



Trinity County Transportation Commission
December 2021

2022 Regional Transportation Improvement Program (RTIP) for Trinity County



2022 Regional Transportation Improvement Program (RTIP) for Trinity County



Prepared by the:
Trinity County Transportation Commission
31301 State Highway 3
P.O. Box 2490
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Submitted to the:
California Transportation Commission

December 15, 2021



TRINITY COUNTY

TRANSPORTATION COMMISSION

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December 15, 2021

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

SUBJECT: 2022 Regional Transportation Improvement Program (RTIP) for Trinity County

Executive Director Weiss:

The Trinity County Transportation Commission (TCTC) is pleased to present Trinity County's 2022 Regional Transportation Improvement Program (RTIP). Enclosed is the complete RTIP package with the signed Trinity County Transportation Commission Resolution adopting the 2022 RTIP.

The 2022 RTIP was prepared under the current STIP Guidelines dated August 18, 2021 using the template developed by the Regional Transportation Planning Agency (RTPA).

Please let me know if you have any questions. I am available at (530) 623-1365 (ext. 3400) or ktaguchi@trinitycounty.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kimiko Taguchi', is written over a light blue circular stamp.

Kimiko Taguchi, Executive Secretary
Trinity County Transportation Commission

2022 RTIP for Trinity County

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A. Overview and Schedule

Section 1: Executive Summary

As the Regional Transportation Planning Agency (RTPA) for Trinity County, Trinity County Transportation Commission (TCTC) must adopt the Regional Transportation Improvement Program (RTIP) with projects from the most recent Trinity County Regional Transportation Plan (RTP) every other year.

TCTC's adopted 2022 RTIP will be used to program the California Transportation Commission's (CTC) 2022 State Transportation Improvement Program (STIP), which is due to Caltrans by December 15, 2021.

The CTC released the 2022 STIP Fund Estimate on August 18, 2021, covering the five year STIP period for Fiscal Years 2022/2023 through 2026/2027. The estimate identifies TCTC with an unprogrammed balance of \$742,000 from previous STIP cycles and \$499,000 from the 2020 mid-cycle COVID STIP. For the new 2022 STIP, TCTC will receive an additional \$1,749,000. With the balances of previous unprogrammed STIP funds, unprogrammed mid-cycle COVID-19 STIP funds, and new 2022 STIP funds combined, subtracted by a new programmed project in Burnt Ranch at \$1,000,000, TCTC should stay below the target of \$1,990,000.

As proposed, TCTC requests to program an overall of \$4,480,000 in the 2022 STIP, leaving TCTC with an available STIP capacity of \$1,990,000 for future STIP projects. There has been no change to existing projects, other than the addition of STIP capacity by utilizing the mid-cycle 2020 STIP.

Any remaining programmed STIP funds in addition to the unprogrammed \$1,990,000 STIP funds will be combined with future STIP funds for the construction of PPNO 2421: Wildwood Road Rehabilitation Project.

Section 2: General Information

- **Regional Agency Name:** Trinity County Transportation Commission (TCTC)
- **Agency website links for RTIP and RTP:**
 - **Regional Agency Website Link:** <https://www.trinitycounty.org/Transportation-Commission>

- **RTIP Document Link:**

<https://www.trinitycounty.org/sites/default/files/DOT/2022%20RTIP%20Final.pdf>

- **RTP Link:**

<https://www.trinitycounty.org/sites/default/files/DOT/documents/Proposed%20Final%202016%20RTP.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact & RTIP Manager Staff Contact Information**

Name: Kimiko Taguchi
Title: TCTC Executive Secretary
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Fax: (530) 623-5312
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tcdot@trinitycounty.org
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Weaverville, CA 96093

- **California Transportation Commission (CTC) Staff Contact Information**

Name: Teresa Favila
Title: CTC Deputy Director
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Fax: (916) 653-2134
Email: teresa.favila@catc.ca.gov
Address: 1120 N Street
Sacramento, CA 95814

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

a. **What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25-year period. The RTP is based on all reasonable anticipated funding, including federal, state, and local sources, and is

updated every 4 to 5 years through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

b. Regional Agency’s Historical and Current Approach to developing the RTIP

Public comment is solicited and workshops are held to assist in the preparation of Trinity County’s RTP. Projects are selected for the RTIP from the top priority projects identified in the RTP. The Trinity County Transportation Commission also brings the RTIP to the Trinity County Board of Supervisors for adoption.

