXXX) City of Susanville Rehab Project FF**

This is a new project – Not programmed in the 2024 STIP

Requesting \$1,700,000 for construction in FY 29/30

- **(PPNO 2124) Planning, Programming and Monitoring**

Programmed \$80,000 in FY 26/27, FY 27/28 and FY 28/29

Requesting \$80,000 PPM allocation in FY 29/30 and FY 30/31.

F. Appendices

Section 17. Projects Programming Request Forms (Cover Sheets) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2026 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 19. Fact Sheet (1-2 pages). (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Section 20. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 21. Detailed Project Programming Summary Table (Optional)

Section 22. Alternative Delivery Methods (Optional)

Section 23. Additional Appendices (Optional)

Section 17 Projects Programming Request Forms

1. Beaver Creek Bridge – Pittville Road (County Road 111) over Beaver Creek. Match to HBP grant.
2. County Rehab (E) – Standish-Buntingville Road (County Road 301) From Mapes Lane to US 395 North
3. County Rehab (F) -- Rehab section of A1 (Eagle Lake Road) from Hwy 139 to MP 5 (5mi).
4. City Rehab Project FE – Various road sections -- South Lassen – Cypress to Susan River, Alexander – Riverside to Sierra, Main to 200 feet south of Bunyan, Fair Drive – Main to Russell, Johnstonville – Skyline to Riverside, Paiute – Skyline to Glenn
5. Planning, Programming and Monitoring