
SIERRA COUNTY 2015 REGIONAL TRANSPORTATION PLAN

Final Report



Prepared for the
Sierra County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

SIERRA COUNTY
2015 Regional Transportation Plan

FINAL

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Executive Summary

The Sierra County 2015 Regional Transportation Plan (RTP) provides a coordinated, 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people in the region. As the Regional Transportation Planning Agency (RTPA), the Sierra County Transportation Commission (SCTC) is required by California law to adopt and submit an approved RTP to the California Transportation Commission (CTC) every five years. The California Department of Transportation (Caltrans) assists with plan preparation and reviews draft documents for compliance and consistency. The RTP must be consistent with other planning guidance in the region such as adopted general plans, airport plans, bicycle plans, and public transit plans.

PUBLIC INVOLVEMENT AND CONSULTATION PROCESS

The SCTC solicited public comment from a wide variety of groups, including the general public, resource management agencies administering public lands, transit operators, truck traffic generators, transportation advocacy groups, tribal governments and all surrounding counties. A survey was made available to the general public by Sierra County staff and posted on line using surveymonkey.com. A total of 21 responses were received.

REQUIRED DOCUMENTATION

Environmental documentation for an RTP is required under the California Environmental Quality Act (CEQA). The SCTC has preliminarily determined that the Sierra County 2015 RTP will not result in significant impacts. Therefore, an Initial Study/Proposed Negative Declaration was prepared and is being circulated with this Draft RTP.

REGIONAL CHARACTERISTICS

Sierra County is located in the heart of the northern section of the Sierra Nevada in northern California. The county is located roughly 100 miles northeast of Sacramento, California and 50 miles west of Reno, Nevada. While Loyalton is the only incorporated city in the county, other community centers consist of Sierra Brooks, a portion of Verdi, Sierraville, Calpine, Sattley, Alleghany, Sierra City, Downieville, Goodyears Bar, Pike, Indian Valley and Forest City.

Demographics and Economics

US Census figures indicate the estimated total population of Sierra County to be 3,240 persons in the year 2010, of which 769 (23.7 percent) resided in Loyalton. From 2000 to 2010 the population in Sierra County, as estimated by the US Census, decreased by 9 percent, with the decrease occurring in both the unincorporated portions of the county as well as the City of Loyalton. Over the past few years, from 2010 to 2013, Sierra County's population has decreased by roughly 113 people.

Predominate ethnicities in Sierra County are White (87.2 percent), Hispanic (9.0 percent), and Native American Indian (1.1 percent). Just less than 10 percent of the population in Sierra

County primarily speaks another language than English. Approximately 20 percent of the population in Sierra County was age 65 and older in 2013. Approximately 20 percent of the population in Sierra County was age 65 and older in 2013, another 19 percent was under the age of 20 and the remaining 60 percent were between the ages of 20 and 64. The California Department of Finance projects that the Sierra County population will continue to decrease by 209 people or 6.7 percent by 2035.

Employment opportunities are limited in Sierra County with most jobs falling in the public sector or services sector. The vast majority (90 percent) of the 1,461 employed residents (per US Census) in 2011 commuted outside of the county for work as per the US Census Bureau. Center for Economic Studies, Longitudinal Employer Household Dynamics. There are no major development projects or land use changes over the next five years which will impact transportation conditions, although there is potential for small development in the eastern portion of the county over the long term.

REGIONAL TRANSPORTATION SYSTEM

There are two main roadways serving Sierra County: State Route (SR) 49 running east-west and SR 89 running north-south. SR 49 carries local (intra-county) traffic, recreational and commercial traffic and is an alternate Trans-Sierra route when Interstate 80 (I-80) is closed. SR 89 largely carries local, commercial, and recreational traffic through undeveloped forest land with restricted access. Additionally, a 3.1 mile-long segment of US Highway (US) 395 runs through the northeastern corner of the county. This highway is the primary US Highway along the eastern side of the Sierra and Cascade mountain ranges. A 1.6 mile-long section of I-80 passes through the southeastern corner of Sierra County, as a small part of the route across the nation between the New York City and San Francisco Bay metropolitan areas.

The roadway system in Sierra County totals approximately 760 maintained miles. In addition to private roadways, the public road system consists of 97 miles in the state highway system, 391 miles in the county roadway system, 7 miles of city streets in Loyalton, and 272 miles maintained by the US Forest Service. In Sierra County, SR 89 from the Nevada County line to Sattley is part of the Terminal Access STAA network, as is SR 49 between Sattley and Plumas County and the small section of US 395 which lies within Sierra County. The remainder of SR 89 and 49 in Sierra County are California Legal Advisory Truck Routes. The Yuba River Scenic Byway runs along SR 49 from the Yuba County line to Yuba Pass.

Roadways and Bridges

The highest traffic volume on the “local” highway network (1,850) was observed in Loyalton on SR 49 at Smithneck Creek. In the last thirteen years, SR 89 has seen volumes decrease on all sections, with decreases reaching as much as 58 percent. Volumes on SR 89 at Gold Lake Road in Plumas County however, have increased by two fold. In general, traffic volumes on SR 49 have decreased by around 50 percent over the past 13 years. The primary exception is at Goodyear Creek Road, where volumes have increased by 50 percent. Vehicle miles of travel in Sierra County have decreased along with traffic volumes.

The proportion of all traffic consisting of trucks was highest on I-80, with trucks comprising up to 19 percent of all traffic. Although truck volumes are lower on SR 89 and SR 49, the percent trucks for these highways is 13 percent and 9 percent, respectively.

According to Caltrans Transportation Concept Reports and region General Plans, the only roadway section with poor traffic flow or Level of Service (LOS) is SR 49 between the Yuba County line and Sattley. This is due to roadway geometry factors such as grades and curves rather than high traffic volumes. The majority of accidents in Sierra County over the past two years were single vehicle accidents as opposed to two vehicle collisions. Clusters of solo auto or motorcycle accidents occurred along SR 49 near and west of Downieville, around Sierraville and on US 395 near the Nevada State Line. Only a few of the accidents reviewed involved wet road conditions but alcohol/drugs was cited as a factor for at least 12 of the accidents. Wildlife is also a factor in vehicle accidents in Sierra County.

There are a total of 32 local roadway bridges and 19 state highway bridges. There are currently six local bridges which are structurally deficient and eight which are functionally obsolete. These bridges are eligible for rehabilitation with funding from the Highway Bridge Program. Four county single-lane bridges have been placed on the national historic register in July 2014 and the county is anticipating creation of some form of historic preservation district for the community of Downieville in the near future.

Given the trend in decreasing traffic volumes and the lack of any major foreseeable traffic generating developments, it is reasonable to assume that traffic volumes along SR 49 and SR 89 within Sierra County will remain relatively steady for the next ten years. A small growth in traffic volumes of roughly 0.5 percent per year is reasonable to assume for the latter half of the planning period.

Transit Services

Demand-response public transportation for the west and east sides of the county is provided by two non-profit contractors: Golden Rays of Sierra County, Inc. and Incorporated Senior Citizens of Sierra County. These specialized transit services are open to the general public with priority for the elderly and disabled. Public transit is funded through state and federal funds as well as passenger fares. The primary funding source for public transit is Transportation Development Act (TDA) funds which is generated by a one-fourth cent statewide sales tax and returned to the county of origin.