Section 4: Completion of Prior RTIP Projects (Required per Section 68)

Since the 2020 STIP, the Trinity region has one recently constructed partnership STIP project, State Route (SR) 299/Tom Bell Road Left Turn Lane. The Trinity region has a second partnership project in the environmental phase – SR 299 Down River Turnouts, and a third partnership project proposed in the 2022 STIP – SR 299/Burnt Ranch Left Turn Lane. Both are planned to be constructed in conjunction with SHOPP projects to benefit both the Trinity region and Caltrans with economies of scale.

Project Name and Location	Description	Summary of Improvements/Benefits
PPM	Planning, Programming, and Monitoring to administer the STIP process and update the RTP.	RTIP and STIP projects
Tom Bell Rd, left turn lane	Construct two-way left turn lane at Tom Bell Road (2020).	Safety and capacity improvement

Section 5: RTIP Outreach and Participation

a. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP	November 16, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022

CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

b. Public Participation/Project Selection Process

Trinity County’s most updated RTP was adopted in 2016 and included 5 workshops throughout the county in Trinity Center, Weaverville, Hayfork, Mad River, and Burnt Ranch in October and November 2015.

2016 RTP Update Public Participation Opportunities		
Mad River	October 16, 2015	1:00pm
Weaverville	October 20, 2015	7:00pm
Trinity Center	October 22, 2015	7:00pm
Burnt Ranch	October 22, 2015	7:00pm
Hayfork	November 2, 2015	7:00pm

Trinity County Transportation Commission is currently in the process of updating the RTP in 2021. TCTC staff intends to hold 9 community workshops, participate in 3 Trinity County Board of Supervisor meetings, and develop a social media platform of sites including Facebook and Twitter to facilitate public participation.

Proposed projects in the 2022 RTIP were also brought to Trinity County Transportation Commission and Board of Supervisors on November 16, 2021.

c. Consultation with Caltrans District 2 (Required per Section 17)

Caltrans District 2 and Trinity County Transportation Commission staff frequently participate in teleconferences to discuss State Highway needs and project candidates. Caltrans supports TCTC’s plan to utilize 2022 STIP and mid-cycle 2020 STIP funds to reprogram projects and add one new project for this STIP cycle.

As proposed in 2022 STIP, Caltrans and TCTC are partnering on 2 projects: 1) PPNO 3770 Burnt Ranch Left Turn Lane, and 2) PPNO 3771 Down River Turnouts.

B. 2022 STIP Regional Funding Request

Section 6: 2022 STIP Regional Share and Request for Programming

a. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

2022 STIP Fund Estimate:	\$2,491,000
Mid-cycle 2020 STIP Fund Estimate:	\$499,000
<hr/>	
Total TCTC Target Share:	\$2,990,000

b. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming, and Monitoring	Update the RTP via hiring a consultant and transportation planning activities	\$223,000
Lowden Park to Senior Center Bike/Ped	New pedestrian/bike trail and bridge	\$3,460,000
Contribution to Caltrans Burnt Ranch Left Turn Lane	Partnership to Construct left-hand turn lane at milepost 11.53	\$1,000,000
Contribution to Caltrans Down River Turnouts, SR 299	Partnership to construct east and westbound turnouts between mileposts 21.6 – 22.6	\$251,000
Contribution to Caltrans Down River Turnouts, SR 299 (2020 COVID STIP)	Partnership to construct east and westbound turnouts between mileposts 21.6 – 22.6	\$499,000 (COVID)

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

Trinity County Transportation Commission is not programming for non-proportional spending allowing for the expenditure of STIP funds.

Section 8: Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state’s economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by

Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure and integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

ITIP funding is not requested at this time.

Section 9: Projects Planned Within Multi-Modal Corridors

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state.

