

**TECHNICAL ADVISORY COMMITTEE
SPECIAL MEETING AT 2:00 P.M. THURSDAY, OCTOBER 15, 2020**

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:

[HTTPS://US02WEB.ZOOM.US/J/86951395994](https://us02web.zoom.us/j/86951395994)

OR IPHONE ONE-TAP : US: +16699009128,,86951395994# OR

TELEPHONE: DIAL: US: +1 669 900 9128

WEBINAR ID: 869 5139 5994

- 1. Call Meeting to Order**
- 2. Public comment period**
Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.
- 3. Minutes of August 3, 2020**
Proposed action: By consensus, approve minutes.
- 4. County request for Prevailing Wage Compliance Software Startup**
Proposed action: Recommend DNLTC award \$3,950 in Planning, Programming and Monitoring funding for Prevailing Wage Software startup costs only.
- 5. 2020 Regional Transportation Plan**
Proposed action: Review the draft Policies, Action and Financial tables and provide comment and direction.
- 6. Discussion**
 - Caltrans Project Maps Gallery Presentation
 - Information sharing by TAC members, including project updates:
Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC
- 7. Adjourn to the next regularly scheduled meeting on November 24, 2020 at 2 p.m. by Zoom Webinar unless restrictions related to COVID19 are lifted.**

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

**MINUTES
TECHNICAL ADVISORY COMMITTEE
AT 3:30 P.M. ON AUGUST 3, 2020**

Present: Charlie Helms, Harbor
Jon Olson, City
Suresh Ratnam, Caltrans
Joe Rye, RCTA

Absent: Rosanna Bower, County
John Couch, California Highway Patrol
Brandi Natt, Yurok Tribe
Heidi Kunstal, County, Vice-Chair
Nacole Sutterfield, City, Chair

Also Present: Susan Brown, Rural Approaches
Tamera Leighton, DNLT
Eric Wier, City

1. CALL MEETING TO ORDER

Chair Ratnam called the meeting to order at 3:30 p.m.

2. PUBLIC COMMENT PERIOD

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

The following person(s) addressed the Committee: None

3. MINUTES OF JUNE 30, 2020

Proposed action: By consensus, approve minutes.

Public Comment: None

Jon Olson moved to approve the minutes of June 30, 2020, seconded by Joe Rye, and unanimously carried; the Technical Advisory Committee approved the minutes of June 30, 2020.

4. CITY REQUEST FOR ADDITIONAL REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING FOR SUNSET CIRCLE

Proposed action: Discuss the request and make a recommendation to the Del Norte Local Transportation Commission.

Jon Olson, Crescent City Public Works Director, talked about the project and events leading up to the current request. The City expects there to be cost overruns that were not anticipated at the beginning of the project and are requesting \$42,000 in additional Regional Surface Transportation (RSTP) funds be set aside and used by the city if needed on a reimbursement basis. Jon reported that the City would be looking at options to reduce some of the project costs as well. Eric Wier, City Manager, stated the City Council suggested the request be

made to the Del Norte Local Transportation Commission for the additional funds, and that regular reports and updates will be supplied to the Commission regarding the use of funds. Tamera Leighton reiterated the funds would be distributed as a drawdown as needed and documented. Tamera also made note of the lack of County members at the TAC; citing that County staff find the request challenging because while Sunset Circle is a priority project it is not the only project in need of funding. Eric Wier suggested that the County staff take off their county hats and view projects as regional needs and not City or County projects. Tamera explained that funding not used from the RSTP fund revert back into the fund balance to be used on other projects. Jon Olson commented that the current RSTP fund balance is about \$1.1 million of which about \$700,000 has been used leaving a balance of approximately \$350,000. The City is requesting \$42,000 of that remaining balance if needed.

Charlie Helms moved to approve the recommendation DNLTC approve additional Regional Surface Transportation funding for Sunset Circle, seconded by Suresh Ratnam, and unanimously carried; the Technical Advisory Committee approved the recommendation DNLTC approve additional Regional Surface Transportation funding for Sunset Circle.

5. DNLTC STAFF TIME SUPPORT FOR CITY BALLOT MEASURE

Proposed action: Discuss the request and make a recommendation to the Del Norte Local Transportation Commission.

Tamera Leighton explained that as a DNLTC staff member she already answers questions and relays facts regarding Transportation Commission business. As a staff member, she is under no obligation to support any ballot measure unless directed to do so by the Commission. Eric Wier, City Manager, explained the tax measure is a 1% sales tax that would support the City's General Fund. The General Funds supports services such as Police, Fire, street repairs, city pool, city parks, and other city departments. It is anticipated the 1% sales tax will generate about \$1.3 million in revenue to the city annually. The 1% sales tax would be in perpetuity or until repealed by the voters. The TAC members went on to discuss other aspects of the tax measure along with the proposed County Tax Measure. The members discussed the ramifications of having two sales tax measures on the ballot and the confusion it may cause the public.

Joe Rye moved to approve the recommendation DNLTC staff support the City ballot Measure, seconded by Suresh Ratnam, and unanimously carried; the Technical Advisory Committee approved the recommendation DNLTC staff support the City ballot Measure.

6. DISCUSSION

- 2020 Regional Transportation Plan – Tamera Leighton reported that Jeff Schwein, Green DOT Solutions, would give an update on the plan at the next TAC meeting. The plan development is moving forward giving consideration that there will not be any public meetings due to the Covid-

19 virus. The final Regional Transportation Plan is scheduled to be adopted by the Commission in December.

- Information sharing by TAC members, including project updates: Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC – Suresh Ratnam reported that the District 1 climate change plan has been sent out. Many TAC members did not receive the document so Suresh will resend it. Joe Rye commented on the decrease in services, about 33%, due to the Covid-19 virus, and expects the service level to remain at that level going forward. Joe also reported receiving a grant for consultants to look at how to develop a zero-emissions fleet. Jon Olson reported that the City is actively working on the Front Street project and anticipates completion in November.

7. ADJOURN TO THE NEXT REGULARLY SCHEDULED MEETING ON AUGUST 25, 2020 BY ZOOM MEETING UNLESS SHELTER IN PLACE IS LIFTED.

With no further business to come before the TAC, the Chair adjourned the meeting at 4:30 p.m., to the next regularly scheduled meeting on August 25, 2020, at 2:00 p.m.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 4 Staff Report

DATE: OCTOBER 15, 2020
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: COUNTY REQUEST FOR PREVAILING WAGE SOFTWARE STARTUP

PROPOSED ACTION: Recommend DNLTC award \$3,950 in Planning, Programming and Monitoring funding for Prevailing Wage Software startup costs only.

BACKGROUND: This request is for the startup funding only. Each project will pay for the project-specific funds that are needed for every project.

The County's letter requesting funding is attached.



COUNTY OF DEL NORTE
COMMUNITY DEVELOPMENT DEPARTMENT
981 H STREET, SUITE 110
CRESCENT CITY, CA 95531
FAX – (707) 465-0340

| | | | | | |
|----------------------------|--|-------------------------|---------------------------------------|---|------------------------------------|
| Planning (707) 464-7254 | Engineering & Surveying (707) 464-7229 | Roads (707) 464-7238 | Building Inspection (707) 464-7253 | Environmental Health (707) 465-0426 | Code Enforcement (707) 464-7254 |
|----------------------------|--|-------------------------|---------------------------------------|---|------------------------------------|

September 23, 2020

To: Del Norte Local Transportation Commission & Technical Advisory Committee

From: Heidi Kunstal, Director of Community Development 

Subject: Request for the Commission to Procure Cloud Based Prevailing Wage Compliance Software for Public Works Projects using PPM or RSTP Funds

Most workers employed on public works projects must be paid the prevailing wage determined by the Director of the California Department of Industrial Relations (DIR), according to the type of work and location of the project. Contractors and subcontractors awarded public works projects subject to prevailing wage requirements are required to submit certified payroll records to the DIR's Labor Commission using an online reporting system. The purpose of the reporting system is to ensure that employees are being paid the general prevailing state wage determined by DIR.

When public funds are being spent on a public works project, it becomes the responsibility of each public agency to ensure that the contractor is complying with all the applicable labor laws, acts and statutes detailed in the agreement between the contractor and the agency including the submission of valid certified payroll records to the DIR. Caltrans has established guidelines for local agencies to follow with regard to labor compliance when using state transportation funds for public works projects. The Labor Compliance section from Caltrans Local Assistance Procedures Manual is included with this memo and closely details each agency's responsibility to review and verify all certified payroll is present and accurate. Failure to properly verify compliance may result in short payments to employees, failed audits and the possibility of having to reimburse the funding agency.

Validation of payroll records can be very time consuming depending on the complexity of the project which may include a contractor and multiple subcontractors and the familiarity of each contractor with state and federal prevailing wage obligations. As most agencies represented by the Del Norte Local Transportation Commission have limited staffing, the County proposes that the Transportation Commission consider procuring software which member agencies and their contractor and subcontractors may use for awarded public projects. The Del Norte Transportation Commission or County would serve as the administrator or owner of the cloud based software account but member agencies would be able to pay the vendor separate project based fees for awarded projects.

For each project, access would be provided to the contractor and subcontractors to enter payroll information directly into the cloud based software. The advantage of having software is that it has a built in checks and balances to verify information needed for a certified payroll record is provided by the contractor and subcontractors. Errors or missing data are flagged and must be addressed before moving forward in the process saving a significant amount of local agency staff time. According the websites of the various vendors that County and City have r, the use of the software saves time on

the part of the agency as well as the contractor and subcontractor and reduces the risk of fines and failed audits.

Three vendors were contacted which all offer similar services. The prices varied widely. As the price schedules are confidential, I am not including them with this report but will summarize the highlights for each vendor. The price schedules will be provided to the Executive Director of the Commission.

| Vendor | Cloud Based | Audit Ready | Multi-User | Customer Support Included in Price | Price |
|-------------------|-------------|-------------|------------|------------------------------------|--------|
| eComply Solutions | Yes | Yes | No | Yes | \$\$\$ |
| LCP Tracker | Yes | No | Yes | Yes | \$\$ |
| Elation Systems | Yes | Unknown | No | Unknown | \$ |

Additional information about each vendor may be found at the following websites:

eComply Solutions: <https://ecomplysolutions.com/>

LCP Tracker: <https://lcptracker.com/>

Elation Systems: <https://www.elationsys.com/elationsys/>

After reviewing the websites and communicating either by phone or email with representatives of the vendors, County staff recommends that the Commission select LCP Tracker based on the service it provides for the price. It also fits the model best with regard to use by member agencies. The startup fee for the LCP Tracker Professional Basic is \$3,950. Member agencies can pay a single project price with an annual flat rate based on the value of the construction costs which would be about \$1,100 for a per typical local agency project.

16.9 EMPLOYMENT PRACTICE: LABOR COMPLIANCE, EEO, DBE

Labor Compliance

Labor compliance is the local agency's effort to ensure the contractor is complying with all the applicable labor laws, acts and statutes detailed in the contract provisions. This section presents the guidelines for performing labor compliance. These guidelines apply to all state or federally funded projects.