Non-Motorized Facilities

Currently, there are no designated local or interregional bicycle routes in Sierra County, despite substantial use of the state highways by recreational cyclists. As many of the county roads are narrow and winding with steep grades and unpaved shoulders, they are not posted as bicycle routes, as this may attract individuals who are unaware of the potential dangers. During summer months the communities of Sierra City and Downieville experience a heavy influx of mountain bikers who travel to the area by motorized vehicles. In terms of pedestrian circulation, there are limited sidewalks in the communities of Loyalton and Downieville. The Sierra County

Transportation Commission adopted a Bicycle Plan in 2012. Top non-motorized facility projects include the Smithneck Creek bike lane project to connect the community of Sierra Brooks to Loyalton and pedestrian improvements in Sierra City and Sierraville.

Aviation Facilities

The Sierraville Dearwater Field Airport, located one mile east of Sierraville, is the only designated airport in Sierra County. The airport is classified as a Basic Utility airfield and not listed on the National Plan of Integrated Airport Systems (NPIAS). There are no services, no fixed base operations, no snow removal and no hangars. The airport is used for general aviation, training, fly-ins to the hot springs and fire suppression.

Rail Facilities

Although different rail lines pass through small portions of Sierra County, the region is not directly served by an active rail line. There are inactive rail lines located adjacent to US 395 and a connection between the Loyalton Business Park and active rail in Plumas County.

Ridesharing

A centralized carpool organization providing carpools for county residents has not been established.

AIR QUALITY

Sierra County is part of the Mountain Counties Air Basin with air quality managed by the Northern Sierra Air Quality Management District (NSAQMD). The county is considered “in attainment” for every state and federal air quality standard, except the state PM₁₀ standard (for small particulates). The primary sources of PM₁₀ pollution include fugitive dust, combustion from automobiles and heating, road salt, conifers, wood stoves, and wildfires. Overall, Sierra County has good air quality because of its low population density, limited industry, extensive undeveloped public lands, and rare traffic congestion. This RTP does not significantly encourage additional vehicular travel or lead to generation of air pollutant emissions. As Sierra County is in attainment for all federal air quality standards, this RTP is not subject to transportation conformity requirements. Thus, this RTP can be considered to be in compliance with air quality plans.

PROGRESS REPORT

In recent years, there have been several improvement projects completed on roads and bridges in the county. Projects included roadway rehabilitation, bridge replacement, sidewalk construction and the purchase of public transit vehicles.

REGIONAL TRANSPORTATION NEEDS AND ISSUES

The limited funds available for roadway operations and maintenance, the limited ability to provide transit services within and in/out of the county and insufficient facilities for

pedestrian/bicycle access and safety are among the most important regional transportation-related issues. The following list summarizes the region's most important issues:

- ♦ Funding – There is a shortage of revenues to carry out an adequate maintenance and rehabilitation program, needed road and bridge improvements, and maintenance needs for local roads and state highways. Maintenance and rehabilitation is required for both paved and unpaved facilities.
- ♦ Roadways – Capacity improvements to roadways are limited by the region's mountainous topography.
- ♦ Transit – While transit service continues to be an increasingly important component of the county's regional transportation system and an important service to county residents, low population densities and long travel distances make it inherently difficult to provide these services in a cost-effective manner.
- ♦ Bicycle and Pedestrian – Bicycle and pedestrian facilities need to be upgraded and expanded to provide a safe environment for non-motorized modes of transportation. Sierra County attracts a large number of outdoor recreation enthusiasts, in particular bicyclists. In many locations there is insufficient room along the state highways for vehicles to pass cyclists without crossing the double yellow line. In terms of pedestrian circulation, non-continuous sidewalks within the communities can inhibit safe travel for residents, school children and visitors.
- ♦ Vehicle Speeds – Excessive vehicular speeds create potential safety issues and impact communities, particularly where highways enter developed areas.
- ♦ Multi-Jurisdictions - Sections of multi-jurisdictional roads and state highways near county lines and in between Caltrans districts often receive low priority for improvement projects.
- ♦ Fire Hazard - Sierra County communities (particularly some of the more remote communities) are subject to forest fires. Maintaining feasible evacuation routes is important for Sierra County. In many cases, secondary access routes are traversable by four wheel drive vehicles only.
- ♦ Airport - At the Sierraville – Dearwater Airport, there is the on-going issue of trees on privately owned land encroaching on the airfield's airspace. Cooperation with the land owner is necessary to correct this issue. As part of a potential Sierraville Hot Springs development project, there may be a need to pave the access road to the Hot Springs from the airport which lies adjacent to the property.
- ♦ Wildlife - The Sierra Valley is a major wildlife migration path and includes four large wildlife management areas (Antelope Valley, Smithneck Creek, Hallelujah Junction, and Evans Canyon) which all support the critical seasonal deer migration routes between Nevada and Sierra County. San Francisco State operates two field stations in Sierra County: at Sagehen on SR 89 and just outside Sierra City on SR 49. As SR 89 cuts through the middle of the Sierra Valley, there are a number of vehicle/wildlife accidents. As a result of

coordination with the SR 89 Highway Stewardship Team, wildlife mitigation projects such as deer fencing and crossings have been constructed and more are proposed.

- ♦ Goods Movement - In terms of goods movement, there are limited passing opportunities on Sierra County state highways. The topography of the region also limits locations for truck climbing lanes. Turnouts at select locations could improve efficiency for all users.
- ♦ Off-highway vehicle (OHV) Use - The OHV network on forest service roads is disconnected in some places and requires travel on county maintained roads in between OHV sections. The issue occurs when OHV vehicles are not “street legal”. The USFS is updating their Travel Management Plan which may lead to changes in OHV and Over Snow Vehicle (OSV) use. These uses are very popular in Sierra County and a contributor to the economy. Sierra County’s position is to keep national forest areas as open as possible to OSV use during the winter months.

REGIONAL TRANSPORTATION GOALS

The SCTC proposes the following general regional transportation goals:

- ♦ Provide a comprehensive, efficient, and safe intermodal transportation system.
- ♦ Maintain a system of safe rural roads within the existing roadway network that preserve the rural quality of life of county residents.
- ♦ Prevent growth inducement along transportation corridors that is inconsistent with existing land use patterns.
- ♦ Reduce Greenhouse Gas (GHG) emissions from all transportation related activities within Sierra County boundaries to support the state’s efforts under AB-32 and to help mitigate the impact of climate change.

Sierra County adheres to these goals as demonstrated in the RTP capital improvement project lists. Additionally, these goals reflect existing conditions in the county.

PLAN ASSUMPTIONS

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

- ♦ **County Ambiance** – Transportation improvements will be sensitive to county and community history, culture and customs, and land use patterns. Priority will be given to retention of history and environmental protection.
- ♦ **Environmental Conditions** – No change is assumed in attainment status for air or water quality affecting transportation projects. High priority will be placed on transportation projects which reduce wildlife-vehicle collisions and retention of scenic values.