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

Section 10: Regional Level Performance Evaluation (per Section 19A of the guidelines)

Evaluation – Regional Level Performance Indicators and Measures (2016 Trinity County RTP)			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	34.35 per day	Page 74 of 2016 RTP
	Percent of congested VMT (at or below 35 mph)	0%	0%
	Commute mode share (travel to work or school)	<u>Car, truck, or van:</u> 84.2% <u>Public transportation:</u> 2.1% <u>Walk:</u> 5.4% <u>Bike:</u> 1.5% <u>Taxi:</u> 1.4% <u>Work at home:</u> 5.4%	<u>Car, truck, or van:</u> 82.2% <u>Public transportation:</u> 2.5% <u>Walk:</u> 6.0% <u>Bike:</u> 2.5% <u>Taxi:</u> 1.4% <u>Work at home:</u> 5.4%
Infrastructure Condition	Percent of distressed state highway lane-miles	24%	33.7%
	Pavement Condition Index	59	49

	(local streets and roads)		
	Percent of highway bridges by deck area classified in Poor condition	34	13
	Percent of transit assets that have surpassed the FTA useful life period	25%	20%
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
	Accessibility and on-time performance for rail and transit	N/A	N/A
Safety	Fatalities and serious injuries per capita	0.00765	0.00690
	Fatalities and serious injuries per VMT	0.00023	0.00020
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	N/A	N/A
	Mean commute travel time (to work or school)	N/A	N/A
	Farebox recovery ratio	12.25%	12.75%
Environmental Sustainability	Change in acres of agricultural land	N/A	N/A

	CO2 emissions reduction per capita	N/A	N/A
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Section 11: Regional and Statewide Benefits of RTIP

Trinity County’s RTIP includes both Regional and Statewide benefits.

- **PPNO 2487: Lowden Park to Senior Center Bike/Pedestrian Path**
 - The project provides a broad spectrum of non-motorized transportation opportunities to benefit many types of active transportation users. Aside from the public in general, the most likely possible users targeted by this project and expected to use the project are school age children, wheel chair or other physically challenged individuals, people desiring to connect with the Weaverville Basin Trail system, transit users, and senior citizens. Among these target groups are people of limited means who cannot afford motorized transportation or are unable to drive.
 - The project directly connects Golden Age Center, a local senior citizen’s center, with Lowden Park, and provides easy access to Weaverville Elementary School. It will allow students to safely travel over a Class I bike/ped on concrete, ADA compliant path along Brown’s Ranch Road, down to a crossing over East Weaver Creek, through Lowden Park, and to the elementary school.
 - The project addresses local and state greenhouse gas reduction efforts by supporting active transportation to improve air quality.

- **PPNO 3770: Burnt Ranch Left Turn Lane**
 - Most of SR 299 is a rural two-lane conventional highway or two-lane expressway with intermittent passing lanes. In many of the small communities, where it serves as the “main street,” it is a two-lane conventional highway with a continuous center turn lane and/or channelized turn lanes. The exceptions are in the cities of Arcata (four lane freeway) and Redding (four-lane conventional/four-lane freeway)
 - Within the project limits, SR 299 intersects multiple local streets, which lead to residential and commercial areas. Burnt Ranch School Road is particularly important, as it provides access to an elementary school and a USFS fire station. Bicycles and pedestrians are permitted on the route. Given the rural area, bicycle and pedestrian usage is low and is primarily recreational or locally occurring near the elementary school.
 - The future facility concept for SR 299 in the project vicinity is a two-lane conventional highway. The route is designated as principal arterial with local road connections. Other classifications include National Highway System (NHS), Strategic Highway Network (STRAHNET), Interregional Road System (IRRS), High Emphasis

Route, Surface Transportation Assistance Act (STAA) Terminal Access Truck Route, California Legal Network, California Legal Advisory Route, Interregional Transportation Strategic Plan (ITSP) Focus Route, Freeway/Expressway System, and Trinity River Scenic Byway.