The basis for these labor compliance procedures and the legal authority for local agencies to enforce labor compliance provisions derive from the California Labor Code, the Code of Federal Regulations, regulations of the FHWA, the California Code of Regulations, and the United States Department of Labor.

State and federal laws require contractors working on public works contracts to pay prevailing wages to their employees. Prevailing wages are predetermined hourly rates for each craft that are set by both the United States Department of Labor and the California Department of Industrial Relations. The prevailing hourly wage rate is composed of the basic hourly wage rate plus fringe benefits.

In addition, these laws:

- Define overtime and overtime pay
- Establish a workday and a workweek
- Require substantiation of wages via certified payrolls
- Determine covered work, (work requiring the payment of prevailing wages), vs. non-covered work

The Federal-aid Highway Acts established that laborers and mechanics employed on federal-aid projects are paid at wage rates generally prevailing for the same type of work on similar construction in the immediate locality. The federal wage rate determinations are included in the contract. The California Department of Industrial Relations determines the general prevailing state wage rates and those rates must be referenced in the contract.

Role of the Local Agency Labor Compliance Officer

Annually, each local agency must designate a Labor Compliance Officer. The Labor Compliance Officer has the responsibility of overseeing the local agency's labor compliance program. The duties include:

- Providing appropriate labor compliance training for local agency personnel
- Ensuring labor compliance requirements are performed and documented for all state and federally funded projects
- Assisting the RE in determining appropriate deductions or penalties

Many Labor Compliance Officers also perform duties listed below under Role of the Resident Engineer.

Resident Engineer's Role

The RE has the responsibility of enforcing the labor compliance provisions of the contract at the project level. To fulfill this responsibility, the RE and support staff must have a working knowledge of the requirements. A good place to start is a complete review of Form FHWA 1273, Required Federal-aid Contract Language, found in your special provisions.

Early oversight and enforcement of the labor compliance requirements is preferable to investigations of violations and withholding penalties. In order to accomplish this, the RE must perform or delegate the following tasks:

Task 1: Review the Labor Provisions of the Contract with the Contractor at the Pre-Construction Meeting

Include Labor Compliance Requirements as a topic on the pre-construction meeting agenda. The Federal-Aid Contract Prejob Checklist found on the [Caltrans Labor Compliance](#) website is a helpful tool for developing a discussion outline. Portions of the checklist require modification to conform to your contract provisions, form numbers and local agency policies.

Task 2: Prepare Daily Reports

See [Exhibit 16-C: Resident and Assistance Engineers Daily Reports](#), earlier in this chapter for the information that is needed to document the presence of the contractor's employees and owner-operators at the job site, and the work performed.

Task 3: Obtain Certified Payrolls and Owner Operator Listings

A payroll is a record of all payments a contractor made to employees working on the project. A certified payroll is one that contains the signed declaration required in Part IV-3, Payrolls and Records, of Form FHWA-1273. The provisions require the contractor and all subcontractors to:

- a. Submit payrolls weekly
- b. Sign a Statement of Compliance with each payroll submitted

The required weekly payroll information may be submitted in any form desired, however, Form WH-347, Payroll, is available for the convenience of contractors. An executed certification on the reverse side of optional Form WH-347 satisfies the requirement for submission of a statement of compliance. The prime contractor is responsible for the submission of all copies of payrolls by all subcontractors.

By signing the Statement of Compliance, the contractor or subcontractor is certifying that the following statements for the pay period are correct:

- a. The information required under 29 CFR 5.5(a)(3)(ii) and 29 CFR 5.5(a)(3)(i) is being maintained and is correct and complete.
- b. Each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract has been paid the full weekly wages earned, without rebate, either directly or indirectly, and no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR Part 3.
- c. Each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits, or cash equivalents, for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

Develop a system to track the submission of payrolls. Prior to making the monthly progress payment to the contractor, be sure all certified payrolls, owner operator listings and statements of compliance have been submitted for the previous month. If documents are missing, see Discrepant, Delinquent or Inadequate Payrolls later in this section.

Task 4: Check all Certified Payrolls

Review payrolls to verify that each laborer or mechanic has been paid not less than the prevailing hourly wage applicable for the classification of work performed as specified in the contract. When state and federal wage rates differ, the contractor is required to pay the higher of the two.

Overtime must be paid:

- a. For all hours worked in excess of eight in any workday
- b. For all hours worked in excess of 40 in any workweek
- c. For the first eight hours worked on the seventh consecutive day of work in a workweek
- d. As at least 1.5 times the regular hourly wage plus fringe benefits

For additional information on checking payrolls, owner-operator listings, calculating wage rates, fringe benefits and overtime, see the Labor Compliance section of the [Caltrans Construction Manual](#).

When checking payrolls against the prevailing wage rates, it is recommended that you place checkmarks adjacent to those wage rates verified and initial the pages. It is also recommended that you tab the payrolls that you have checked so you can refer to them quickly during a review or audit. File all payrolls and listings in the project records.

Task 5: Conduct Employee Interviews

Interview contractor employees using [Exhibit 16-N: Employee Interview: Labor Compliance EEO](#), or the Spanish version of this form, [Exhibit 16-P: Employee Interview: Labor Compliance EEO \(Spanish Form\)](#). During the interview, the employee is asked questions regarding wage rates, hours of work, and type of work performed. The interview is used to check the validity of information shown on the certified payroll records. See item seven below for information on cross checking interviews and payrolls.

Interview a minimum of two employees per contract, per month, including at least one interview from the prime contractor and each subcontractor until such time as the contract is accepted or all employees on the project have been interviewed. The number of interviews taken must constitute a representative sample of workers employed on the project, including a variety of crafts and trades.

The contract provisions allow you to interview employees during work hours on the job per Part V-3c, Payrolls and Basic Records of Form FHWA-1273. However, try to conduct the interviews at times that minimize disruption to the contractor's operation. Assure the interviewees that their statements will be confidential. Interview employees individually and away from supervisory personnel and other contractor staff. Do not disclose to the employer the identity of the employee without the employee's consent. Be sure the interviewer and the RE sign the form and file a copy in the project records.

Task 6: Maintain Written Evidence of Apprentices Employed on the Project

An apprentice is a contractor's employee who is registered in a formal training program governed by an apprenticeship committee. Part V-4a, Apprentices and Trainees of Form FHWA-1273, permits apprentices to work for less than the prevailing wage rate provided they are registered in bona fide apprenticeship program.

If the contractor uses apprentices, the RE must:

- a. Track apprentices used on the contract in daily reports
- b. Ensure apprentice classifications are correctly identified on certified payrolls
- c. Obtain and file written evidence from the contractor that apprentices are registered in an appropriate program
- d. Confirm the ratio of apprentices to journeyman is not greater than permitted by the apprenticeship agreement

Apprentices lacking evidence of registration, and apprentices in excess of allowable ratios must be paid the journeyman wage.

Written evidence of registration can be provided with form DAS-1, Apprenticeship Agreement, or a letter from the Department of Apprenticeship Standards.

On federal-aid projects, evidence of federal registration must be provided on U.S. DOL Form ETA-671, Program Registration and Apprenticeship Agreement, or a letter from the United States Office of Apprenticeship providing notice of registration.

If the number of apprentices is specified in the special provisions, the contractor must submit for a work plan specifying:

- a. Number of apprentices to be trained for each classification,
- b. Training program to be used, and
- c. Training start date for each classification.

The contractor must obtain approval of the plan before starting work. File a copy of the approved plan in the project records.

Task 7: Cross Check Daily Reports, Interviews, Payrolls and Wage Rates in Order to Determine Contractor and Subcontractor Compliance

Each month compare one of the employee interviews to the payroll record and daily reports for the week the interview was performed. Confirm that:

- a. Employee was classified properly for the work the employee was doing at the time of the interview as described in the daily reports
- b. Correct wage rate was paid for the proper classification
- c. Overtime rate was paid for any work in excess of 8 hours in a day or 40 hours in a week, or for the first eight hours work on a seventh consecutive day

A single worker may perform many different tasks covered by more than one craft or classification during the course of a single day. In this situation, the contractor may break up the work into the different classification and pay accordingly, or it may pay the worker the highest applicable wage rate for the entire day. If the highest wage rate is paid for the entire day, separate entries in the payroll records are not required.

If you find payroll discrepancies through review, random confirmation or worker complaints, see the CT Labor Compliance Policy Bulletin 11-01 for required follow up steps.

Task 8: Document that the Required Posters and Wage Rates are Displayed at the Job Site

Document that the posters and wage rates are legible and posted in plain view where employees are not intimidated to read them. If the project has multiple locations without a single gathering place, the contractor may need to be creative, mounting them to the porta-potty or a sandwich board that can be easily moved.

A photograph of the display is a good way to document that the contractor was in compliance. If you are unable to take a photo, the engineer performing the verification must note compliance in the daily report. Place a copy of the photo or daily report in the project labor compliance file.

A checklist helpful for performing verification is available at:

<https://dot.ca.gov/programs/construction/labor-compliance/labor-compliance-posters>.

Note that the laminated all-in-one posters many contractors purchase do not contain all the required information.

Task 9: Compare all Force Account (time and material) Billings to Certified Payrolls

Confirm the names of employees, wage rates, and hours listed on change order bills match information listed on the contractor's certified payrolls. If the documents do not show identical information, do not approve payment of the change order bill until the discrepancy is corrected.

Task 10: Take Action for Payroll Delinquencies, Discrepancies and Inadequacies**If the Contractor Fails to Submit all Certified Payrolls, or Submits Incomplete Certified Payrolls**

The RE must notify the contractor in writing which certified payroll documents are missing or inadequate, as well as withheld pay due to the contractor on the monthly progress payment. A withholding up to 10% of the payment is recommended a minimum of \$1,000 and a maximum of \$10,000. However, Part IV-3c, Payrolls and Basic Records of Form FHWA 1273 states contracting local agencies may cause the suspension of any further payments.

Make withholds separately for each payment period in which a new delinquency or inadequacy appears. When all delinquencies or inadequacies for a period have been corrected, release the withholds covering that period on the next progress payment. Withholdings can only be taken once for each missing document and do not compound on each monthly estimate. See [Labor Compliance Policy Bulletin 11-01](#) for required follow up steps.

A sample letter titled, "Notice of Delinquent or Inadequate Certified Payroll Records," can be found at the [Caltrans Labor Compliance](#) website and used to notify the Contractor of certified payroll issues. Be sure to use your local agency letterhead and modify the language as appropriate.

If the Contractor Refuses to Provide Payrolls

When contractor does not comply with your request to submit missing or corrected payrolls, the issues become violations and are compiled into a wage case.