- ♦ **Travel Mode** – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low-income, and for persons with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- ♦ **Changes in Truck Traffic** –Although goods movement levels are anticipated to increase at the state level, it is assumed that the proportion of total traffic generated by truck movement remain at current levels in Sierra County, which is below year 2000 levels.
- ♦ **Recreational Travel** – Recreation-oriented local travel will continue to have a major impact on state highways in the county.
- ♦ **Transit Service** – Though future planning efforts may lead to expansion of services in Sierra County, any expansion will not significantly impact overall traffic levels.
- ♦ **Population Growth** – Sierra County will not be subject to the same development pressures as its neighboring counties. The Sierra County population will decrease at a rate consistent with California Department of Finance Projections.
- ♦ **Planning Requirements** – New state and federal requirements with respect to climate change and greenhouse gas emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.

TRANSPORTATION SAFETY AND SECURITY/EMERGENCY PREPAREDNESS

The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables.

In the Sierra County region, forced evacuation due to wildfire, flood or landslide is the most likely emergency scenario. The Sierra County region has several transportation security/emergency preparedness documents in place. The best preventative measures with respect to this document for an emergency evacuation would be to continue to implement projects in the RTP which upgrade roadways, airport facilities and public transit. Additionally, SCTC and the public transit operators should work with the County Office of Emergency Services to develop a more active role in disaster preparedness.

ACTIVE TRANSPORTATION

The State of California includes an Active Transportation Program (ATP) grant program which is funded through MAP-21 with the primary purpose of increasing the mode share of non-motorized trips in the state. In Sierra County, there is the potential for increased active transportation within the communities of Loyalton, Sierraville, Sierra City and Downieville. The proposed bicycle path between the residential community of Sierra Brooks (2.5 miles south of Loyalton) and Main Street in Loyalton is a good example of an RTP project which will increase

the proportion of trips made by active modes. Increasing safety for existing and potential non-motorized transportation users is an important part of the ATP program. Widening shoulders and or providing bicycle lanes along SR 89 and SR 49 would be in line with ATP goals.

FUNDING STRATEGIES

Balanced Focus – A good strategy in times of funding uncertainty is to focus on a variety of transportation needs. Over the short-term, local roadway rehabilitation is of greater concern than expanding the state highway system. Although the potential need for state highway expansion should not be dismissed entirely in the future. A balanced focus also includes an emphasis on alternative types of transportation improvements such as non-motorized facilities and public transit. This RTP update follows the balanced focus funding strategy.

REGIONAL TRANSPORTATION IMPROVEMENT PROJECTS

Chapter 4 of this document, the Action Element, includes a series of tables listing both financially constrained and financially unconstrained roadway, bridge, transit, aviation, and bicycle/pedestrian projects. SCTC has developed project level performance measures and quantified current system baseline performance for each measure. Prior to implementation/after-completion of each RTP transportation improvement project, the impact of that project on current system baseline performance will be evaluated. This strategy will maximize limited funding opportunities for transportation improvement projects.

TRANSPORTATION FUNDING PROGRAMS

The Financial Element describes numerous federal, state, and local funding sources and programs that are available to the SCTC for transportation programs. Unfortunately many of these funding sources are discretionary and allocated on a competitive basis and are therefore very difficult to predict. The primary state transportation funding source is fuel tax revenues which have been decreasing over time accounting for inflation and as vehicles have become more efficient. This RTP is based on a very conservative outlook on transportation funding over the next 20 years and includes a large financially unconstrained or “wish list” project list.

As part of the Financial Element, roadway, bridge, aviation, and transit revenues were forecasted over the next 20 years by using a variety of methods. Estimated costs to meet designated “financially constrained” transportation needs meet projected funding available for the regional transportation system. If financially unconstrained projects are considered, there will be a shortfall of \$80.3million over the 20-year planning period.

CLIMATE CHANGE STRATEGIES

As the world’s twelfth largest source of carbon dioxide, the State of California has recognized the need to establish climate change standards. Assembly Bill 32: Global Warming Solutions Act, adopted in 2006, requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990, by 2020. Strategies to reduce GHG emissions set forth in state and local planning documents focus on

reducing vehicle miles traveled (VMT) in the region through smart growth policies and proper transportation planning.

RTPAs that are not located within the boundaries of a metropolitan planning organization (which SCTC is not) are not subject to the provisions of SB 375 that require addressing regional GHG targets in the RTP and preparation of sustainable community strategies. Sierra County does not experience traffic congestion. Overall traffic volumes on Sierra County state highways have decreased in the last ten years. As such, the Sierra County region is not a significant contributor to GHG emissions. Regardless, this RTP identifies improvements to bicycle and pedestrian facilities which will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce GHG emissions.

Given the importance of the consideration of climate change in transportation planning, this RTP outlines the following strategies to reduce GHG emissions:

- ◆ Continue to Prioritize Regional Transportation System Maintenance over Expansion
- ◆ Implement Active Transportation Project Improvements
- ◆ Implement Transit System Improvements
- ◆ Rideshare Program

In partnership with the Sierra Business Council and Pacific Gas and Electric, Sierra County recently updated the *2005 Community-Wide Greenhouse Gas Emissions Inventory*. This document is the first step for a climate action planning process. Sierra County has already completed an inventory of GHG emissions from government operations. This report provides estimates of greenhouse gas emissions resulting from activities in Sierra County as a whole in 2005. The next step will be to develop a climate action plan.

ENVIRONMENTAL IMPACT

In compliance with California Environmental Quality Act Guidelines, an Initial Study Checklist and Negative Declaration was prepared for the RTP, providing environmental analyses and a general overview of the potential impacts of proposed projects.

The RTP is a planning document containing general policies, guidelines, and lists of projects. Preparation and adoption of the RTP represents long-term transportation planning for the Sierra County region, and by definition does not examine individual projects that would have individual impacts. Specific environmental impacts of projects discussed in the RTP will be addressed on an individual basis at the time of each project review. Therefore, there is no potential for significant environmental impact resulting from this plan.

With respect to climate change, status quo conditions in Sierra County are having a positive impact on GHG emissions. Population and VMT have decreased over the last ten years. Significant land use and job growth is not anticipated in the near future.

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Chapter 1 Introduction

As the Regional Transportation Planning Agency (RTPA) for the region, the Sierra County Transportation Commission (SCTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Sierra County, including the City of Loyalton. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan. The RTP for the Sierra County region was last updated in 2010.

The Sierra County regional transportation system includes many types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Sierra County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

This RTP document first presents an explanation of the regional transportation planning process, followed by information on the state of the region, including the local government entities as well as the Native American tribes. Regional issues, needs, and problems are identified within the existing conditions section and summarized in the policy element. Related goals, objectives, and policies are provided in the policy element along with performance indicators and measures. Appropriate solutions and actions are next discussed by transportation mode in the action element in the form of improvement project lists over the short- and long-term planning horizons. Finally, a discussion of finances is included that considers a comparison of costs and revenues.

The intent of this RTP is to provide the region with a coordinated transportation system and be a guideline for decision makers over the RTP plan period. This Draft RTP will be circulated for public review and comment along with an accompanying environmental document. All appendices in the RTP are incorporated herein by reference. Acronyms and terms used in this RTP are listed and defined in Appendix A.

