



## 2024 Regional Transportation Improvement Program

For the 2024 State Transportation Improvement Program

Adoption: November 7, 2023

Prepared by:

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November 7, 2023

Tanisha Taylor, Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

RE: 2024 Regional Transportation Improvement Program for Del Norte County

Ms. Taylor,

Please find enclosed a copy of our proposed Regional Transportation Improvement Program for the Del Norte Local Transportation Commission.

We are only programming Planning, Programming and Monitoring funds to assist with our Regional Transportation Plan, project readiness and project delivery.

We acknowledge overprogramming for the bridge replacement and curve realignment on US Highway 199 in previous STIP cycles. Caltrans is delivering this on-system bridge replacement project for a bridge built in 1926 and in the top 1% of oldest bridges on the State Highway System with SHOPP funding since the courts ruled in our favor after a decade of litigation.

Please do not hesitate to contact me regarding to our proposed 2024 Regional Transportation Improvement Program or for any other matter concerning transportation projects in Del Norte County.

Sincerely,



Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission

cc: Electronic copy to Kacey.Ruggiero@catc.ca.gov, Rambabu.Bavirisetty@dot.ca.gov; paper copy to Matthew Brady, Director, Caltrans District 1, Chief, Division of Financial Programming Attention: Office of Capital Improvement Program Department of Transportation

# 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

Insert executive summary narrative in the text field below.

The Del Norte region is scheduled to receive \$2,093,000 in formula share distribution through 2028-29 according to the 2024 STIP Fund Estimate Table 4. This Regional Transportation Improvement Program identifies the regional deficit from advanced share balance of \$5,670,000 for a net advance of \$3,577,000. The Region proposes to program STIP funds for Planning, Programming, and Monitoring only and subtract the remaining share balance from the regional advance.

## **Section 2. General Information**

Insert contact information in the text fields below.

- **Regional Agency Name**  
**Del Norte Local Transportation Commission**
  
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.DNLTC.org>

**RTIP document link:** <http://www.DNLTC.org/RTIP>

**RTP link:** <http://www.DNLTC.org/RTP>

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

Name           Tamera Leighton  
Title            Executive Director  
Email           TameraLeighton@DNLTC.org  
Telephone      (707) 465-3878

- **RTIP Manager Staff Contact Information**

Name	Tamara Leighton	Title	Executive Director
Address	900 Northcrest Drive, PMB 16		
City/State	Crescent City, California		
Zip Code	95531		
Email	Tamera@DNLTC.org		
Telephone	(707) 465-3878	Fax	N/A

- **California Department of Transportation Headquarter Staff Contact Information**

Name	Sudha Kodali	Title	Chief, Division of Financial Programming
Address	Department of Transportation. Mail Station 82. P.O. Box 942874		
City/State	Sacramento, CA		
Zip Code	94274		

Email sudha.kodali@dot.ca.gov  
Telephone 916-216-2630

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

Name Kacey Ruggiero Title Assistant Deputy Director  
Address 1120 N Street  
City/State Sacramento, CA  
Zip Code 95814  
Email Kacey.Ruggiero@catc.ca.gov  
Telephone 916-707-1388

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

A. What is the Regional Transportation Improvement Program?

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

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

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

Del Norte Local Transportation Commission develops its RTIP by considering the highest priority unfunded projects in the Regional Transportation Plan and the STIP guidelines of the California Transportation Commission including the CTCs priorities for programming. Public outreach and priority setting take place within the context of the Regional Transportation Plan, and it has long been the policy for DNLTC to engage in extensive public outreach during the development of this document and the many planning documents that inform it. This extensive public outreach results in our ability to retain priorities over time, which is essential in regional mobility. Because Del Norte's access to funding is limited to Planning, Programming, and Monitoring funding, project vetting takes place with the Overall Work Program development.

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 78 of the STIP Guidelines.