If the prime contractor refuses to submit certified payrolls, the RE must notify the contractor by certified mail that payrolls have not been received. The letter advises the contractor that they are in violation of the contract, and if payrolls are not submitted within 10 days of receipt of this letter, penalties will be assessed in accordance with California Labor Code Section 1776(g) in the \$100 per worker for each calendar day the payroll has not been submitted. This type of penalty must be pre-approved by the Department of Industrial Relations prior to deducting any funds from the contractor. Process an administrative deduction in the full amount of labor compliance penalties on a monthly basis. These deductions are penalties and are not refundable to the contractor, regardless of the method used to obtain the payrolls. See Chapter 8: Labor Compliance of the Caltrans Construction Manual for further discussion on this matter and consult your Labor Compliance Officer.

Which Workers are Covered by the Labor Provisions of the Contract

Every laborer or mechanic employed at the job site or site of work that performs part of the contract work is subject to the labor provisions of the contract. The laborer or mechanic may be either an employee of the prime contractor, an employee of an approved or listed subcontractor, or some other person or firm who furnishes on-site labor, including;

- Employees of equipment rental firms operating rented or leased equipment used in the work
- Owner-operators of general construction equipment such as graders, cranes, or excavators
- Firms that furnish engineering services, such as construction inspection, materials testing, and land surveying, regardless of whether that firm is hired by the contractor or the local agency
- Suppliers and fabricators who install manufactured products
- Corporate officers, supervisors or foremen who, regularly and for a substantial period of time, perform journeyman work

The terms job site or site of the work as applied to labor compliance are not limited to the actual geographic location or limits of the project. These terms include any location or facility established for the sole or primary purpose of contributing to the specific project.

Typical examples include material sites, processing plants, fabrication yards, garages, or staging sites set up for the exclusive or nearly exclusive furtherance of work required by the project. Consult the Labor Compliance chapter of the Caltrans Construction Manual for more information on Covered and Non-Covered employees.

Equal Employment Opportunity (EEO)

This section presents the requirements for administration of the nondiscrimination and EEO provisions of the contract.

California nondiscrimination and EEO requirements for public works contractors are located in Title VI, Civil Rights Act; Section 12990, Government Code; Title 2, Fair Employment and Housing Commission; Sections 8107 and 8203, California Code of Regulations; Part II, Nondiscrimination of FHWA Form 1273 calls the contractor's attention to these and other requirements.

Item 4 Staff Report

DATE: OCTOBER 15, 2020
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: 2020 REGIONAL TRANSPORTATION PLAN

PROPOSED ACTION: Review the draft Policies, Action and Financial tables and provide comment and direction.

BACKGROUND: The 2020 Regional Transportation Plan is a project of the Overall Work Program and is a mandate for the Del Norte Local Transportation Commission.

This item is informational only. The main goals for the TAC meeting are to:

- Fill in the gaps on the project lists - we need to have construction years or prioritized projects before we can complete the financial element, as there currently is no differentiation between constrained and unconstrained projects.
- Present the updated policy element for review - we have expanded the goals for multimodal transportation and transit as well as added a section for consistency with the Del Norte Region SB 743 Implementation Plan.
- Provide the opportunity for additional general input on the policies, action and financial elements before they are presented to the public.

| Revenue Category | Revenue | | |
|--|--------------------------|--------------------------|-----------------------|
| | Short-Range (1-10 yr) | Long-Range (11-20 yr) | Total |
| Grant Programs | | | |
| Active Transportation Program (ATP)(1) | \$ - | \$ - | \$ - |
| Highway Safety Improvement Program (HSIP)(6) | \$ - | \$ - | \$ - |
| <i>Grant Programs Total</i> | \$ - | \$ - | \$ - |
| Bridge Programs | | | |
| Highway Bridge Program (HBP)(5) (26) | \$ 3,782,500 | \$ 6,375,000 | \$ 10,157,500 |
| <i>Bridge Programs Total</i> | \$ 3,782,500 | \$ 6,375,000 | \$ 10,157,500 |
| Roadway Programs - Local | | | |
| Highway Users Tax Account (HUTA) City of Crescent City (19) (20) | \$ 1,608,150 | \$ 1,575,388 | \$ 3,183,538 |
| Highway Users Tax Account (HUTA)(7) Del Norte County (19) (20) | \$ 10,325,517 | \$ 10,046,865 | \$ 20,372,382 |
| SB1 Roadway Maintenance and Rehabilitation Account (RMRA) City of Crescent City (19) | \$ 1,293,290 | \$ 1,293,290 | \$ 2,586,580 |
| SB1 Roadway Maintenance and Rehabilitation Account (RMRA) County of Del Norte (19) | \$ 9,929,499 | \$ 9,929,495 | \$ 19,858,994 |
| Roadway TCRF Loan Repayment (Crescent City) (19) (20) | \$ 86,046 | \$ 86,055 | \$ 172,101 |
| Roadway SB1 Loan Repayment (County of Del Norte) (19) (20) | \$ 659,493 | \$ 659,469 | \$ 1,318,962 |
| Regional Surface Transportation Program (RSTP) County of Del Norte (11)(23) | \$ 3,073,871 | \$ 3,696,881 | \$ 6,770,752 |
| Receipts from Federal Lands (Secure Rural Schools, 1908 Act, et. Al.)(12) (21) | \$ 9,588,522 | \$ 9,624,003 | \$ 19,212,525 |
| State Transportation Improvement Program (STIP)(14) (22) | \$ 252,000 | \$ 280,000 | \$ 532,000 |
| <i>Roadway Programs - Local Total</i> | \$ 36,816,387 | \$ 37,191,446 | \$ 74,007,834 |
| State Highway Operation and Protection Program - State | | | |
| State Highway Operation Protection Program (SHOPP)(13) | \$ 233,727,363 | \$ 200,000,000 | \$ 433,727,363 |
| <i>SHOPP - State Total</i> | \$ 233,727,363 | \$ 200,000,000 | \$ 433,727,363 |
| Transit Programs | | | |
| Federal Transit Administration (FTA) (17) | \$ 3,694,793 | \$ 3,621,537 | \$ 7,316,330 |
| Local Transportation Funds (LTF)(8) | \$ 6,066,881 | \$ 6,020,252 | \$ 12,087,133 |
| Low Carbon Transit Operations Program (LCTOP) (10) (24) (25) | \$ 525,633 | \$ 526,185 | \$ 1,051,818 |
| State Transit Assistance (STA) State of Good Repair- (16) | \$ 1,465,599 | \$ 1,573,320 | \$ 3,038,919 |
| Transit Fare Box Revenue(15) | \$ 1,548,300 | \$ 8,573,150 | \$ 10,121,450 |
| Other Transit Revenues (18) | \$ 65,000 | \$ - | \$ 65,000 |
| <i>Transit Programs - Total</i> | \$ 13,366,206 | \$ 20,314,443 | \$ 33,680,649 |
| Aviation Programs | | | |
| Annual Distribution for Aviation(2) | \$ 300,000 | \$ 300,000 | \$ 600,000 |
| <i>Aviation Programs - Total</i> | \$ 300,000 | \$ 300,000 | \$ 600,000 |
| Total Transportation Revenue | \$ 287,992,456 | \$ 264,180,890 | \$ 552,173,346 |

- (1) TAC recommended.
- (2) Based on \$10K/airport.
- (5) Based on assumption of 100% bridge toll matching funds.
- (6) TAC recommended.
- (7) Based on historic apportionments from State Controller.
- (8) Based on historic estimates.
- (10) State Controller LCTOP Apportionments
- (11) Based on historic estimates.
- (12) Based on 50% of total estimated apportionments from USDA.
- (13) Derived from Caltrans supplied project list
- (14) Estimate based on 2020 Report of STIP balances for FY 20/21 through 24/25
- (15) Based on 2019 SRTP. All years are "projected" shown in red and then averaged for 24/25 and beyond. Includes passenger fares and advertising revenue.
- (16) State Controller Website
- (17) Based on 2019 SRTP. All years are "projected" and then averaged for 24/25 and beyond and includes 5311 and 5311(f)
- (18) From Pg 209 in 2019 Short Range Transit Plan. DNLTC State Planning Assistance.
- (19) E 11-16, F 11-16 source: <http://californiacityfinance.com/LSR2005.pdf>
- (20) D 11-12, 15-16 source: A57https://www.sco.ca.gov/Files-AUD/roads_apportionment_1819.pdf
- (21) Source <https://www.fs.usda.gov/main/pts/securepayments/projectedpayments>
- (22) <https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/2020325-2020-stip-resolution-a11y.pdf>
- (23) 3% increase every year. Information from Tamera
- (24) E25 specific to RCTA (in <https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/lctop/fy1920-lctop-award-list-v2-a11y.pdf>)
- (25) D 25: <https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/f0009682-lctopeligibilitylist-1819-a11y.pdf>
- (26) There is a "beyond" allocation amount, unsure where it belongs <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hbp/status/d01/dist01-delnortecountyhbp.pdf>