- This project is consistent with the policies and priorities of the District System Management Plan (DSMP), the California Freight Mobility Plan (CFMP), the Sustainable Freight Action Plan (SFAP), the Trinity County General Plan, and the 20-year and post 20-year facility concept.
- Trinity Transit has a bus stop at PM 9.88 on SR 299 in Burnt Ranch. A high level of public participation, awareness, and/or notification is recommended throughout project development and construction. The Trinity County Transportation Commission and Trinity County Department of Transportation should be involved in traffic management discussions and planning, as project construction will directly impact Trinity Transit operations. Trinity Transit should be kept apprised of all traffic control and management activities as far in advance as possible (Caltrans PSR, 2021).
- **PPNO 3771: Down River Turnouts, SR 299**
 - Even though SR 299 is a major thoroughfare for Trinity County residents, Trinity Transit riders, commuters from Humboldt and Shasta counties, and port shipments from the coast going inland, most of the highway is two-lanes with limited opportunities to allow vehicles to pass. The construction of Down River turnouts will provide passing additional passing opportunities and decrease travel times for regional and statewide users.

D. Performance and Effectiveness of RTIP

Section 12: Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	34.5	34.25
	Reduce Percent of congested EMT (at or below 35 mph)	0%	NC

	Change in commute mode share (travel to work or school)	<u>Car, truck, or van: 84.2%</u> <u>Public transportation: 2.1%</u> <u>Walk: 5.4%</u> <u>Bike: 1.5%</u> <u>Taxi: 1.4%</u> <u>Work at home: 5.4%</u>	<u>Car, truck, or van: 83.1%</u> <u>Public transportation: 2.1%</u> <u>Walk: 6%</u> <u>Bike: 2%</u> <u>Taxi: 1.4%</u> <u>Work at home: 5.4%</u>
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	24%	NC
	Improvement Pavement Condition Index (local streets and roads)	62	62
	Reduce percent of highway bridges by deck area classified in Poor condition	N/A	N/A
	Reduce percent of transit assets that have surpassed the FTA useful life period	25%	NC
System Reliability	Reduce Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A
	Improve accessibility and on-time performance for rail and transit	N/A	N/A

Safety	Reduce fatalities and serious injuries per capita	0.00765	NC
	Reduce fatalities and serious injuries per VMT	0.00023	NC
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	N/A	N/A
	Reduce mean commute travel time (to work or school)	18.3 minutes	NC
	Increase farebox recovery ratio	14.8%	NC
Environmental Sustainability	Change in acres of agricultural land	N/A	N/A
	CO2 emissions reduction per capita	N/A	N/A

Section 13: Project Specific Evaluation (Required per Section 19D)

Trinity County’s projects do not meet the threshold to require project specific evaluations.

E. Detailed Project Information

Section 14: Overview of Projects Programmed with RIP Funding

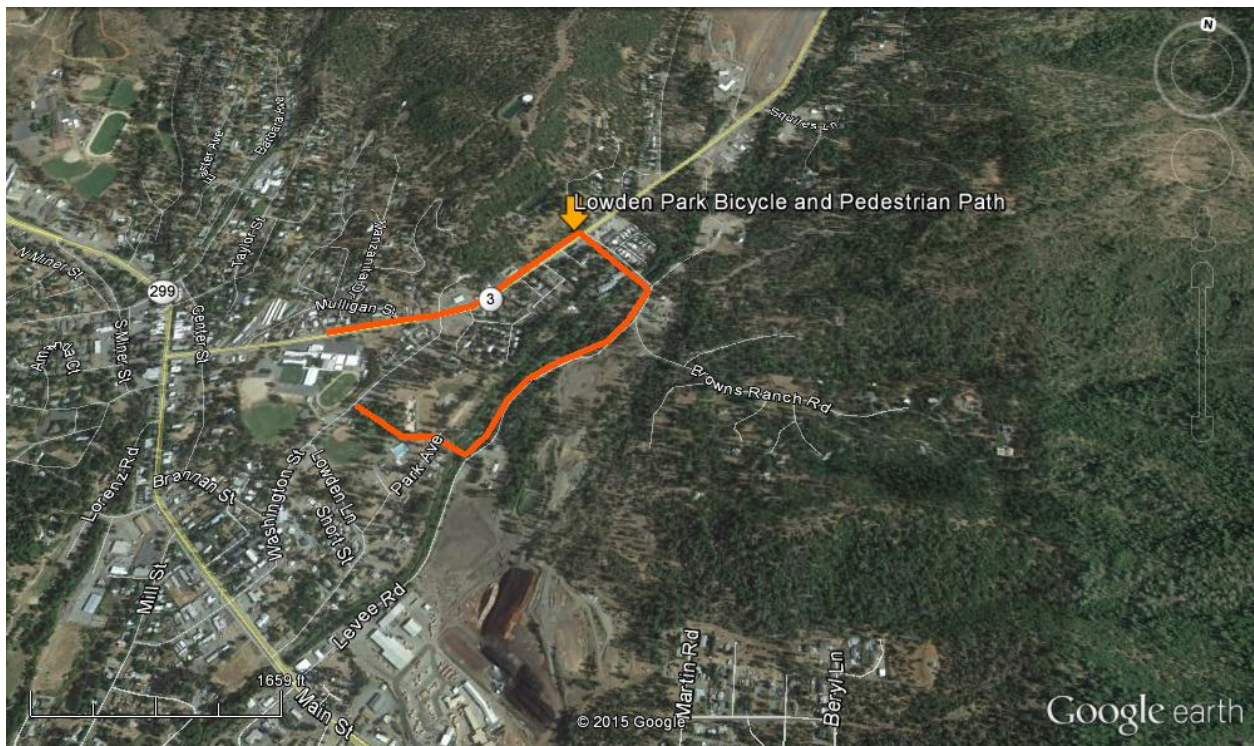
The 2022 STIP projects and funding are as proposed:

- **PPNO 2066: Planning, Programming, Monitoring (PPM)**
 - Program \$45,000 in PPM funds for FY 2024/2025 for 1) regional transportation planning for the development and preparation of the Regional Transportation Plan (RTP), 2) project planning for the development of project study reports or major investment studies, 3) program development for the preparation of RTIPs and studies supporting them, and 4) monitoring the implementation of STIP projects including project delivery, timely use of funds, and compliance with California State

law and California Transportation Commission (CTC) guidelines. TCTC has \$178,000 in prior PPM funds, totaling \$223,000 within the 2022 STIP 5-year cycle.

- **PPNO 2487: Lowden Park to Senior Center Bike/Pedestrian Path**

- Construct Class I pedestrian/bicycle trail from Lowden Park, a County recreational park, to the Golden Age Senior Center and residential areas on Brown's Ranch Road in Weaverville, including a new pedestrian/bicycle bridge crossing East Weaver Creek. The project will provide a pedestrian and bicycle bridge over a creek to connect two County roads, a park and school with residential areas while avoiding travel on state highways. \$2,700,000 is programmed for construction in FY 2022/2023, bringing the total project cost to \$3,460,000.



- **PPNO 3770: Burnt Ranch Left Turn Lane**

- TCTC is partnering with a Caltrans Capital Preventative Maintenance (CAPM) 2022 SHOPP project to construct a left-hand turn lane on SR 299 to Burnt Ranch School Road at mile post 11.53. For FY 2025/2026, TCTC is contributing \$78,000 for right of way and \$922,000 for construction at a total of \$1,000,000 contributing STIP funds for this Caltrans project.



F. Appendices

Section 15: Program Programming Request (ePPR) Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 12:47:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2066	Trinity County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Kimiko Taguchi			530-623-1365	ktaguchi@trinitycounty.org	

Project Title

Planning, Programming, & Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, programming, and monitoring.

Component	Implementing Agency
PA&ED	Trinity County
PS&E	Trinity County
Right of Way	Trinity County
Construction	Trinity County

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2023
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/14/2021 12:47:43

Purpose and Need

Planning, Programming, and Monitoring to develop future projects, prepare transportation planning and programming documents, and monitor projects.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
02	Trinity				2066

Project Title
 Planning, Programming, & Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Trinity County
PS&E									Trinity County
R/W SUP (CT)									Trinity County
CON SUP (CT)									Trinity County
R/W									Trinity County
CON									Trinity County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	178			45				223	
TOTAL	178			45				223	

Fund #1: RIP - STIP Augmentation (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	178			45				223	
TOTAL	178			45				223	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 12:41:00
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2487	Trinity County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity	299				
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Kimiko Taguchi			530-623-1365	ktaguchi@trinitycounty.org	

Project Title

Lowden Park to Senior Center Bike/Pedestrian Path

Location (Project Limits), Description (Scope of Work)

Construct Class I pedestrian/bicycle trail from Lowden Park, a County recreational park, to the Golden Age Senior Center and residential areas on Brown's Ranch Road in Weaverville, including a new pedestrian/bicycle bridge crossing East Weaver Creek.