PLAN DEVELOPMENT REQUIREMENTS AND PROCESS

State Planning Requirements

State regional transportation planning requirements have evolved over the years. A brief history of the laws that have shaped the RTP process and requirements is presented below:

- ◆ The Transportation Development Act of 1971 (SB 325) resulted in the formation of the SCTC as the RTPA to administer and allocate funds provided by the Act.
- ◆ Assembly Bill 69, enacted in 1972, created Caltrans and established requirements for preparation and administration of State and Regional Transportation Plans. Under this law, each RTPA is required to prepare and adopt an RTP with coordinated and balanced transportation systems consistent with regional needs and goals.
- ◆ In 1997, the Transportation Funding Act (SB 45) mandated major reforms impacting many areas of transportation planning, funding, and development. This sweeping legislation overhauled the State Transportation Improvement Program (STIP), providing for greater “regional choice,” with 75 percent of the program’s funds to be divided by formula among the regions. Periodically, each RTPA selects projects to be funded from its STIP share and lists them in its Regional Transportation Improvement Program (RTIP). Every RTIP adopted by a local agency must be consistent with its RTP.
- ◆ California Government Code 14522 requires that the CTC develop RTP Guidelines to facilitate the preparation, consistency, and utilization of RTPs throughout the state. In recent years there have been two updates to the RTP Guidelines (2007 and 2010). The 2007 RTP Guidelines incorporated several key changes to the RTP process to address changes in the planning process resulting from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU):
 - An expanded public participation and public agency consultation process
 - Increased attention to environmental considerations
 - Safety and security issues
 - Expanded financial plan discussion
 - Expanded discussion on congestion and corridor management
 - Greater coordination with other related transportation planning and programming documents
 - Refined transportation system performance measures
 - Increased the RTP update requirement to every five years

- ◆ The 2010 RTP Guidelines incorporated new regulations set forth by SB 375 and the addendum to the 2007 RTP Guidelines. SB 375 requires the Metropolitan Planning Organizations (MPOs) in California to address in their RTPs how the region will meet greenhouse gas emission reduction targets as specified by the California Air Resources Board (CARB). Although RTPAs (such as the SCTC) are not subject to the stipulations of SB 375, incorporating strategies to reduce greenhouse gas emissions in the region is identified in the Guidelines as an important part of regional transportation planning for rural counties. As such this RTP includes strategies to reduce greenhouse gas emissions.

RTP PROCESS

The SCTC is responsible for the preparation of Sierra County's RTP. As outlined in a Memorandum of Understanding, administrative support, planning services and staff are provided by Sierra County. The SCTC must ensure that all of the requirements of the RTP process are met (see Appendix B for RTP process). The SCTC then prepares a draft document that includes all of the required elements and solicits public comment from a wide variety of groups, including the general public, local Native American Tribes, natural resource agencies, and adjacent county RTPAs. Appropriate environmental documentation (in conformance with the CEQA and an Air Quality Conformity Finding, as applicable) is also prepared and distributed to the groups noted above. The comments solicited are responded to and/or included in the final document, as appropriate. The SCTC then adopts the RTP and environmental documentation in accordance with state and federal requirements.

After adoption, the SCTC will be responsive to changing conditions throughout the county on an ongoing basis. As new or redefined projects are needed, the action and financial sections will be amended. The SCTC considers funding only for those projects in the RTP that have been fully reviewed by all concerned agencies.

Transportation Programming Process

Regional Transportation Plans are long-range documents that guide the organized development of all modes of transportation within the area. State and federal requirements prescribe that, for approval, RTPs must include the following three elements:

- ◆ The **Policy Element** describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates.
- ◆ The **Action Element** identifies plans to address the needs and issues for each transportation mode in accordance with the goals, objectives, and policies set forth in the policy element. The Action Element is divided into two sections: Identification of needs, assumptions, data forecasts and potential alternatives; data and conclusions (project lists).
- ◆ The **Financial Element** identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the action element. The intent is to define realistic financing constraints and opportunities.

Participation and Consultation Process

The planning of the regional transportation system is accomplished through the coordination of various governmental agencies, advisory committees, and public input. The organizational structure and composition of the SCTC and its advisory groups are described below.

- ♦ The **SCTC**, serving as the RTPA since 1972, includes an executive director, executive secretary, three representatives appointed by the City of Loyalton, three representatives and one alternate appointed by Sierra County, and one representative of transit or transportation appointed by the commission.
- ♦ The **Technical Advisory Committee** consists of city and county engineering and planning department technical staff, US Forest Service representative, county social services representative, and the Caltrans District 3 Planning Division Chief. This committee has not been active recently and is only summoned on an as needed basis.
- ♦ **Caltrans** is responsible for the design, construction, maintenance, and operation of the State Highway System, and that portion of the Interstate Highway System within California. Enacted in 1972, Assembly Bill 69 defines the basic framework for Caltrans. Headquartered in Sacramento, Caltrans has 12 district offices throughout the state. Sierra County is located in District 3, with offices in Marysville. Different District 3 staff members serve as liaisons to the SCTC, depending upon the activity or project.

The SCTC plans for the regional transportation system in consultation and coordination with regional stakeholders. During the development of this RTP, among others, the entities listed below were contacted for information and solicited for input:

- ♦ Adjacent County Regional Transportation Planning Agencies (RTPAs)
- ♦ Tribal Governments
- ♦ Local, State, and Federal Resource Agencies
- ♦ Northern Sierra Air Management District
- ♦ Local Transit Operators
- ♦ Truck Traffic Generators
- ♦ Advocacy Groups for the Disadvantaged Population
- ♦ General Public

For a comprehensive listing of entities and persons contacted, see Appendix C.

In compliance with the 2010 *Regional Transportation Guidelines*, the following provides details of correspondence to specific agencies. Correspondence associated with this RTP is provided in Appendix D. Table 1 below lists specific events in the participation/consultation process pertaining to this RTP. Throughout public input processes, various Sierra County residents expressed their desire to maintain the rural and historic character of the county by not placing a high priority on large capacity increasing transportation projects. These views are reflected in the RTP goals and policies in Chapter 3 of this document.

TABLE 1: Participation Process During RTP Development

Participant	Activity	Date
Study Steering Committee Meeting	Project Kickoff Meeting	9/11/2014
Adjacent RTPAs	Sent Notification Letters Requesting Input	10/16/2014, 12/11/2014
Native American Heritage Commission	Sent Notification Letter Requesting Tribal Contact List	11/13/2014
Tribal Governments	Sent Notification Letters Requesting Input	11/13, 12/2, 12/20 2014
Natural Resource Agencies	Sent Notification Letters Requesting Input and Consultation	November - December 2014
Coordinated Plan Meeting	RTP Discussion at Public Meeting	10/22/2014

Adjacent County Regional Transportation Planning Agencies

Correspondence was sent to the neighboring RTPAs which share transportation facilities with Sierra County. This correspondence notified the RTPAs of the Sierra County RTP preparation and requested written or verbal responses to a series of six questions. All adjacent RTPAs were contacted via e-mail. The following summarizes each RTPA's response.