**Table 4.1
Roadway Projects**

| Project Source | Funding Source | Road | Description | Cost | Year |
|-------------------------------|----------------|------------------------|---|---------------|------|
| Del Norte County | | | | | |
| 2016 RTP | TBD | Klamath Beach Rd. | US Highway 101 to Coastal Drive | \$ 21,850 | TBD |
| 2016 RTP | TBD | Low Divide Road | P.M. 0 to P.M. 5 | \$ 26,450 | TBD |
| 2016 RTP | TBD | Elk Valley Road | Howland Hill Road to Parkway Drive | \$ 12,950 | TBD |
| 2016 RTP | TBD | Requa Road | Requa Improvement Project - Requa Road and P.J. Murphy Memorial Drive | \$ 18,135 | TBD |
| 2016 RTP | TBD | Requa Road | US Highway 101 to P.J. Murphy Memorial Drive | \$ 400,000 | TBD |
| 2016 RTP | TBD | PJ Murphy Memorial Dr. | Requa Road to End | \$ 749,800 | TBD |
| 2020 RTP | TBD | Pebble Beach Drive | Hemlock Avenue to Washington Boulevard - Reconstruction | \$ 6,000,000 | TBD |
| 2020 RTP | HIP, RSTP | Washington Blvd. | Between Harrold Street and Burtshell Street - Culvert Replacement | \$ 500,000 | 2021 |
| 2020 RTP | TBD | Fred Haight Drive | At Morrison Creek - Culvert Replacement | \$ 475,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 1 - Klamath (chip seal) | \$ 280,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 2 - Bertsch Tract (chip seal) | \$ 189,750 | TBD |
| 2016 RTP | Road Fund | NA | Area 3 - Elk Valley & Parkway (chip seal) | \$ 375,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 4 - Filkins Tract (chip seal) | \$ 360,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 5 - West of Northcrest (chip seal) | \$ 140,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 6 - East of Northcrest (chip seal) | \$ 80,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 7 - Mid Lake Earl & Kings Valley (chip seal) | \$ 160,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 8 - Fort Dick (Chip Seal) | \$ 465,000 | TBD |
| 2016 RTP | Road Fund | NA | Area 10 - Hiouchi & Gasquet (chip seal) | \$ 630,000 | TBD |
| 2016 RTP | TBD | Northcrest Drive | Senior Center to Pine Grove School- Sidewalk Construction & Safety Improvements | \$ 575,000 | TBD |
| 2016 RTP | CDBG | NA | Roosevelt Tract- Drainage Improvements | \$ 1,725,000 | TBD |
| 2019 Regional SSAR | TBD | TBD | Pavement Delineation and guardrail Installation | \$ 8,725,000 | TBD |
| 2019 Regional SSAR | TBD | TBD | Signal Hardware Upgrade and Installation of Pedestrian Countdown Signal Heads | \$ 270,000 | TBD |
| <i>Del Norte County Total</i> | | | | \$ 22,178,935 | |
| Crescent City | | | | | |
| 2016 RTP | TBD | A Street | 7th St, Pacific Ave Reconstruction | \$ 2,000,000 | TBD |
| 2016 RTP | TBD | Front Street | A St. to L St., Revitalization (including subcomponents) | \$ 600,000 | TBD |
| 2016 RTP | Water Fund | Front Street | a. Water Infrastructure Improvements B Street to G Street | \$ 170,000 | 2020 |
| 2016 RTP | TBD | Front Street | a. Water Infrastructure Improvements G Street to L Street | \$ 200,000 | TBD |
| 2016 RTP | CDBG | Front Street | B. Storm Drain Improvements B Street to F Street | \$ 800,000 | 2020 |
| 2016 RTP | | Front Street | B. Storm Drain Improvements G Street to L Street | \$ 900,000 | TBD |
| 2016 RTP | TBD | Front Street | c. Pedestrian Improvements B Street to G Street (North Side) | \$ 600,000 | TBD |
| 2016 RTP | TBD | Front Street | c. Pedestrian Improvements D Street to G Street (South Side) & G Street to L Street | \$ 2,000,000 | TBD |
| 2016 RTP | TBD | Front Street | d. Transit Improvements (5310) | \$ 600,000 | TBD |
| 2016 RTP | TBD | Front Street | e. B Street Roundabout Improvements | \$ 2,000,000 | TBD |
| 2016 RTP | CDBG | Front Street | f. Roadway Reconstruction B Street to G Street | \$ 4,000,000 | 2020 |
| 2016 RTP | TBD | Front Street | f. Roadway Reconstruction D Street to G Street Parking & G Street to L Street | \$ 1,200,000 | TBD |
| 2016 RTP | SB1/TBD | K Street | Front St. to 3rd St. Reconstruction | \$ 600,000 | TBD |
| 2016 RTP | TBD | NA | Various Roadway Microsurfacing | \$ 1,000,000 | TBD |
| 2016 RTP | TBD | Sunset Circle | 101 to Elk Valley, Reconstruction | \$ 1,250,000 | TBD |
| 2020 RTP | TBD | 3rd Street | Beach to L St. Resurfacing | \$ 2,800,000 | TBD |
| 2020 RTP | TBD | 5th Street | Pebble Beach to L St. Resurfacing | \$ 2,800,000 | TBD |

**Table 4.1
Roadway Projects**

| Project Source | Funding Source | Road | Description | Cost | Year |
|--|----------------|-----------------------------------|---|---------------|------|
| 2016 RTP | TBD | 7th Street | Pebble Beach to L St. Reconstruction | \$ 5,000,000 | TBD |
| 2016 RTP | TBD | 8th Street | Pebble Beach to L St. Reconstruction | \$ 5,000,000 | TBD |
| 2016 RTP | TBD | Howe Drive | Stamps Way to B St., Rehabilitation & Parking Area | \$ 1,000,000 | TBD |
| 2016 RTP | TBD | Wendell Street | 4th Sr. to 9th St., Rehabilitation | \$ 1,000,000 | TBD |
| 2016 RTP | TBD | C Street | 5th St. to 9th St. , Rehabilitation | \$ 800,000 | TBD |
| 2016 RTP | TBD | D Street | 2nd St. to 9th St., Rehabilitation | \$ 1,400,000 | TBD |
| 2020 RTP | TBD | Taylor | Between 6th and 7th | \$ 200,000 | TBD |
| 2020 RTP | TBD | Harding | Hwy 101 to Truman ct., Rehabilitation | \$ 600,000 | TBD |
| 2020 RTP | TBD | Northcrest Drive | Rehabilitation | \$ 550,000 | TBD |
| 2020 RTP | TBD | Pebble Beach Dr. | 5th to City/County Limits Rehabilitation | \$ 1,400,000 | TBD |
| 2016 RTP | TBD | NA | Roosevelt Tract Annexation Area- Reconstruct existing streets (14 Blocks) | \$ 5,000,000 | TBD |
| 2016 RTP | TBD | NA | Other Annexation Areas- To be programmed | - | TBD |
| 2019 Regional SSAR | TBD | TBD | Sign and Pavement Delineation Upgrade | \$ 680,000 | TBD |
| 2019 Regional SSAR | TBD | TBD | Signal Hardware Upgrade and Installation of Pedestrian Countdown Signal Heads | \$ 234,000 | TBD |
| 2019 Regional SSAR | HSIP | Northcrest Dr and Harding Ave | Improve signal timing (coordination, phases, red, yellow, or operation), Install raised pavement markers and striping (Through Intersection), Improve pavement friction (High Friction Surface Treatments), Convert intersection to roundabout (from signal) | - | TBD |
| <i>Crescent City Total</i> | | | | \$ 46,384,000 | |
| Del Norte County and Crescent City Urban Boundary | | | | | |
| 2019 Regional SSAR | HSIP | Parkway Drive | At Washington Boulevard intersection construct traffic circle (roundabout) and related signs, striping, markers and/or lighting. | - | TBD |
| 2019 Regional SSAR | HSIP | Washington Blvd and Northcrest Dr | Improve signal hardware: lenses, back-plates, mounting, size, and number, Improve signal timing (coordination, phases, red, yellow, or operation), Provide Advanced Dilemma Zone Detection for high speed approaches, Convert signal to mast arm (from pedestal-mounted), Install raised pavement markers and striping (Through Intersection), Install flashing beacons as advance warning (S.I.), Improve pavement friction (High Friction Surface Treatments), Convert intersection to roundabout (from signal) | - | TBD |
| <i>Del Norte County and Crescent City Urban Boundary Total</i> | | | | - | |
| Caltrans | | | | | |
| 2016 RTP | SHOPP | US 199 | .4 mi. N of South Fork Road to .56 mi. S of Idlewild Maint. Station Rd.-High friction surface treatment | \$ 2,130 | TBD |
| Caltrans 0115000099 | SHOPP | US 101 | Last Chance Grade - repair slides, construct bypass from Wilson Creek Bridge to 3.8 miles North of Wilson Creek Bridge | \$ 339,233 | 2039 |
| Caltrans 0116000137 | SHOPP | US 101 | Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. Restore roadway to pre-slide condition. | \$ 9,985,000 | 2024 |
| Caltrans 0119000028 | SHOPP | SR 199 | Culvert rehabilitation and fish passage near Crescent City, at various locations from 0.3 miles north of Elk Valley Cross Road to 0.2 miles south of Walker Road. | \$ 3,574,000 | 2022 |
| Caltrans, 0116000005 | SHOPP | US 199 | Near the Oregon State line, from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel. | \$ 4,880,000 | 2023 |
| Caltrans 0115000094 | SHOPP | US 101 | In Klamath, from 0.2 mile south to 0.2 mile north of Ehlers Way. Extend the left-turn pocket at the intersection of Ehlers Way and Route 101. | \$ 1,585,000 | 2022 |
| Caltrans 0116000060 | SHOPP | US 199 | Near Gasquet, at the Idlewild Maintenance Station. Construct new office space building and rehabilitate water and septic system. | \$ 5,511,000 | 2023 |
| Caltrans 0112000287 | SHOPP | SR 199 | Collier Rest Area Rehab near Idlewild from Collier Rest Area entrance to north end of Collier Tunnel | \$ 2,721,000 | 2020 |
| Caltrans 0120000070 | SHOPP | US 101 | Construct ADA Path in Crescent City from 0.4 miles south of Washington Street Bridge to 0.2 mile West. | \$ 1,250,000 | 2024 |

**Table 4.1
Roadway Projects**

| Project Source | Funding Source | Road | Description | Cost | Year |
|--------------------------------------|----------------|------------|--|-----------------------|------|
| Caltrans 0120000101 | Maintenance | US 101 | Micro-surfacing near Smith River from 0.2 mile North of Rowdy Creek Bridge to Oregon State line. | \$ 606,000 | 2021 |
| Caltrans 0119000047 | Maintenance | SR 199 | Middle Fork Smith River Overlay near Patrick Creek from Patrick Creek Bridge to Oregon State Line | \$ 3,800,000 | 2021 |
| Caltrans 0117000070 | Maintenance | DN-Various | Replace Pavement Markers in Del Norte County at various locations | \$ 200,000 | 2022 |
| Caltrans 0118000190 | SHOPP | US 101 | CAPM Pavement Rehabilitation in and near Klamath River | \$ 30,864,000 | 2026 |
| Caltrans 0113000023 | SHOPP | US 101 | In and near Crescent City, from 0.3 mile south of Elk Valley Road to 0.2 mile north of Wilson Ave/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users. | \$ 8,017,000 | 2022 |
| Caltrans 0119000016 | SHOPP | SR 199 | In Del Norte County, at various locations from 0.6 mile north of Hiouchi Drive to 0.1 mile south of the Oregon State line. Culvert rehabilitation and fish passage | \$ 1,590,000 | 2022 |
| Caltrans 0116000128 | SHOPP | SR 199 | Near Gasquet, from 0.8 to 0.3 mile south of Hardscrabble Creek Bridge. Install High Friction Surface Treatment (HFST), signs, guardrail and centerline rumble strip. | \$ 1,502,000 | 2021 |
| Caltrans 0116000005 | SHOPP | SR 199 | Near the Oregon State line , from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel No. 01-0049 | \$ 4,880,000 | 2023 |
| Caltrans 0120000033 | SHOPP | US 101 | Wilson Creek Restoration & SPGA Wall near Klamath from Wilson Creek Bridge to 0.5 miles north | \$ 18,339,000 | 2028 |
| <i>Caltrans Total</i> | | | | \$ 99,645,363 | |
| <i>Roadway Projects Total</i> | | | | \$ 168,208,298 | |