Component	Implementing Agency
PA&ED	Trinity County
PS&E	Trinity County
Right of Way	Trinity County
Construction	Trinity County

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	08/31/2011	
Begin Environmental (PA&ED) Phase		05/04/2000
Circulate Draft Environmental Document Document Type		
Draft Project Report		12/17/2002
End Environmental Phase (PA&ED Milestone)		05/17/2007
Begin Design (PS&E) Phase		12/31/2019
End Design Phase (Ready to List for Advertisement Milestone)		08/31/2022
Begin Right of Way Phase		10/30/2009
End Right of Way Phase (Right of Way Certification Milestone)		08/31/2022
Begin Construction Phase (Contract Award Milestone)		02/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		04/30/2024
Begin Closeout Phase		05/30/2024
End Closeout Phase (Closeout Report)		06/30/2024

Date 12/14/2021 12:41:00

Purpose and Need

The project will provide a pedestrian and bicycle bridge over a creek to connect two County roads, a park and school with residential areas while avoiding travel on state highways.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.35

Date 12/14/2021 12:41:00

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	0	0
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	25	0	25

District	County	Route	EA	Project ID	PPNO
02	Trinity	299			2487

Project Title
 Lowden Park to Senior Center Bike/Pedestrian Path

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Trinity County
PS&E									Trinity County
R/W SUP (CT)									Trinity County
CON SUP (CT)									Trinity County
R/W									Trinity County
CON									Trinity County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,700						2,700	
R/W									
CON									
TOTAL		2,700						2,700	

Fund #1:	RIP - STIP Augmentation (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,700						2,700	
R/W									
CON									
TOTAL		2,700						2,700	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/09/2021 12:55:33
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	0J790	0219000161	3770	Caltrans District 2	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity	299	11.300	11.800	Trinity County Transportation Commission	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Kelly Timmons			530-225-2455	kelly.timmons@dot.ca.gov	

Project Title

Burnt Ranch Left Turn Lane

Location (Project Limits), Description (Scope of Work)

Construct left turn lane in Trinity County at and near Burnt Ranch from 0.8 mile east of Hennessey Road to 1.4 miles east of Hennessey Road.

Component	Implementing Agency
PA&ED	Caltrans District 2
PS&E	Caltrans District 2
Right of Way	Caltrans District 2
Construction	Caltrans District 2

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/05/2021	
Begin Environmental (PA&ED) Phase		07/05/2022
Circulate Draft Environmental Document Document Type		
Draft Project Report		07/05/2024
End Environmental Phase (PA&ED Milestone)		10/04/2024
Begin Design (PS&E) Phase		10/04/2024
End Design Phase (Ready to List for Advertisement Milestone)		02/02/2026
Begin Right of Way Phase		10/04/2024
End Right of Way Phase (Right of Way Certification Milestone)		12/04/2025
Begin Construction Phase (Contract Award Milestone)		05/06/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/02/2026
Begin Closeout Phase		12/02/2026
End Closeout Phase (Closeout Report)		09/04/2030

Date 12/09/2021 12:55:33

Purpose and Need

Improve operations and reduce delays while enhancing safety on SR 299 at Burnt Ranch School Road by constructing a westbound LTL that includes storage to accommodate expected traffic volumes.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Turn pockets constructed	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	1	1	0
			Rating	Fair	Good	

District	County	Route	EA	Project ID	PPNO
02	Trinity	299	OJ790	0219000161	3770

Project Title
 Burnt Ranch Left Turn Lane

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W									Caltrans District 2
CON									Caltrans District 2
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					78			78	
CON					922			922	
TOTAL					1,000			1,000	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					78			78	
CON					922			922	
TOTAL					1,000			1,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/09/2021 10:01:10
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	0J770	0219000158	3771	Caltrans District 2	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Trinity	299	21.600	22.600	Trinity County Transportation Commission	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Kelly Timmons			530-225-2455	kelly.timmons@dot.ca.gov	

Project Title

Down River Turnouts

Location (Project Limits), Description (Scope of Work)

In Trinity County at and near Del Loma from 1.8 miles east of Big Mountain to 0.6 mile west of Big French Creek Road. Construct two turnouts near the community of Del Loma.