Planning, programming and monitoring funding becomes a fund source in the Overall Work Program. Given that the Regional Planning Assistance (RPA) funding hasn't increased since 2013, PPM funding is needed for planning, and it will primarily be used to develop and deliver the 2024 Regional Transportation Plan.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
Planning, Programming & Monitoring	Planning, Programming and monitoring projects to meet the goals, policies and objectives of the Regional Transportation Plan.	PPM funding becomes a funding source for the Overall Work Program and is used for planning, programming and monitoring.

**Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	December 5, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

The 2024 RTIP was prepared in accordance with DNLTC's Public Participation Plan (PPP). This process included development in open public forum via the DNLTC Technical Advisory Committee, which includes representatives from the City of Crescent City, County of Del Norte, Crescent City Harbor District, California Highway Patrol, Yurok Tribe, Redwood Coast Transit and Caltrans District 1. Because DNLTC is requesting Planning,

Programming, and Monitoring funding, the project of PPM takes place through the Overall Work Program development process. The public had, and will continue to have the opportunity to provide input in the planning and programming process at the TAC and DNLTTC meetings.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 1

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

The PPM becomes a fund source in the development of the Overall Work Program (OWP). Caltrans District 1 staff are voting members of both the Technical Advisory Committee (TAC) and the Del Norte Local Transportation Commission (DNLTTC) Policy Advisory Committee, which develops and approves the OWP.

## **B. 2024 STIP Regional Funding Request**

### **Section 6. 2024 STIP Regional Share and Request for Programming**

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Insert your agency’s target share per the STIP Fund Estimate in the text field below.

The 2024 STIP Fund Estimate identifies a regional formula distribution for Del Norte County of \$2,093,000 through 2026-27. However, the region has an advanced balance of \$5,670,000 leaving a net advance of \$3,577,000.

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, programming, and monitoring	Planning, programming and monitoring STIP projects which meet the goals, policies and objectives of the Regional Transportation Plan	- 2024-25 \$39,000
		- 2025-26 \$38,000
		- 2026-27 \$38,000
		- 2027-28 \$38,000
		- 2028-29 \$35,000



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

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

**Notes:** This section is not applicable as we are only programming Planning, Programming and Monitoring funds.

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

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

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

Not applicable.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

[Click here to enter text.](#)

## **Section 9. Projects Planned Within Multi-Modal Corridors**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

Not applicable.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

Not applicable.

## **11. Complete Streets Consideration (per Section 26)**

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

Not applicable.

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

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

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning

organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Planning, Programming and Monitoring funding is utilized by DNLTC to develop future projects, prepare programming documentation, and monitor projects. The PPM funding is an important factor in efficient project development and delivery in our region.

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

Not applicable. DNLTC does not have any projects due to overprogramming on the State Highway System.

**Section 13. Regional and Statewide Benefits of RTIP**

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

Not applicable. DNLTC does not have any projects due to overprogramming on the State Highway System.

**D. Performance and Effectiveness of RTIP**

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

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Not applicable. DNLTC does not have any projects due to overprogramming on the State Highway System.

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Not applicable. DNLTC does not have any projects due to overprogramming on the State Highway System.

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

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

Not applicable. DNLTC does not have any projects due to overprogramming on the State Highway System.

## **E. Detailed Project Information**

### **Section 16. Overview of Projects Programmed with RIP Funding**

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

Planning, programming and monitoring is an essential role for DNLTC to ensure we meet our planning obligations and implement the Regional Transportation Plan.

## **F. Appendices**

**Section 17. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

**Section 18. Board Resolution or Documentation of 2024 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

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

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/28/2023 14:59:56
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	
01			1032	Del Norte Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Del Norte County					
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Tamera Leighton			707-465-3878	TameraLeighton@DNLTC.org	

**Project Title**

Planning, Programming and Monitoring

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

In Del Norte County, planning, programming and monitoring.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Del Norte Local Transportation Commission

**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 <span style="float: right;">Document Type</span>		
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)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 09/28/2023 14:59:56

**Purpose and Need**

Planning, programming and monitoring STIP projects which meet the goals, policies and objectives of the Regional Transportation Plan.