**Table 4.2
Bridge Replacement or Rehabilitation Projects**

| Project Source | Funding Source | Road | Description | Cost | Year |
|--|----------------|------------|---|-----------------------|---------|
| Del Norte County | | | | | |
| 2020 RTP | HBP/TC | Requa Road | Hunter Creek Bridge (01C0011) | \$ 12,120,000 | 2022-23 |
| <i>Del Norte County Total</i> | | | | \$ 12,120,000 | |
| Caltrans | | | | | |
| Caltrans 0100020444 | SHOPP | US 101 | Near Klamath, at Panther Creek Bridge No. 01-0025 and Hunter Creek Bridge No. 01-0020 - Replace Bridges | \$ 23,397,000 | 2023 |
| 2020 SHOPP 0120000028 | SHOPP | US 101 | Near Klamath, at Panther Creek Bridge No. 01-0025 and at Hunter Creek Bridge No. 01-0003. Environmental mitigation monitoring for project EA 0B090. | \$ 438,000 | 2021-22 |
| 2020 SHOPP 0100000193 | SHOPP | US 101 | Near Crescent City from 0.3 mile south to 0.4 mile north of Smith River (Dr. Ernest M Fine Memorial) Bridge No. 01-0020. Replace bridge | \$ 79,035,000 | 2025 |
| Caltrans 0115000108 | SHOPP | US 101 | Fish passage mitigation near Smith River at Dominie Creek | \$ 5,293,000 | 2023 |
| Caltrans 0118000186 | SB1 RMRA | Various | Bridge repair at various locations in Del Norte County | \$ 1,022,000 | 2021 |
| Caltrans 0100020444 | SHOPP | US 101 | Near Klamath, bridge replacement at Panther Creek and Hunter Creek | \$ 23,397,000 | 2023 |
| Caltrans 0119000116 | Maintenance | DN-Various | Rehab Bridge Decks at various locations in Del Norte County | \$ 1,500,000 | 2023 |
| <i>Caltrans Total</i> | | | | \$ 134,082,000 | |
| <i>Bridge Replacement or Rehabilitation Project Total</i> | | | | \$ 146,202,000 | |

**Table 4.3
Bicycle and Pedestrian Projects**

| Project Source | Funding Source | Road | Description | Cost | Year |
|-------------------------|----------------|-----------------------------|--|--------------|------|
| Del Norte County | | | | | |
| 2016 RTP | TBD | First Street | Smith River Elementary School Gap Closure Project | - | TBD |
| 2016 RTP | TBD | Glenn Street | Small Avenue to Hamilton Avenue | \$ 300,000 | TBD |
| 2016 RTP | CDBG | Harrold Street | Washington Boulevard to Wilson Avenue | \$ 1,725,000 | TBD |
| 2016 RTP | TBD | Third Street | Fred Haight Drive to Beckstead Road | \$ 1,150,000 | TBD |
| 2016 RTP | TBD | Washington Blvd. | Washington Park Gap Closure Project | \$ 856,000 | TBD |
| 2016 RTP | TBD | Sarina Road | US Highway 101 to First Street | \$ 379,500 | TBD |
| 2016 RTP | TBD | First Street | Sarina Road to North Beckstead Avenue | \$ 584,000 | TBD |
| 2016 RTP | TBD | Fred Haight Drive | US Highway 101 South to First Street | \$ 2,450,000 | TBD |
| 2016 RTP | TBD | Morehead Road | Lake Earl Drive to Lower Lake Road | \$ 3,150,000 | TBD |
| 2017 ATP | TBD | Elk Valley Road | Howland Hill to Parkway | \$ 3,795,000 | TBD |
| 2016 RTP | TBD | Elk Valley Crossroad | US Highway 101 to Lake Earl Drive | \$ 1,185,000 | TBD |
| 2016 RTP | TBD | Blackwell Lane | Lake Earl Drive to Railroad Avenue | \$ 1,570,000 | TBD |
| 2016 RTP | TBD | Ocean View Dr. | US Highway 101 North to Indian Road | \$ 3,085,000 | TBD |
| 2016 RTP | TBD | Ocean View Dr. | US Highway 101 South to Indian Road | \$ 6,010,000 | TBD |
| 2016 RTP | TBD | Alder Road | Blackwell Lane to Lake Earl Drive | \$ 455,000 | TBD |
| 2016 RTP | TBD | Kings Valley Road | Wonder Stump Road Extension to Rellim Road | \$ 835,000 | TBD |
| 2016 RTP | TBD | Timbers Blvd. | US Highway 101 to Fred Haight Drive | \$ 930,000 | TBD |
| 2016 RTP | TBD | Gasquet Flat Rd. | US Highway 199 to Middle Fork Road | \$ 4,360,000 | TBD |
| 2016 RTP | TBD | Middle Fork Gasquet | US Highway 199 to Gasquet Flat Road | \$ 190,000 | TBD |
| 2016 RTP | TBD | Old Mill Road | Northcrest Drive to Dillman Road | \$ 500,000 | TBD |
| 2016 RTP | TBD | Endert's Beach Rd. | US Highway 101 to End (National Park Service) | \$ 240,000 | TBD |
| 2016 RTP | TBD | South Fork Road | S Fork Road and Douglas Park Rd intersection to Big Flat | \$ 54,000 | TBD |
| 2016 RTP | TBD | South Fork Road | Douglas Park Drive to Big Flat Road | \$ 340,000 | TBD |
| 2016 RTP | TBD | Railroad Avenue Ext. | Boulder Avenue to Elk Valley Cross Road | \$ 555,000 | TBD |
| 2016 RTP | TBD | Rowdy Creek Rd. | US Highway 101 to Smith River NRA | \$ 33,000 | TBD |
| 2017 ATP | TBD | Lower Lake Road | Lake Earl Dr to Kellogg Rd | \$ 12,000 | TBD |
| 2017 ATP | TBD | Lower Lake Road | Lake Earl Dr to Kellogg Rd | \$ 5,530,000 | TBD |
| 2016 RTP | TBD | Lower Lake Road | Lake Earl Drive to Pala Road | \$ 6,500,000 | TBD |
| 2016 RTP | TBD | Kellogg Road | Lower Lake Road to End (Kellogg Beach) | \$ 6,000 | TBD |
| 2016 RTP | TBD | Old Mill Road | Dillman Road to Lake Earl Wildlife Area | \$ 1,710,000 | TBD |
| 2016 RTP | TBD | Riverside Street | Washington Boulevard to End (Dead Lake) | \$ 230,000 | TBD |
| 2017 ATP | TBD | NA | Coast-to-Caves Trail - Crescent City to Oregon Caves National Monument | - | TBD |
| 2017 ATP | TBD | NA | Coast-to-Caves Trail - Crescent City to Harrington Mountain | - | TBD |
| 2017 ATP | TBD | Elk Vallley Connector Trail | Mill Creek Trailhead to SW corner of Martin Ranch | - | TBD |
| 2017 ATP | TBD | Elk Vallley Connector Trail | Mill Creek Trailhead to Enderts Beach | - | TBD |
| 2017 ATP | TBD | Humboldt Road | Sidewalk from Roy Ave to Highway 101 | \$ 1,205,000 | TBD |
| 2017 ATP | TBD | Northcrest Drive | Sidewalk from Washington Blvd to Harding Ave on east side of roadway | \$ 1,435,000 | TBD |
| 2017 ATP | Grant | NA | Clifford Kamph Memorial Park- Maintain and improve beach access and trail system, including park facilities and restrooms | - | TBD |
| 2017 ATP | TBD | NA | Florence Keller County Park - Maintain and improve existing trail system for active transportation users including park facilities and restrooms | - | TBD |
| 2017 ATP | Grant | Pebble Beach Drive | Bluffs, North and South Stairs - Maintain and improve parking facilities; continue use of informal paths by active transportation users | - | TBD |
| 2017 ATP | TBD | NA | Point Saint George - Maintain and improve associated parking facilities; continue use of informal and formal paths for Active Transportation users | - | TBD |
| 2017 ATP | TBD | NA | Ruby Van Deventer County Park - Maintain and improve park access and existing trail system for active transportation | - | TBD |
| 2017 ATP | Grant | Wavecrest Drive | Maintain and improve beach access for active transportation users including parking facilities | - | TBD |

**Table 4.3
Bicycle and Pedestrian Projects**

| Project Source | Funding Source | Road | Description | Cost | Year |
|--|----------------|--|--|----------------------|------|
| 2017 ATP | ATP | Minot Creek Road | (Klamath) Margaret Keating Elementary School -Install zone signs and pavement markings | - | TBD |
| 2017 ATP | ATP | Arlington Drive | Mary Peacock Elementary School - Sidewalk gap closure, curb ramp improvements between Adams Ave and W Washington Blvd | \$ 575,000 | TBD |
| 2017 ATP | ATP | | Mountain School - Further analysis of drop off area circulation | - | TBD |
| 2017 ATP | ATP | Northcrest Drive, Carole and Northcrest | Pine Grove School - Traffic calming on Northcrest Dr and foot gate monitoring policy for access off of Carole and Northcrest | - | TBD |
| 2017 ATP | ATP | NA | Redwood Elementary - Reconfigure parking | - | TBD |
| 2017 ATP | ATP | NA | (Smith River) Smith River School Improve crosswalks | - | TBD |
| 2017 ATP | ATP | NA | Sunset High School - Install turn pockets at school entrance and identify school zone on EVC directly in front of school | - | TBD |
| 2017 ATP | ATP | Fred Haight Drive | Highway 101 on south end to Wilson Lane | \$ 75,000 | TBD |
| 2017 ATP | ATP | First Street and Sarina Road | Highway 101/Sarina Road to First Street to Fred Haight Drive | \$ 2,530,000 | TBD |
| 2017 ATP | ATP | Pacific Coast Bike Route | Shoulder Widening - DN - 101 - 7.880-7.93a (0.13 mi) | \$ 230,000 | TBD |
| 2017 ATP | ATP | Pacific Coast Bike Route | Shoulder Widening - DN-101 - 18.90-19.89 (0.99 mi) | \$ 1,955,000 | TBD |
| 2017 ATP | ATP | Pacific Coast Bike Route | Shoulder Widening - DN-101 - 120.20-22.47 (2.27 mi) | \$ 4,485,000 | TBD |
| 2017 ATP | ATP | Pacific Coast Bike Route | Shoulder Widening - DN-101 - 22.47-23.60 (1.23 mi) | \$ 2,300,000 | TBD |
| 2017 ATP | ATP | Pacific Coast Bike Route | Shoulder Widening - DN-101 - 8.51-8.53 (0.02 mi) | \$ 805,000 | TBD |
| <i>Del Norte County Total</i> | | | | \$ 64,314,500 | |
| Crescent City | | | | | |
| 2019 SSAR | ATP | Northcrest Drive and Harding Avenue | Install pedestrian countdown signal heads, Install pedestrian crossing (S.I.), Install advance stop bar before crosswalk (Bicycle Box) | - | TBD |
| 2016 RTP | TBD | Pebble Beach Dr. | 6th St. to 9th St. Pedestrian Improvements | \$ 1,000,000 | TBD |
| 2016 RTP | TBD | NA | Bicycle Racks- 8 locations | \$ 8,000 | TBD |
| 2016 RTP | TBD | 8th Street / K St. | Class 2 Bike Lane | \$ 100,000 | TBD |
| 2016 RTP | TBD | NA | City Wide Priority Pedestrian Improvements | \$ 1,500,000 | TBD |
| 2017 ATP | TBD | Hobbs Wall Trail | M St to DFG | \$ 2,000,000 | TBD |
| 2017 ATP | TBD | Highway 101 | Traffic calming - Highway 101 on North and South entrances to Crescent City | \$ 1,200,000 | TBD |
| 2017 ATP | TBD | Front Street | A Street to N Street | \$ 2,000,000 | TBD |
| 2017 ATP | TBD | Highway 101 | Non motorized improvements between the Gateway Projects | - | TBD |
| 2017 ATP | ATP | G Street | Crescent Elk Middle School - Install curb ramps on both sides of G St crosswalks | \$ 10,000 | 2018 |
| 2017 ATP | ATP | 10th and E Streets | Install curb ramps | - | TBD |
| 2017 ATP | ATP | C & D Street between 2nd to 4th Uncharted Shores Academy | Install curb ramps at crosswalks adjacent to school grounds | - | TBD |
| 2017 ATP | ATP | West Harding Avenue | New sidewalks on West Harding between El Dorado and Breen Streets | \$ 25,000 | 2017 |
| 2017 ATP | ATP | Sunset Circle | Existing gap on California Coastal Trail | \$ 619,000 | 2020 |
| 2017 ATP | ATP | 9th, Front, K, and 2nd St | City Streets | \$ 100,000 | TBD |
| 2020 RTP | TBD | Howe Drive | Coastal Trail Resurfacing | - | TBD |
| <i>Crescent City Total</i> | | | | \$ 8,562,000 | |
| Del Norte County and Crescent City Urban Boundary | | | | | |
| 2019 SSAR | ATP | Summer Lane | From Washington Blvd to 0.3 miles north: Install bike lanes, install pedestrian crossing (with enhanced safety features) | - | TBD |
| <i>Del Norte County and Crescent City Urban Boundary Total</i> | | | | - | |
| Bicycle and Pedestrian Project Total | | | | \$ 72,876,500 | |