Component	Implementing Agency
PA&ED	Caltrans District 2
PS&E	Caltrans District 2
Right of Way	Caltrans District 2
Construction	Caltrans District 2

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/15/2019	
Begin Environmental (PA&ED) Phase		08/03/2020
Circulate Draft Environmental Document Document Type		
Draft Project Report		02/03/2022
End Environmental Phase (PA&ED Milestone)		05/03/2022
Begin Design (PS&E) Phase		05/03/2020
End Design Phase (Ready to List for Advertisement Milestone)		08/28/2023
Begin Right of Way Phase		05/03/2022
End Right of Way Phase (Right of Way Certification Milestone)		07/03/2023
Begin Construction Phase (Contract Award Milestone)		12/05/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/08/2025
Begin Closeout Phase		12/08/2025
End Closeout Phase (Closeout Report)		09/10/2029

Date 12/09/2021 10:01:10

Purpose and Need

Provide passing opportunities. Slow moving vehicles and limited passing opportunities are causing delays and increasing travel times.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Turnouts	EA	2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
02	Trinity	299	OJ770	0219000158	3771

Project Title
Down River Turnouts

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W									Caltrans District 2
CON									Caltrans District 2
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	15							15	
PS&E		88						88	
R/W SUP (CT)		45						45	
CON SUP (CT)			107					107	
R/W		45						45	
CON				450				450	
TOTAL	15	178	107	450				750	

Fund #1: RIP - COVID Relief Funds - STIP (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Change program RIP funds to COVID relief STIP funds.
PS&E		49						49	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				450				450	
TOTAL		49		450				499	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Trinity County Transportation Commi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	15							15	
PS&E		39						39	
R/W SUP (CT)		45						45	
CON SUP (CT)			107					107	
R/W		45						45	
CON									
TOTAL	15	129	107					251	

Section 16: Board Resolution or Documentation of 2022 RTIP Approval

RESOLUTION NO. 2021-133

**A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF TRINITY
SITTING AS THE TRINITY COUNTY TRANSPORTATION COMMISSION
ADOPTING THE TRINITY COUNTY REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE 2022 STATE TRANSPORTATION
IMPROVEMENT PROGRAM**

WHEREAS, California Government Code Section 65082(a) requires Regional Transportation Planning Agencies to adopt and submit a Regional Transportation Improvement Program (RTIP) for the geographic area under its jurisdiction [21 C.C. R., Sec 8114(a)(3)] to the California State Transportation Commission and the California Department of Transportation for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the Trinity County Transportation Commission (TCTC) is the Regional Transportation Planning Agency for the Trinity County region; and

WHEREAS, TCTC, through the conduct of a continuing, comprehensive, and coordinated transportation planning process, and in conformance with all applicable State and Federal requirements, adopted the 2016 Regional Transportation Plan (RTP) for Trinity County on October 17, 2017; and

WHEREAS, the projects listed in the attached Exhibit "A" are consistent with the 2016 RTP and 2020 STIP; and

WHEREAS, the TCTC has identified existing, previously programmed projects that should be funded during the next five fiscal years during the 2022 STIP cycle, based on the priorities stated in the 2016 RTP; and

WHEREAS, the RTIP will not be impacted by the "Safe Rule", which became effective November 26, 2019; and

WHEREAS, Project Study Reports (PSRs) have been prepared for all projects.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Trinity sitting as the Trinity County Transportation Commission does hereby adopt the 2022 RTIP as identified in Exhibit "A" of this resolution;

BE IT FURTHER RESOLVED that the Executive Secretary of the Trinity County Transportation Commission is hereby authorized to represent this Commission and sign all documents related to the 2022 RTIP and the Trinity County Planning, Programming and Monitoring (PPM) Program as adopted in the 2022 STIP.