Lassen County Transportation Commission (LCTC) – A small portion of US 395 travels through the eastern portion of Sierra County between Nevada and Lassen County. LCTC staff indicated that transportation conditions in Sierra County do not have an impact on Lassen County but there are several transportation related efforts Sierra County should be aware of. The Lassen Economic Development Council is trying to promote tourism to the region by marketing a series of new bike trails. The Honey Lake Expressway long-term financially unconstrained project would widen US 395 to four lanes between Reno and Susanville. In terms of transportation needs, transit dependent Lassen County residents, similar to Sierra County residents, require transportation to urban areas such as Reno.

Plumas County Transportation Commission mentioned that Sierra and Plumas Counties are relatively similar with respect to transportation conditions. Both include numerous recreation and tourist destinations, are located in mountainous terrain and have limited public transportation. Staff cites that the limited capacity of east-west routes in Sierra County may create additional transportation demand on east-west routes in Plumas and Nevada Counties. The greatest demand for travel between the two counties over the next 20 years will stem from tourism, recreation, and employment opportunities or deficiencies. Staff feels that mobility in Plumas County could be enhanced by increased coordination with Sierra County on the topics of public transportation, non-motorized transportation, and Intelligent Transportation Systems (ITS). Additionally,

improvements to recreational trails and increased access to recreational opportunities would be beneficial to both counties. Much like Sierra County, Plumas County focuses on maintaining the transportation system rather than expanding it, therefore, there are no transportation improvement projects planned in Plumas County which will have an impact on Sierra County.

For the previous RTP update, the **Nevada County Transportation Commission (NCTC)** stated that transportation conditions in Sierra County do not impact Nevada County significantly as both the western and eastern roadway links between the two counties, State Route 49 (SR 49) and SR 89, have low traffic volumes. Although Nevada County offers shopping opportunities for both Downieville and Sierra Valley residents, due to the limited Sierra County population this factor is not likely to affect regional transportation. NCTC staff did indicate that the Nevada County Bicycle Master Plan includes a proposed Class II bicycle lane along SR 89 from the Truckee Town limits to Hobart Mills Road and then a Class III multi-use shoulder up to the Sierra County line.

Tribal Governments

In an effort to include in the RTP process those Tribal Governments that have sacred lands within Sierra County, the Native American Heritage Commission (NAHC) was contacted to obtain the “SB 18 Consultation List.” The study team contacted the following tribal entities as suggested by the NAHC and Sierra County: Maidu Cultural and Development Group, Tsi-Akim Maidu Corporation, Greenville Rancheria of Maidu Indians, and the Washoe Tribe of Nevada. These entities were contacted via mail/email with a notification letter that defined the RTP, referenced an internet link to the 2010 RTP, requested their input in the RTP process, included a copy of the public input survey and requested they make contact for a meeting or discussion of tribal transportation issues. To date, none of the tribal governments have provided input.

Environmental Agency Consultation

The 2007 RTP Guidelines state that “*the RTP shall reflect consultation with resource and permit agencies to ensure early coordination with environmental resource protection and management plans.*” The following natural resource agencies were contacted and input and relevant resource maps or plans were requested. Copies of all correspondence can be found in Appendix D.

- ◆ Tahoe National Forest
- ◆ Plumas National Forest
- ◆ Federal Emergency Management Agency
- ◆ Sierra Valley Resource Conservation District
- ◆ Sierra Valley Groundwater Management District
- ◆ Upper Feather River Watershed Group
- ◆ California Department of Fish and Game
- ◆ Central Valley Water Resources Control Board
- ◆ Lahonton Water Quality Control Board

Comments pertinent to this RTP received to date are summarized below.

USDA Forest Service

A large portion of Sierra County lies within the National Forest system, specifically the Tahoe National Forest and Plumas National Forest. For this reason, both entities were contacted as part of the RTP update regarding their opinions of transportation in the region. Several popular year-round recreation sites are located within Sierra County, including the Gold Lakes Basin accessed by Gold Lake Road near Bassetts, the Sierra Buttes off of SR 49, and the Yuba Pass Winter Recreation area on SR 49. Although the majority of Plumas National Forest is located in Plumas County, a large proportion of visitors to the area live in the Central Valley or the Bay Area and therefore travel via I-80 and SR 89 through Sierra County to access Plumas National Forest. In the past, Plumas County Forest Service staff indicated that the continued construction of second homes in the communities of Clio, Graeagle, and Whitehawk will increase weekend visitor travel on SR 89 between Truckee and Plumas County. It is therefore important to maintain view corridors in these areas as well as the appropriate ingress and egress from the state highways to recreation sites. Plumas National Forest staff also noted that Gold Lake Road should remain unmaintained (not plowed) during the winter season, as the road provides abundant winter recreation opportunities. Other suggestions included a partnership between the National Forest and Caltrans to develop rest stop facilities on SR 89 between Prosser and SR 70.

The Tahoe National Forest is in the process of updating their Travel Management Rule which will provide a foundation as discussion and input for future travel (motorized and over-snow) through the national forest. The resulting Forest Travel Analysis Report will be complete in the fall of 2015 and should be reviewed as part of the next RTP update. Currently, Tahoe National Forest staff does not have any additional issues of concern with respect to this RTP.

The US Forest Service has developed a *Sierra Nevada Forest Plan (SNFP)* to ensure that Forest Service plans, programs, and activities will not have a significant impact on the environment. The 2001 SNFP Final Environmental Impact Statement reviews several “Forest Service Sensitive Species” which should be provided particular consideration so that these species will not become endangered or threatened. The document performs a Biological Evaluation of each sensitive species including the species’ habitat and risk factors which can have a negative impact on the survival of the species. The following Forest Service Sensitive species may be found in Sierra County: Wolverine, Snowshoe Hare, California Spotted Owl, Northern Goshawk, and the Yosemite Toad. Transportation related environmental documents will evaluate the impact on Forest Service Sensitive Species.

Sierra Valley Resource Conservation District

A portion of Sierra County lies within the Sierra Valley Resource Conservation District (RCD). The *Final Sierra Valley RCD Watershed Action Plan* was reviewed and the goals and objectives listed in the RTP are consistent with the objectives listed in the Watershed Action Plan.

Sierra Valley Groundwater Management District

The Sierra Valley Groundwater Management District responded in 2010 that the agency only manages underground water sources, which would not be affected by regional transportation planning.

Water Quality Control Boards

Both the Lahonton Water Quality Control Board and the Central Valley Water Quality Control Board were contacted for input. Additionally, the Basin Plans for each region were reviewed. As part of previous RTP updates, the State Water Control Board provided guidance for determining potential impacts of projects on state water bodies.

The Lahonton Water Quality Control Board responded that they are more of a permitting agency. One project that the agency may have some concern over is a new bridge on USFS Road 350 near Independence Lake. Currently the crossing is a ford. This is a short-term project for Sierra County and will undergo environmental review prior to implementation.

Federal Emergency Management Agency

The Federal Emergency Management Agency's (FEMA) Region 9 was contacted in 2010 for information about Sierra County's flood plain areas. The location of flood plains is important to consider when planning new transportation projects. Local Sierra County maps were viewed on FEMA's map service center website. From these maps the following sections of roadways were determined to be located in 100 year flood plains:

- ◆ In the City of Loyalton – SR 49 between Hill Street and 3rd Street, Taylor Avenue north of Granite Avenue, and most of South Railroad Avenue between Mill Street and Cemetery Road.
- ◆ South of Loyalton – About 3.5 miles south of Loyalton small portions of Smithneck Road, Longhorn Drive, and Bear Valley Road.
- ◆ In Sierraville – 2 miles of SR 89 starting 0.3 miles east of town and continuing south of town, SR 49 from the junction with SR 89 to 0.5 miles northeast, and 0.25 miles of Lemon Canyon Road near the airstrip.
- ◆ Many roadways cross flood plains which have bridges over the waterway and flood plain area. These locations are not listed above.