**Table 4.4
Transit Projects**

| Project Source | Funding Source | Description | Cost | Year |
|--------------------------------------|-----------------------|---|---------------------|---------------------------------|
| 2016 RTP | PTMISEA/TDA/FTA | Continued vehicle replacement (13 buses 7 yr lifecycles) | \$ 6,480,000 | Various |
| 2016 RTP | STA SGR | Passenger Facility Improvements to Top Priority Locations (shelters, pads, benches, trash etc.) | \$ 228,690 | 2020-2026 |
| 2019 RCTA SRTP | N/A | Pilot - Tourist Service - Extend Route 199 to Anchor Beach Inn | \$ 10,000 | TBD |
| 2019 RCTA SRTP | N/A | Pilot - Tourist Service -Add an early evening run to Route 199 | \$ 8,000 | TBD |
| 2019 RCTA SRTP | N/A | Pilot - Tourist Service - Add stops at Motels/Hotels on Route 20 | \$ 16,000 | TBD |
| 2019 RCTA SRTP | CTSA TDA | Travel Training Program - CTSA Annual | \$ 200,000 | Various |
| 2019 RCTA SRTP | CTSA TDA | ADA Certification Program - CTSA Annual | \$ 240,000 | Various |
| 2019 RCTA SRTP | CTSA TDA | Support/Expand Existing Senior Center Volunteer Driver Program | - | TBD |
| 2019 RCTA SRTP | TDA | Consolidate brochures for Crescent City Routes, Route 20, and Route 199 into one route and schedule guide | \$ 5,000 | 2021 |
| 2019 RCTA SRTP | N/A | Procure AVL/CAD System - provide Real time information | \$ 200,000 | TBD |
| 2019 RCTA SRTP | TDA | Enhanced Marketing to Build Awareness of Redwood Coast Transit Services | \$ 200,000 | Various |
| 2019 RCTA SRTP | TDA | Market Research Projects - O/B Surveys, Gatekeeper Focus Groups | \$ 175,000 | 2021 ,2025, 2029, 2033, 2037 |
| <i>Transit Projects Total</i> | | | \$ 7,762,690 | |

**Table 4.5
Aviation Projects**

| Project Source | Description | Cost | Year |
|--------------------------------|---|----------------------|-------------|
| Ward Airport | | | |
| 2016 RTP | Perimeter Fencing | \$ 250,000 | 2021 |
| 2016 RTP | Obstruction Clearance | \$ 175,000 | 2016-2030 |
| 2016 RTP | Slurry Seal Runway & Apron | \$ 175,000 | 2022 |
| 2017 ALUCP | Add perimeter fencing | - | 2021 |
| 2017 ALUCP | Clear obstructions | - | 2016-2030 |
| | Annual Maintenance (Short Term) | \$ 100,000 | 2020-2030 |
| | Annual Maintenance (Long Term) | \$ 100,000 | 2030-2040 |
| <i>Ward Airport Total</i> | | <i>\$ 800,000</i> | |
| McBeth Airport | | | |
| 2016 RTP | Obstruction Clearance | \$ 75,000 | 2016-2030 |
| | Annual Maintenance (Short Term) | \$ 100,000 | 2020-2030 |
| | Annual Maintenance (Long Term) | \$ 100,000 | 2030-2040 |
| <i>McBeth Airport Total</i> | | <i>\$ 275,000</i> | |
| McNamara Airport | | | |
| 2016 RTP | Construct Terminal Parking Lot | \$ 6,069,000 | TBD |
| 2016 RTP | Complete Final Design of Terminal Replacement | \$ 1,900,000 | TBD |
| 2016 RTP | Reimbursable Agreements | \$ 1,000,000 | TBD |
| 2016 RTP | Construct New Terminal Apron | \$ 2,673,000 | TBD |
| 2016 RTP | Construct New Terminal Building (17,867 sq. ft.) | \$ 16,391,000 | TBD |
| 2016 RTP | Design Runway Overlay Project | \$ 250,000 | TBD |
| 2016 RTP | Overlay Runways 1237 & 1836 | \$ 8,822,000 | TBD |
| 2016 RTP | Acquire Property for Extension of Rwy 11/29 | \$ 1,400,000 | TBD |
| 2016 RTP | Design of Extension of Rwy 11/29 & Road Realignment | \$ 600,000 | TBD |
| 2016 RTP | Realignment of Washington Blvd and Riverside Street | \$ 1,000,000 | TBD |
| 2016 RTP | Extension of Rwy 11/29 | \$ 15,000,000 | 2022 |
| 2016 RTP | Acquire new larger Airport Rescue Fire Fighting (ARFF) vehicle (to meet requirements for larger aircraft) | \$ 750,000 | 2022 |
| | Annual Maintenance (Short Term) | \$ 100,000 | 2020-2030 |
| | Annual Maintenance (Long Term) | \$ 100,000 | 2030-2040 |
| <i>McNamara Airport Total</i> | | <i>\$ 56,055,000</i> | |
| Ground Access Projects | | | |
| 2016 RTP | Design and construct RSA grading and filling projects | \$ 1,305,000 | TBD |
| <i>Ground Access Total</i> | | <i>\$ 1,305,000</i> | |
| Aviation Projects Total | | \$ 58,435,000 | |

**Table 4.6
Tribal Projects**

| BIA # | Project Source | Funding Source | Road/Location | Project Name/Location | Cost | Year |
|--|----------------|------------------|--|---|--------------|------|
| Elk Valley Rancheria | | | | | | |
| - | 2016 RTP | TBD | Martin Ranch Road | Construct Elk Ranch Road on the Martin Ranch | - | TBD |
| - | 2016 RTP | TBD | Dale Rupert Road | Construction - Improvements to Dale Rupert Road | - | TBD |
| - | 2016 RTP | TBD | US 101 | At Sandmine Road - Construction - Improve left turn channelization for Southbound traffic on US 101 | - | TBD |
| - | 2016 RTP | TBD | US 101 | At Humboldt Road - Construction - Add declaration lane to US 101 for Northbound traffic turning right onto Humboldt Road | - | TBD |
| - | 2016 RTP | TBD | US 101 | At Humboldt Road and Sandmine Road - construction - Add southbound acceleration lane from Humboldt and Sandmine Roads onto US 101 | - | TBD |
| - | 2016 RTP | TBD | Matthews Street, Norris Avenue and Howland Hill Rd | Facilities - Curbs, gutters, sidewalks and lights | - | TBD |
| - | 2016 RTP | TBD | US 199 | Construction - Construct alternate route to Last Chance Grade | - | TBD |
| Tolowa Dee-ni' Nation (Smith River Rancheria) | | | | | | |
| - | 2016 RTP | TBD | Lucky 7 Casino Access Road | Relocate Lucky 7 Casino Access Road - Roadway Realignment | - | TBD |
| 3041 | 2016 RTP | TBD | North Indian Road | Construct Sidewalks | - | TBD |
| 3074 | 2016 RTP | TBD | Oceanview Drive | Roadway Rehabilitation- overlay | - | TBD |
| - | 2016 RTP | TBD | Oceanview Drive | Widen shoulder or construct separate pedestrian path along downhill side of road | - | TBD |
| 3041 | 2016 RTP | TBD | South Indian Road | Planting strip and unpaved pedestrian path along west side of road | - | TBD |
| D309 | 2016 RTP | TBD | 1st Street | Construct sidewalks from North Beckstead to Sarina Rd | - | TBD |
| 101 | 2016 RTP | TBD | US 101 | North Indian Road to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek - Various gateway treatment and traffic calming measures | \$ 2,750,000 | TBD |
| 101 | 2016 RTP | TBD | US 101 | Lake Earl Drive to Oregon Border - Various traffic calming improvements- turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines | \$ 2,750,000 | TBD |
| - | 2016 RTP | TTP | North and South Indian Rd | N/S Indian Road & Mouth of Smith River Road | - | TBD |
| Yurok Tribe | | | | | | |
| Roadways and Bridges | | | | | | |
| - | 2016 LRTP | State of CA | SR 169 | Reconstruction of 20.1 miles of State Route 169 from Wautec to Weitchpec with design speeds as specified by Caltrans. | - | TBD |
| - | 2016 LRTP | State of CA | SR 169 | Implementation of safety improvements along 20.1 miles of State Route 169 from Wautec to Weitchpec as specified by Caltrans. | - | TBD |
| - | 2016 LRTP | State of CA | SR 169 | Extension of Route 169 connecting Wautec to HWY 101 requiring the construction of a bridge over the Klamath River near Wautec and a 13-mile connection route to HWY 101 with a design speed of 30-mph as specified by Caltrans. | - | TBD |
| - | 2016 LRTP | BIA | Morek Wan Road | Reconstruction, widening, and paving of 0.35 miles of Morek Wan Road and 0.8 miles of McKinnon Hill Road. | - | TBD |
| - | 2016 LRTP | BIA | Lake Prairie Road | Reconstruction, widening, and paving of 3.35 miles of Lake Prairie Road. | - | TBD |
| - | 2016 LRTP | BIA | Weitchpec New Village Road | Reconstruction, widening, and paving of 0.2 miles of Weitchpec New Village Road. | - | TBD |
| - | 2016 LRTP | BIA | Tulley Creek Road | Resurfacing BIA Section of Tulley Creek Road (BIA Route 3) (2.3 miles) with Chip Seal or reconstruction, widening, and paving Tulley Creek Road. | - | TBD |
| - | 2016 LRTP | BIA | Ke'pel Road | Drafting of an investigation/feasibility study for potential new crossing location above existing crossing at Ke'pel Road gap over Coon Creek. | - | TBD |
| - | 2016 LRTP | BIA | Wausek Road | Improvement of 0.30 miles of Wausek Road (BIA 4240). | - | TBD |
| - | 2016 LRTP | BIA | Blake Road | Upgrade of 0.30 miles of Blake Road. | - | TBD |
| - | 2016 LRTP | Del Norte County | Requa Road | Raising of the Requa Road Prism between Hunter Creek and Salt Creek and the replacement of both creek crossing structures. | - | TBD |
| - | 2016 LRTP | BIA/State/County | Various | Pavement overlays and re-striping of all existing paved roads (State, County, and BIA) that have not been previously listed. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | NA | Development of a Project Study Report for the creation of a Yurok Road Maintenance Division. | - | TBD |