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

District	County	Route	EA	Project ID	PPNO
01	Del Norte County				1032

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Del Norte Local Transportation Comm
R/W									
CON									Del Norte Local Transportation Comm
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	56	39	38	38	38	35		244	
TOTAL	56	39	38	38	38	35		244	

Fund #1:	RIP - STIP PPM (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Del Norte Local Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	56	39	38	38	38	35		244	
TOTAL	56	39	38	38	38	35		244	



RESOLUTION NO. 2023 13  
 DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION  
 ADOPTING THE 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Del Norte Local Transportation Commission (DNLTC) is the designated Regional Transportation Planning Agency for Del Norte County; and

WHEREAS, DNLTC has reviewed regional projects, considered comments from member jurisdictions, considered public comment and correspondence regarding transportation projects, and considered the priorities of the California Transportation Commission; and

WHEREAS, DNLTC is currently over-programmed due to an on-system bridge replacement project on US Highway 199; and

NOW, THEREFORE, BE IT RESOLVED THAT, DNLTC hereby certifies that the following project nominations and recommendations constitute the Del Norte County 2022 RTIP and that the Executive Director is authorized to submit the RTIP to the CTC:

DNLTC requests that the CTC maintain Planning, Programming and Monitoring activities:

Project Name and Location	Project Description	Requested RIP Amount
Planning, programing, and monitoring	Planning, programming and monitoring STIP projects which meet the goals, policies and objectives of the Regional Transportation Plan	- 2024-25 \$39,000 - 2025-26 \$38,000 - 2026-27 \$38,000 - 2027-28 \$38,000 - 2028-29 \$35,000

PASSED AND ADOPTED by the Del Norte Local Transportation Commission on the 7th day of November 2023, by the following polled vote:

AYES: *Altman, Howard, Inscore, Short*

NOES: *—*

ABSTAIN: *—*

ABSENT: *Borges, Greenough*

*Joey W. Borges*  
 \_\_\_\_\_  
 Joey Borges, Chair

Del Norte Local Transportation Commission  
*Blake Inscore*

ATTEST:

*Tamera Leighton*  
 \_\_\_\_\_  
 Tamera Leighton, Executive Director  
 Del Norte Local Transportation Commission

# 2024 State Transportation Improvement Program (STIP)

## Fact Sheet<sup>1</sup>

### **Executive Summary**

*An executive summary of the Regional Transportation Improvement Program (RTIP) highlighting the region's top priorities (ref. Section 1 from the 2024 RTIP Template). Summary may include but not limited to: a list of projects with changes and estimated completion dates and a map.*

The Del Norte region is scheduled to receive \$2,093,000 in formula share distribution through 2028-29 according to the 2024 STIP Fund Estimate Table 4. This Regional Transportation Improvement Program identifies the regional deficit from advanced share balance of \$5,670,000 for a net advance of \$3,577,000. The Region proposes to program STIP funds for Planning, Programming, and Monitoring only and subtract the remaining share balance from the regional advance.

### **Benefits**

*A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community (ref. Section 12, 14, 15, and 16 from the 2024 RTIP Template).*

Planning, Programming and Monitoring funding is utilized by DNLTC to develop future projects, prepare programming documentation, and monitor projects. The PPM funding is an important factor in efficient project development and delivery in our region.

### **Goals and Objectives**

*A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy (ref. Section 12 from the 2024 RTIP Template) as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.*

This RTIP is advancing the goals and objectives of the Regional Transportation Plan by updating the RTP, programming PPM funding, and monitoring projects.

*A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.*

The RTIP only programs PPM funding and will predominately be used to update the Regional Transportation Plan.

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<sup>1</sup> The fact sheet (one- or two-page) will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.