California Wildlife Action Plan

As a requirement for receiving funding under the State Wildlife Grants Program, states must develop a Wildlife Action Plan. In California the *California Wildlife: Conservation Challenges* was developed in 2005. This document was reviewed as part of the RTP process. There are three conservation challenges listed in the document which pertain to a discussion of regional

transportation planning: growth and land use management, recreational pressures, and climate change. The plan is currently being updated and will be complete in 2015.

Over the last 20 years, single family home development has greatly expanded in the Sierra, particularly in the western foothills, and thereby eliminated a large portion of wildlife habitat. This extensive development has not reached Sierra County. The SCTC can assist with the preservation of wildlife in Sierra County by maintaining the RTP goals in Chapter 3 of this document by prioritizing maintenance improvements over new road construction that lead to expanded land uses.

Much of Sierra County is subject to recreational pressures. Snowmobiling, mountain biking, hiking, camping, and off-road vehicle use is common in the region. All these activities can disturb wildlife. The California Wildlife Action Plan cites information kiosks and the management of garbage and sewage at visitor information centers as a method for managing recreational use and educating the public about wildlife. In the past, Sierra County has constructed visitor centers which further the educational goals.

Climate change has far reaching consequences on wildlife and wildlife habitat in Sierra County, ranging from above normal temperatures to changes in water/rainfall patterns to increased wildfires. As vehicle emissions have been linked to climate change, an increase in vehicle traffic will increase the negative effects of climate change. As discussed later in the Action Element, this RTP does not include projects that will significantly increase vehicle traffic (and associated greenhouse gases) in Sierra County. Additionally, Caltrans data shows that overall traffic volumes in Sierra County have decreased over the last ten years.

California Department of Fish and Wildlife

As Sierra County is home to multiple species of fish and wildlife, the CA Department of Fish and Wildlife was contacted as part of the RTP update. The Department's primary concern in Sierra County is the high level of road kill on state highways and county roads, often due to vehicle speeding. Staff referenced the California Roadkill Observation System website which records and maps roadkills in California. A roadkill "hot spot" map is currently being developed. The Policy Element of the RTP was updated based up comments provided by the department on the Initial Study.

Northern Sierra Air Quality Management District (NSAQMD)

As part of this 2015 RTP update, the Study Team contacted the NSAQMD to obtain their input. The Air Pollution Control Specialist indicated that air quality conditions and the effect of transportation on air quality has not changed since the previous update. A summary of correspondence to and from the NSAQMD is included in the Air Quality Section of Chapter 2.

Private Sector Involvement

Truck Traffic Generators

Goods movement is an important part of the regional transportation system as well as the economic vitality of the region. Trucking activity in Sierra County generally includes the transport of timber and agricultural products, including the seasonal transport of cattle from summer to winter pastures. Overall, the opinion of the regional transportation system in Sierra County among truck traffic generating businesses over the last several years is good. The level of trucking varies per season. During the early spring and late fall (cattle transporting season) three to four trucks per day are generated on Sierra County roadways by cattle and other agriculture companies, and an average of eight to ten trucks per day are generated from the timber industry during the summer season. County roadways that are primary travel routes for Sierra County trucks include Westside Road/Beckwourth Calpine Road (A23), Heriot Lane, West Willow, Ridge Road to Alleghany, Brandy City Road, and Henness Pass Road. SR 49 and SR 89 are also used by local truck traffic. Other goods movement stakeholders have indicated that the importance of the truck turnout projects on SR 89 between Sierraville and Truckee in order to increase safety and flow of the regional transportation system.

Public Transit Operators

Sierra County is currently served by two local transit programs: Golden Rays operating out of Downieville and Incorporated Senior Citizens operating out of Loyalton. Both public transit operators were contacted to obtain their input on regional transportation in Sierra County as it pertains to transit. Overall, the transit operators feel that existing transit services in Sierra County provide essential transportation to medical services for the transit dependent population and those who choose not to drive. Both non-profit operators seem to make the best use they can of the limited resources available.

The transit operators have indicated that there is a significant need for public transit in Sierra County. One fifth of Sierra County residents are over the age of 65 and there are very limited health care facilities within the county. Public transit also offers residents the option of not driving over mountain passes to reach their destination. This can be a less stressful option, particularly during inclement weather. The two transit operators seem to coordinate well with each other and don't see a need to consolidate services into one system at this time. As Sierra County has such a low population, public transit is very specialized to meet the needs of each passenger. This is deemed as very important to meet the mobility needs of Sierra County residents.

The *Coordinated Public Transit Human Services Transportation Plan* was being updated at the same time as this RTP update. Further the public input for this RTP was solicited at the Coordinated Plan input meeting in Sierraville. This RTP is consistent with the current *Coordinated Public Transit Human Service Transportation Plan*.

Citizen and Advocacy Group Participation

Public involvement is a major component of the RTP process. A public involvement program is required for each RTP. The SCTC makes a concerted effort to solicit public input in many aspects of transportation planning within the county. Specific examples are listed below.

- ◆ Citizens are encouraged to attend and speak at SCTC meetings on any matter included for discussion at that meeting, or any other matter of public interest.
- ◆ Each year, public notification is sent out to encourage participation in the unmet transit needs hearings that are held by the SCTC.
- ◆ All studies conducted by the SCTC are either adopted or accepted following an advertised public review period and a public hearing. This process will be undertaken by the SCTC in conjunction with this RTP update.
- ◆ Social Service Transportation Advisory Council (SSTAC), formed to meet the requirements of PUC Section 99238, consists of appointed citizens representing a wide range of transit dependent groups. They represent primarily potential transit passengers including the elderly, people with disabilities, and others with limited mobility. The SSTAC conducts periodic meetings, including the annual transit needs assessment.

RTP Specific Public Input

Input from the general public for the Sierra County 2015 RTP was solicited in the following ways:

- ◆ A survey was drafted by the Study Team asking for information on basic demographics, commute patterns and opinions on the regional transportation system. To date, 21 surveys have been completed and results are summarized in Appendix E. A flyer advertising the availability of the survey and consultant contact information was posted at the post office and on the Sierra County website. The flyer is presented in Appendix D.
 - Of those surveyed, nearly half live in Loyalton and the majority of respondents use the personal vehicle as their primary mode of transportation.
 - On a scale of 1 (poor) to 5 (excellent), respondents rated the overall regional transportation system as a 3 on average. State highways received the highest average rating while public transit received the lowest rating.
 - The top three priority improvements for respondents were: 1) Repair/maintain sidewalks, pedestrian walkways, and trails 2) Improve public transit and 3) Increase number of bike trails, bike paths, and bike lanes.
 - The final two questions of the survey asked respondents what they see as significant transportation issues in Sierra County and if they could fix one problem, what would it be. Responses ranged from improving public transit, connectivity between OHV roads, single lane bridges, to speeding. See Appendix E for complete responses.