**Table 4.6
Tribal Projects**

| BIA # | Project Source | Funding Source | Road/Location | Project Name/Location | Cost | Year |
|--------------------------------------|----------------|------------------------------|---|---|------|------|
| River Transit | | | | | | |
| - | 2016 LRTP | Yurok Tribe | NA | Acquire two ferries | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Blue Creek | Dock at Blue Creek | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Various | Maintenance of six up-river gravel launch sites | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Various | Secured parking facilities and a coordinated interconnection with a Yurok bus and transit system | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Transportation Facilities Building | Transportation Facilities Building (Shared project with Public Transportation) | - | TBD |
| - | 2016 LRTP | Yurok Tribe | NA | Redwood Canoe Adventure Program | - | TBD |
| Public Transportation | | | | | | |
| - | 2016 LRTP | Yurok Tribe | Various | Implementation of a Public Bus System - Secure parking facilities | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Transportation Facilities Building | Transportation Facilities Building (Shared project with River Transit) | - | TBD |
| Bicycle and Pedestrian/Trails | | | | | | |
| - | 2016 LRTP | BIA/State/County | HWY 101, HWY 169 | The creation of Pedestrian Paths along HWY 101 and 169 in Del Norte including signage, widening of shoulders, and other actions necessary to accommodate pedestrian traffic | - | TBD |
| - | 2016 LRTP | BIA/State/County | Various | Overall improvements of bicycle/pedestrian accessibility throughout the Reservation | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | Coyote Creek | Coyote Creek Bike Trail | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | NA | B-Line Bike Trail | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | Klamath Beach Road | Klamath Beach Road Bike Trail | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Klamath | Create a 1 mile exercise trail with fitness stations in Klamath including a route kiosk, route striping/signage, and parcourse-style fitness equipment. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Various | Create a fitness trail network in proximity to upriver populated villages. These networks could combine trail segments that also function for transportation. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Various | The creation of a culturally appropriate multi-route interconnected Yurok trail system network throughout the Reservation and nearby lands. | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | East Side Trail | East Side Trail | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | Berry Glen Trail | Berry Glen Trail | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | Skunk Cabbage North | Skunk Cabbage North | - | TBD |
| - | 2016 LRTP | Nat'l Park Service | Redwood Creek Trail | Redwood Creek Trail | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Tribal Office Tsunami Trail | Tribal Office Tsunami Trail | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Requa Tsunami Trail | Requa Tsunami Trail | - | TBD |
| - | 2016 LRTP | Yurok Tribe/State | Klamath Glen Tsunami Trail | Klamath Glen Tsunami Trail | - | TBD |
| - | 2016 LRTP | County/State | NA | Coastal Trail Implementation and Interpretation | - | TBD |
| - | 2016 LRTP | Caltrans | Wautec to Klamath Glen Trail | Wautec to Klamath Glen Trail | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Margaret Keating Trails | Margaret Keating Trails | - | TBD |
| - | 2016 LRTP | Yurok Tribe | River Transit Trails | River Transit Trails | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails | Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails | - | TBD |
| - | 2016 LRTP | Yurok Tribe/NPS/State/County | High Country Cultural Trail | High Country Cultural Trail | - | TBD |

**Table 4.6
Tribal Projects**

| BIA # | Project Source | Funding Source | Road/Location | Project Name/Location | Cost | Year |
|------------------------------------|----------------|----------------------------------|---------------|---|------|------|
| Safety | | | | | | |
| - | 2016 LRTP | BIA/State/County | Various | Overall safety infrastructure improvements on the Reservation, including implementation of traffic control signs and maintenance of helipad sites. | - | TBD |
| - | 2016 LRTP | BIA/State/County/Yurok Tribe | Various | Traffic calming on Highway 169, Weitchpec Village, and Old Village Road including street trees and pedestrian bulbouts, enhanced crosswalks, etc. | - | TBD |
| - | 2016 LRTP | Yurok Tribe/County/Pacific Power | Various | Street lighting on Klamath Boulevard, Salmon Road, Klamath Circle, and Silverside Circle. | - | TBD |
| Emergency Access/Evacuation | | | | | | |
| - | 2016 LRTP | Yurok Tribe | NA | Drafting a Preliminary Study Report evaluating potential emergency access and evacuation needs of the Reservation | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Various | Employ adequate signage of public roads, access facilities, and private drives at intersection and appropriate locations throughout the reservation. Culturally appropriate signs designed with both traditional local Yurok place names and current road names in English would be the preferable alternative. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | NA | Pursue negotiations with Green Diamond Resource Company to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | NA | Identify and pursue negotiations with other landowners to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | NA | Distribute the Emergency Access Route System map to all partnering agencies that are responsible for emergency response within and surrounding the Yurok Reservation. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | NA | Establish an emergency road maintenance fund to clear and repair roads impacted by winter storms for health, safety, and welfare of the Yurok Tribe. | - | TBD |
| - | 2016 LRTP | Yurok Tribe | Various | Establish a comprehensive geo-coding system for all residences, facilities, and other important locations throughout the reservation. | - | TBD |
| Environmental | | | | | | |
| - | 2016 LRTP | Yurok Tribe/State | Various | Improve all drainage structures and culverts on Reservation to ensure fish passage where necessary | - | TBD |

DRAFT



2020 Del Norte County
Regional Transportation Plan
Draft Policy Element

October 2020



Blank Page

Policy Element - DRAFT

1. State Highways and Regional Roadways

1.1. Primary Issues:

With low traffic volumes and minimal population growth, expanding the traffic capacity of roadways is not a priority. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. According to the 9 most recent years of the Caltrans Collision Analysis on California State Highways, from 2009-2017, District 1 had significantly higher accident and fatality rates than other Districts in California across most highway types. The collision rates for District 1 ranged from 1.1 times to 1.3 times greater than the statewide average for similar facilities. The fatality rates for District 1 ranged from 2.9 to 4.4 times greater than the statewide average for similar facilities. Addressing such high collision and fatality rates is an important step to address the overall safety of the region. In addition to safety, maintaining regional roadways and connectivity to Humboldt County, Curry County and Josephine County is a critical concern for the region.

Goal 1: Provide and maintain a safe, efficient, and convenient county-wide roadway system.

Objective:
Identify and prioritize improvements to the roadway system.

Policy 1.1:
Prioritize roadway projects according to pavement condition and safety and operational deficiencies, including required maintenance and repair, in the most cost-effective manner given available resources.

Objective:
Maintain roadways at acceptable safety standards.

Policy 1.2:
Identify and eliminate unsafe conditions on state highways and regionally significant roadways and intersections.

Objective:
Employ Intelligent Transportation System (ITS) strategies when feasible and cost effective.

Policy 1.3:
The DNLTC will consider implementation of Intelligent Transportation Systems (ITS) technologies for individual modes based on availability and funding.

Objective:
Implement improvement projects which will increase the walkability, bikeability and attractiveness of downtown areas.

Policy 1.4:
Caltrans and local agencies will pursue traffic calming and streetscape projects in the downtown Crescent City area.

Objective:
Improve funding availability from State and Federal resources.

Policy 1.5:
Advocate for increased funding for projects in the Del Norte region.

Policy 1.6:
Maintain and upgrade existing roads as a priority over the construction of new roads to new areas except when the public benefit clearly outweighs overall costs.

Policy 1.7:

Improve project competitiveness by building solid project foundations through planning and project development efforts.

Goal 2: Support recreational travel by making it safe, easy and inviting.

Objective:

Increase safety along US 101 and US 199, the main routes for travelers and tourists in the County.

Policy 2.1:

Support improvements to US 101 that address stability problems at Last Chance Grade.

Policy 2.2:

Support projects that improve safety and accessibility for recreational travelers on US 101 and US 199/SR 197.

2. Local Roads

2.1 Primary Issues:

Pavement maintenance and safety improvements continue to be the highest priorities for the local road system.

Goal 3: Upgrade and improve roadways in order to preserve the existing County roadway system.

Objective:

Improve overall pavement condition ratings to a Pavement Surface Evaluation Rating (PASER) rating of 8.0 or better (~80 PCI) so as to reduce the need for expensive roadway reconstruction projects over the long-term.

Policy 3.1:

Develop a Pavement Management Plan and roadway inspection schedule as recommended in the *Pavement Management System and Roadway Data Analysis Report*.

Policy 3.2:

Prioritize roadway maintenance projects based on pavement condition data obtained from the *Pavement Management System and Roadway Data Analysis Report*, the overall regional importance of the local roadway, and cost effectiveness.

Objective:

Accept new roads into the locally maintained road system only when they meet the criteria established by the City or County and when financial means exist.

3. Multi-modal Transportation

3.1. Primary Issues:

There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists and residents in Del Norte County. Wider shoulders, especially on US 101, bicycle lanes, sidewalks and crosswalks will improve safety and connectivity between community destinations and intra-county travel (i.e. Coast to Caves and Coast to Crest Trails). U.S. 199 and Dr. Fine Bridge on US 101 near Smith River are examples of roadways without shoulders. This discourages the use of active modes of transportation as well as the use of the trails that extend from these facilities.

With 35% of Del Norte residents and 39% of Crescent City residents having under a 10-minute commute to work, many could feasibly utilize alternative

transportation with the right infrastructure in place. Increasing multi-mobility options such as active transportation and transit will reduce greenhouse gas emissions while benefiting the health and livability of residents.

Goal 4: Provide a safe, convenient and efficient multi-modal transportation system that is part of a balanced overall transportation system.

Objective:

Incorporate bicycle, pedestrian, and transit improvements when planning roadway improvements.