DULY PASSED AND ADOPTED this 16th day of November, 2021 by the Board of Supervisors of the County of Trinity by motion, second (Groves/Frasier), and the following vote:

AYES: Supervisors Frasier, Groves, Cox, Gogan, and Brown
NOES: None
ABSENT: None
ABSTAIN: None
RECUSE: None



JEREMY BROWN, CHAIRMAN
Board of Supervisors
County of Trinity
State of California

ATTEST:

RICHARD KUHNS, Psy.D,
Clerk of the Board of Supervisors

By:  _____
Deputy

Section 17: Documentation on Coordination with Caltrans District

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

1657 RIVERSIDE DR, MS-14

REDDING, CA 96001

PHONE (530) 225-3480

FAX (916) 653-5776

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

November 19, 2021

Ms. Kimiko Taguchi
Executive Secretary, Interim
Trinity County Transportation Commission
P.O. Box 2490
Weaverville, CA 96093

Dear Ms. Taguchi:

The 2022 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State highway system (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2021, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Trinity County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

In preparation for the 2022 STIP cycle, on July 7, 2021, Caltrans met with you to discuss State highway needs within the Trinity region. Caltrans provided a comprehensive list of needs on the SHS in Trinity County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP. The Trinity region has one recently constructed partnership project in the STIP – State Route (SR) 299/Tom Bell Road Left Turn Lane; has another partnership project in the environmental phase – SR 299 Down River Turnouts; and a third partnership project proposed in the 2022 STIP – SR 299/Burnt Ranch Left Turn Lane. The SR 299/Down River Turnouts project and SR 299/Burnt Ranch Left Turn Lane are planned to be constructed in conjunction with SHOPP projects to benefit both the Trinity region and Caltrans with economies of scale.

Ms. Kimiko Taguchi
November 19, 2021
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As discussed at our July 7, 2021 meeting, due to constrained project study report (PSR) resources, Caltrans is required to look ahead two cycles to the 2026 STIP for potential future project candidates where a PSR would be needed for programming purposes. In the case of the Trinity region, several projects were identified for future programming, in addition to those projects already programmed or proposed for 2022 STIP programming. These projects are included in the attached project list.

Caltrans recognizes 2022 STIP funding is prioritized for reprogramming projects from the 2020 STIP and to new projects to meet the county shares for the period. Caltrans is supportive of the regions proposed program.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Trinity region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Kelly Zolotoff at (530) 768-4327.

Sincerely,



Kristen A Kingsley, PE
Deputy District Director
Asset Management and Program Project Management

Enclosure

Cc: Dave Moore, District 2 Director (email)
Tom Balkow, Deputy District Director Planning and Local Assistance (email)
Derek Willis, Chief Program Project Management (email)

Ms. Kimiko Taguchi
November 19, 2021
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Steve Rogers, Chief Asset Management (email)
Kelly Timmons, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

2021 State Highway Needs Meeting

Caltrans District 2 Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	TRI	299	21.6/22.6	Down River Turn Outs	Add EB and WB Turnouts	3771	0J770	Complete	Y	PA&ED
2	TRI	3		Tangle Blue Rd Apron	Pave apron at the entrance to Tangle Blue Road off of SR 3			Completed under PPNO 3768		
2	TRI	299	11.80	Burnt Ranch Left Turn Lane	Install Left Turn Lane at Burnt Ranch on SR 299	3770	0J790	Initiated	N	PID
2	TRI	3		Oak Rd LTL	Install Left Turn Lane on SR 3 at Oak St in the town of Hayfork			Not Initiated	N	

Section 18: Detailed Project Programming Summary Table

2022 STIP (in \$1,000's)

PPNO	AGENCY	PROJECT TITLE	Prior	22/23	23/24	24/25	25/26	26/27	Programmed	Total project	PA&ED	PS&E	R/W	CON
STATE STIP PROJECTS														
2066	Trinity County	PPM	178	0	0	45	0	0	45	223	0	0	0	45
2487	Trinity County	Lowden Park to Senior Center Bike/Ped	760	2700	0	0	0	0	2700	3460	0	0	0	2700
3770	Caltrans	Burnt Ranch Left Turn Lane	0	0	0	0	1000	0	1000	1000	0	0	78	922
3771	Caltrans	Down River Turnouts, SR 299	15	129	107	0	0	0	236	251	0	39	90	107
3771	Caltrans (COVID STIP)	Down River Turnouts, SR 299	0	49	450	0	0	0	499	499	0	49	0	450
2022 RTIP Totals			953	2878	557	45	1000	0	4480	5433	0	88	168	4224