- ◆ The Study Team attended the Coordinated Public Transit Human Services Transportation Plan public workshop in Sierraville on October 22, 2014, provided a brief overview of the RTP process and asked for input. The majority of concerns brought up at this meeting surrounded the issue of safety and conflicts between motorists and bicyclists (most on SR 49), particularly if two cars or large profile vehicles are traveling in opposite directions while passing a cyclist.
- ◆ The public draft and Initial Study/Proposed Negative Declaration will be presented at the SCTC meeting as part of the public hearing in February.

Required Documentation

The *Air Quality Conformity Determination* provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this plan. This analysis must document that the projects included in the RTP, when constructed, will not emit more pollutants than allowed in the emissions budget set forth in the State Implementation Plan (SIP). The extent of required documentation is based on the current federal non-attainment designation and its requirements applicable to Sierra County. As Sierra County is in attainment or unclassified for all federal air quality standards, this RTP is not subject to transportation conformity requirements.

Environmental documentation is required under the CEQA. The environmental documentation states whether there will be an environmental impact of the plan, and if so, what that impact will be. Depending on the scope of the plan and local environment, environmental documentation may be a negative declaration, a mitigated negative declaration, or a full environmental impact report (EIR). CEQA defines significant effects as “a substantial, or potentially substantial, adverse change in the environment.” Under CEQA guidelines, public agencies are responsible to minimize or avoid environmental damage, where feasible. Agencies must balance a variety of objectives, including social, economic, and environmental concerns, to comply with CEQA obligations.

The SCTC has preliminarily determined that the Sierra County 2015 RTP will not have significant effects on the environment and therefore expects to adopt a negative declaration, based on the Environmental Initial Study that finds no significant effect on the environment.

RTPAs that are not located within the boundaries of a metropolitan planning organization (which SCTC is not) are not subject to the provisions of SB 375 that require addressing regional GHG targets in the RTP and preparation of sustainable community strategies, however, this RTP includes strategies to reduce greenhouse gas emissions.

Coordination with Other Plans and Studies

The RTP Guidelines recommend that the circulation elements of the general plans within a region are consistent with the RTPs in the region. The general plans of the region include the *City of Loyalton General Plan* (2008) and the *Sierra County General Plan* (2012). The RTPs should also be consistent with regional transportation plans in adjacent regions, including

Washoe County in Nevada, Plumas, Yuba, Lassen, and Nevada Counties in California, and with the Tahoe Gateway Intelligent Transportation Systems Strategic Deployment Plans. The primary goals and objectives of other important documents will be incorporated into the RTP including: the *Sierra County Short Range Transit Plan* (2003), the *Sierra County Coordinated Public Transit Human Services Transportation Plan* (currently being updated), and the *Sierraville Dearwater Airport Development Plan* (1995).

The RTP goes beyond just roadway planning and serves as the basis for future non-motorized transportation improvements such as Active Transportation Planning projects and Complete Streets projects.

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REGIONAL CHARACTERISTICS

Sierra County is located in the heart of the northern section of the Sierra Nevada in northern California. Elevation ranges from 1,800 feet in the western foothills to over 8,000 feet in the eastern portion of the county. As shown in Figure 1, the county extends from the Nevada - California border west to Yuba County and is bordered by Plumas and Lassen Counties to the north and Nevada County to the south. The county is located roughly 100 miles northeast of Sacramento, California and 50 miles west of Reno, Nevada. Two major highways traverse the county: SR 49, running generally east-west and SR 89 running generally north-south. In addition, a 1.6-mile section of I-80 passes through the southeastern tip of the county and a 3.1-mile segment of US 395 crosses the county's northeastern corner. While Loyalton is the only incorporated city in the county, other community centers consist of Sierra Brooks, a portion of Verdi, Sierraville, Calpine, Sattley, Alleghany, Sierra City, Downieville, Goodyears Bar, Pike, Indian Valley and Forest City.

Sierra County is primarily mountainous and heavily forested, with the exception of Sierra Valley in the eastern portion of the county. Sierra Valley is the largest alpine valley in North America. The Plumas, Tahoe, and Toiyabe National Forests as well as the Lakes Basin Recreation area are located in Sierra County and offer year-round recreation and scenic opportunities to residents and visitors. At the higher elevations, summers are cool and mild, while winters bring cold weather and heavy snow. Low temperatures in January average 28 degrees Fahrenheit, while the high temperatures in July average 88 degrees Fahrenheit. Average annual precipitation in Downieville is over 60 inches.