Policy 4.1:

Prioritize roadway and street designs that avoid bicycle-auto, pedestrian-auto and bicycle-pedestrian conflicts.

Policy 4.2:

Implement “Complete Streets” policies that foster equal access by all users in roadway design.

Policy 4.3:

Maximize multi-modal access to the roadway system and eliminate barriers to alternative transportation systems.

Policy 4.4:

Encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, install, and maintain roads in Del Norte County to build a coordinated and balanced transportation system.

Policy 4.5:

Prioritize improvement projects which will increase bicycle and pedestrian safety along corridors and intersections frequently used by school children, recreational cyclists, commuter cyclists/ pedestrians and visitors.

Objective:

Prioritize active transportation projects that enhance the connectivity of the existing non-motorized system.

Policy 4.6:

Coordinate with funding programs to provide multiple components of an infrastructure project when appropriate.

Goal 5: Promote alternative transportation.

Objective:

Encourage active transportation facilities where possible.

Policy 5.1:

Support the projects listed in the adopted *Active Transportation Plan (2017)*.

Policy 5.2:

Pursue discretionary funding, where applicable, in order to implement projects that support a well-balanced transportation system.

Policy 5.3:

Improve funding availability from State and Federal resources.

Policy 5.4:

Actively seek funding sources for multi-modal transportation development.

Objective:

Promote equitable and sustainable use of resources.

Policy 5.6:

Promote equity, cost effectiveness, and modal balance in planning, and allocate funds to regionally significant roadway and trail projects.

Policy 5.7:

Implement efforts such as car share and bike share programs. Work to make shared mobility programs equitably available to low income and disadvantaged communities.

4. Public Transit

4.1 Primary Issues:

Ridership for the Redwood Coast Transit Authority has substantially declined in recent years. This ridership decline is largely due to a decline in revenue hours which has impacted all routes, including the Dial-A-Ride service. There is still a portion of the population that relies on public transit for work, commercial, educational or medical purposes. According to the American Community Survey, approximately 9.6% of residents have no vehicle available to them, 18.3% are aged 65+ and 22.5% are below the poverty level. These demographics rely on transit at higher rates than other members of the public. Maintaining an efficient transit system is crucial to the overall transportation network. There has been indication of a need for transit connections to larger cities such as Medford, Redding, Eugene, Portland and San Francisco for medical purposes. In terms of transit capital improvement needs, there is an indicated need for passenger amenities including benches, signage and shelters.

Goal 6: Provide for the mobility needs of County residents, visitors and employees through transit services within the financial constraints of state and federal transit funding.

Objective:

Tailor public transportation and transit service provisions to the area’s population characteristics.

Policy 6.1:

Implement recommendations from the *Short Range Transit Development Plan for the Redwood Coast Transit Authority* (2019). Update the plan as necessary.

Policy 6.2:

Implement strategies and recommendations outlined in the *Coordinated Public Transit-Human Services Transportation Plan* (2015) to address the unmet transit needs of the public. Update the plan as necessary.

Policy 6.3:

Consider transit services first in areas where the greatest operational efficiencies exist (i.e., dependent needs, recreational areas).

Policy 6.4:

Include the Yurok Tribe, Elk Valley Rancheria, Resighini Rancheria and Tolowa-Dee-ni’ Nation in the planning process.

Objective:

Provide life-line transportation for transit-dependent people.

Policy 6.5:

The DNLTC will conduct a minimum of one public hearing annually to consider and take testimony on unmet transit needs prior to expending LTF funds.

Policy 6.6:

Ensure that public transit services are compliant with the Americans with Disabilities Act.



Objective:

As funding permits, develop transit service as an effective alternative transportation mode choice.

Policy 6.7:

Support transit projects that serve visitors and residents for commute and recreation trip purposes and that enhance economic development.

Policy 6.8:

Encourage coordination of inter- and intra-county transit service.

Objective:

Adhere to transit needs of disadvantaged communities including elderly populations, minority communities, the disabled, and low-income communities.

Policy 6.9:

Coordinate annual grant programs, such as FTA Section 5310, programs and assist agencies in preparing applications when applicable.

Policy 6.10:

Conduct meetings with the Social Services Transportation Advisory Committee (SSTAC) at least once a year. Involve SSTAC in transportation planning activities as appropriate.

Objective:

Promote the use of renewable and alternative fuels for transit.

Policy 6.11:

Purchase renewable and alternative fuel transit vehicles. Actively seek funding that would allow the purchase of fleet vehicles that use renewable and clean alternatives.

Policy 6.12:

Promote the use of renewable and alternative fueled transportation.

Policy 6.13:

Develop partnerships with other departments and entities to expand the availability and use of alternative and renewable fuels.

5. Aviation

5.1 Primary Issues:

Continued improvements for redevelopment of the regional terminal facilities at the Del Norte County Airport (Jack McNamara Field) are necessary for the pursuit of economic and development opportunities, including the region's goal to increase tourism. At a minimum, maintenance of general aviation facilities is necessary. Expansion of the commercial facilities at Jack McNamara Field will promote tourism and economic opportunities and is generally supported by stakeholders and residents.

Goal 7: Maintain safe and efficient commercial and general aviation facility.

Objective:

Promote the safe, orderly and efficient use of airport and air space and compatible land uses as addressed in the updated Airport Land Use Plan.

Policy 7.1:

Support land use decisions that discourage or prevent development in the vicinity of the airport that may present significant public safety issues.

Policy 7.2:

Implement Airport Capital Improvement Projects as funding allows, with priority for projects that improve the safety of the airport.

6. Goods Movement

6.1 Primary Issues:

Freight movement is a crucial function of the roadway network in Del Norte County as the region does not have a rail line nor a deep-water shipping port. Trucking is the primary method of goods movement in the County and generates a significant portion of traffic volume along the state highway system. The predominant goods movement routes in the region include US 101 to Curry County, Oregon and Humboldt County and US 199/SR 197 to Interstate 5 in Grants Pass, Oregon.

Goal 8: Provide for the safe and efficient movement of regional and interregional goods.

Objective:

Minimize conditions that restrict the movement of goods in and out of the County.

Policy 8.1:

Place a high level of importance on maintenance projects which will ensure efficient goods movement.

Policy 8.2:

Support projects that improve safety for all users on goods movement routes.

Policy 8.3:

Design roadways to current standards.

7. Tribal Transportation

Goal 9: For Tribal residents within Del Norte County to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.

Objective:

Implement activities and plans in a knowledgeable, sensitive manner while being respectful of Tribal sovereignty.

Policy 9.1:

Consult with and involve Tribes in the development of planning documents.

Policy 9.2:

Provide Tribes with information regarding various Federal, State and local transportation grant programs for which they may qualify.

Objective:

Establish clear, ongoing and open communication with Tribes.

Policy 9.3:

Meet with Tribes to review the status of the government-to-government relationships and exchange information, as appropriate.

Objective:

Provide a transportation network that safely and sufficiently provides access between Tribal lands and their surrounding communities.

Policy 9.4:

Coordinate with Tribes to consider financial partnership on projects and grants that serve Tribal lands.



Policy 9.5:

Coordinate with Tribes and surrounding communities to identify any concerns of safety within their region.

8. Climate Change and the Environment

8.1 Primary Issues:

In California, transportation accounts for 37 percent of Greenhouse Gas (GHG) emissions. Transportation strategies to reduce GHG emissions include reducing, managing, and eliminating non-essential trips, through smart land use, ITS, demand management, and market-based manipulation strategies. It is important that the County transportation and land use decision-makers pursue projects that adhere to adopted state strategies and regional efforts to meet greenhouse gas emissions reduction targets.

Goal 10: Ensure sensitivity to the environment in all transportation decisions.

Objective:

Improve resiliency of the region’s transportation system to climate related impacts.

Policy 10.1:

Prioritize grant opportunities that provide funding for projects to identify and implement climate change adaptation strategies.

Policy 10.2:

Encourage agencies to prioritize climate change adaptation strategies when designing improvements or additions to transportation networks.

Policy 10.3:

Encourage coordination to develop adaptation strategies that address sea-level rise in Del Norte County.

Policy 10.4:

When assessing climate-related transportation issues, refer to the ‘Defend, Accommodate or Retreat’ practices in the *2015 Climate Change and Storm Water Management Plan* to ensure that the best course of action is taken.

Goal 11: Include climate change strategies in transportation investment decisions.

Objective:

Ensure consistency with Senate Bill 743 Legislation and the *Del Norte Region SB 743 Implementation Plan (2020)*.

Policy 11.1:

Replace Level of Service (LOS) analysis with Vehicle Miles Traveled (VMT) analysis as requires statewide under CEQA and to support state and national goals to reduce greenhouse gas (GHG) emissions.

Policy 11.2:

Screen potential transportation projects under the criteria guidance set forth in the *Del Norte Region SB 743 Implementation Plan (2020)*.

Policy 11.3:

Prioritize transportation projects assumed to meet the screening criteria set forth in the *Del Norte Region SB 743 Implementation Plan*, including rehabilitation, maintenance, replacement, safety, and repair projects



designed to improve the condition of existing transportation and that do not add additional motor vehicle capacity.

Objective:

Actively invest in transportation projects and prioritize planning efforts that will help Del Norte County residents to proportionately contribute to the California greenhouse gas (GHG) reduction targets established by Assembly Bill 32 and Senate Bill 375.

Policy 11.4:

Evaluate transportation projects based on their ability to reduce GHG emissions within Del Norte County.

Policy 11.5:

Promote projects that can be demonstrated to reduce GHG emissions and air pollution, such as active transportation projects, transit improvements and alternative fuel programs.

Policy 11.6:

Meet the standards of the California Clean Air Act and the Federal Clean Air Act and amendments in coordination with the local Air Pollution Control District when developing plans.

Policy 11.7:

Observe new technologies and opportunities to implement energy efficient and alternative transportation infrastructure.

Policy 11.8:

Make alternative transportation such as active transportation and transit a priority when developing plans.

Policy 11.9:

Encourage private and public investment in an electric vehicle charging station network for the County of Del Norte and seek funding to fill gaps in the network.

Objective:

Reduce or maintain GHG emissions from transportation related sources in Del Norte County.

Policy 11.10:

Comply with state and federal climate change regulations and standards.

Policy 11.11:

Consider GHG emissions as part of every transportation capital improvement project decision.

Policy 11.12:

Pursue projects with positive GHG impacts that are realistic given the rural nature of Del Norte County, including transit programs, ridesharing programs, bicycle and pedestrian improvements, ITS strategies and maintenance of existing roadways to reduce vehicle emissions.

Objective:

Promote transportation policies and projects that minimize impacts to the natural environment.

Policy 11.13:

Conduct environmental review consistent with the CEQA and NEPA for individual projects as they advance to the implementation stage of development.

Policy 11.14:

Avoid areas of sensitive habitats for plants and wildlife when constructing transportation facilities whenever feasible.