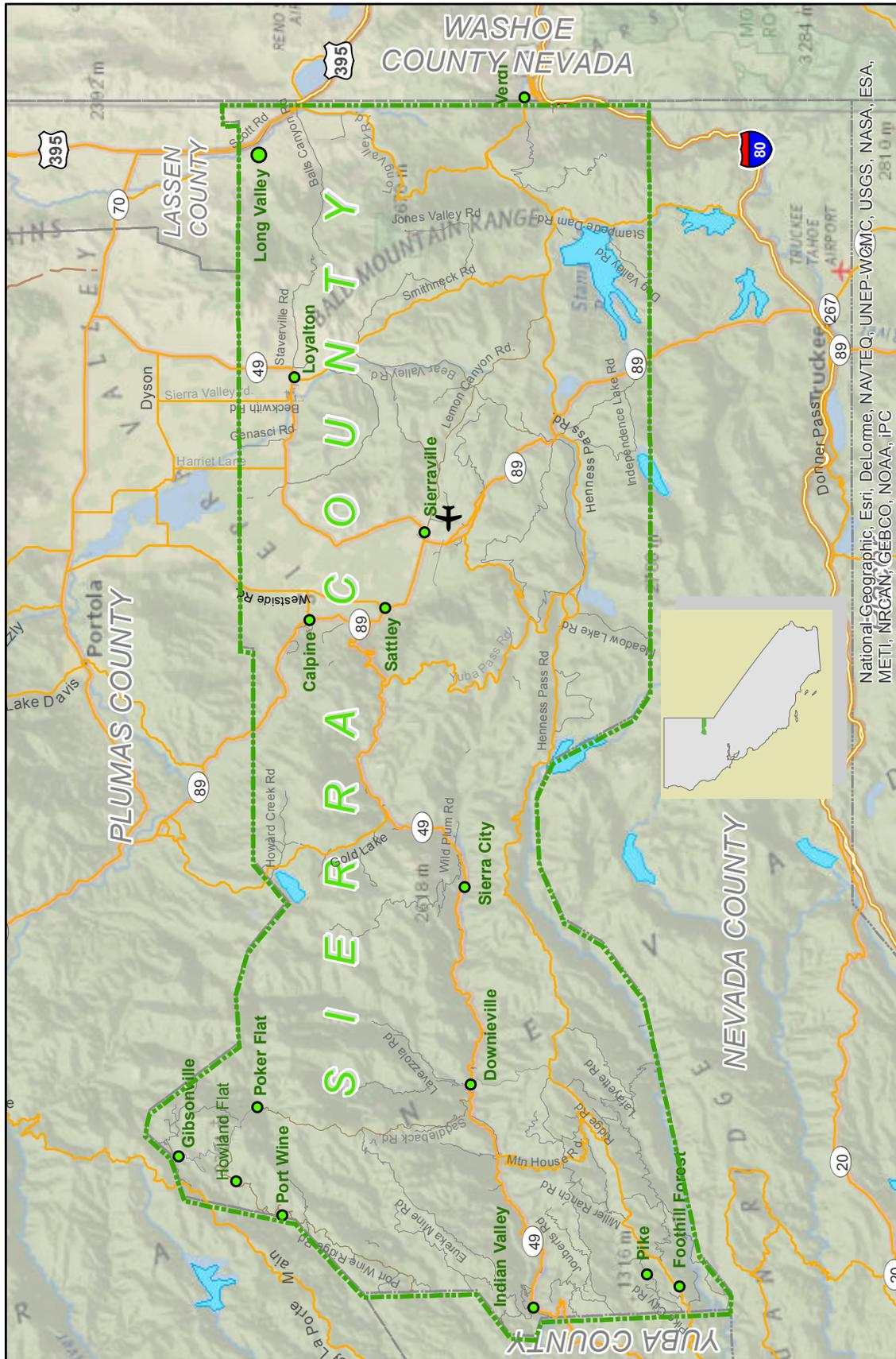
Land Use

Sierra County encompasses approximately 959 square miles of land. Predominant geographic features of the county include the Sierra Buttes, Sierra Valley, the North Yuba River, the Middle Yuba River, the Truckee River watershed, Upper Feather River watershed and over 45 alpine lakes. Of the total land use area, 91 percent of the land in Sierra County (excluding the City of Loyalton) falls under forest use, largely within the Tahoe National Forest. Approximately 7 percent is used for agriculture and 1 percent is used for open space and water resources, the remaining 1 percent is used for community purposes (smaller lot residential, industrial, commercial, etc.)

Population

US Census figures indicate the estimated total population of Sierra County to be 3,240 persons in the year 2010, of which 769 resided in Loyalton. As shown in Table 2, from 2000 to 2010 the population in Sierra County, as estimated by the US Census, decreased by 9 percent, with the decrease occurring in both the unincorporated portions of the county as well as the City of Loyalton. Over the past few years, from 2010 to 2013, Sierra County's population has decreased by roughly 113 people. During this same time period, the State of California's population

Figure 1
Sierra County Site and Location Map



National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC



0 4.25 8.5 17 Miles



increased by about 2.9 percent. Countywide population density in 2013 was estimated to equal 3.2 persons per square mile, compared to the State of California average of approximately 234.2 persons per square mile.

TABLE 2: Sierra County Population

	Total Population					Total Change 2000-2010		Total Change 2010-2020		Total Change 2020-2030	
	2000 ⁽¹⁾	2010 ⁽²⁾	2013 ⁽³⁾	2020 ⁽⁴⁾	2030 ⁽⁴⁾	#	%	#	%	#	%
City of Loyalton	862	769	769	720	742	-93	-11%	-49	-6%	22	3%
Unincorporated Area	2,693	2,471	2,358	2,314	2,383	-222	-8%	-157	-6%	69	3%
<i>Total Countywide</i>	<i>3,555</i>	<i>3,240</i>	<i>3,127</i>	<i>3,034</i>	<i>3,125</i>	<i>-315</i>	<i>-9%</i>	<i>-206</i>	<i>-6%</i>	<i>91</i>	<i>3%</i>

Note 1: Source - US Census 2000. Note 3: US Census 2013 Population Estimate
 Note 2: Source - US Census 2010. Note 4: CA Department of Finance
 Source: California Department of Finance, Demographic Research Unit; U.S. Census Bureau, Census 2000.

Table 3 reflects the population change in Sierra County between 2000 and 2010, as well as figures for adjacent counties. As shown, the populations of Washoe County and Yuba County have increased at an average annual rate of 2 percent or more. Lassen and Nevada Counties has seen a more moderate growth rate between 0.3 and 0.7 percent per year while Plumas County has seen a slightly negative growth rate.

TABLE 3: Population of Adjacent Counties

	Total Population		Total Change	Average Annual Change
	2000	2010	2000 - 2010	2000 - 2010
<i>Sierra County</i>	3,555	3,240	-8.9%	-0.9%
Lassen County	33,828	34,895	3.2%	0.3%
Nevada County	92,033	98,764	7.3%	0.7%
Plumas County	20,824	20,007	-3.9%	-0.4%
Washoe County, Nevada	339,486	421,407	24.1%	2.4%
Yuba County	60,219	72,155	19.8%	2.0%
<i>Total Adjacent Counties</i>	<i>546,390</i>	<i>647,228</i>	<i>18.5%</i>	<i>1.8%</i>

Source: California Department of Finance, Demographic Research Unit; U.S. Census Bureau, Census 2000, 2010; Nevada State Demographer

Table 4 presents an overview of age and race estimates for Sierra County, using American Community Survey 2013 Five Year Estimates. According to this data, predominate ethnicities are White (87.2 percent), Hispanic (9.0 percent), and Native American Indian (1.1 percent). Just

less than 10 percent of the population in Sierra County primarily speaks another language than English. Approximately 20 percent of the population in Sierra County was age 65 and older in 2013, another 19 percent was under the age of 20 and the remaining 60 percent were between the ages of 20 and 64.

TABLE 4 : Sierra County 2013 Demographic Estimates

	Total	Race							Language Other Than English	Age 65 and Above
		White	Hispanic	Asian	Native Hawaiian or Other Pacific Islander	African American	American Indian	Other/Multiracial		
Number of Persons	3,127	2,727	281	2	14	18	35	50	284	647
Percent of Population	--	87.2%	9.0%	0.1%	0.4%	0.6%	1.1%	1.6%	9.4%	20.7%

Source: US Census American Community Survey 2013 Five Year Estimates

Population Trends and Projections

Table 5 also presents the future population estimates for Sierra County and neighboring counties based on the State of California’s Department of Finance projections (2014) and the Nevada State Demographer. As shown, the population in Sierra County is expected to decrease by 209 people or 6.7 percent by 2035. This represents an annual percentage decrease of 0.1 percent for the first half of the planning period and 0.3 percent for the second half. Plumas County will also see a decline in population over the planning period, while the other nearby counties are expected to increase in population. This is much in part due to limited employment opportunities, large amount of publicly owned land and lack of development in these counties.

TABLE 5: County Population Forecasts

County	Existing Population ⁽¹⁾ 2013	Population Projections				Annual Percent Change		Total Change 2013-2035	
		2020	2025	2030	2035	2013-2025	2025-2035	#	%
Sierra	3,127	3,174	3,091	3,008	2,918	-0.1%	-0.3%	-209	-6.7%
Lassen	33,362	36,386	37,490	38,224	38,719	1.0%	0.1%	5,357	16.1%
Nevada	98,509	101,767	105,389	108,111	110,224	0.6%	0.2%	11,715	11.9%
Plumas	19,684	19,284	19,375	19,256	18,929	-0.1%	-0.2%	-755	-3.8%
Washoe, Nevada ¹	425,495	475,153	508,862	542,019	573,446	1.5%	0.6%	147,951	34.8%
Yuba	72,574	81,467	88,282	95,445	103,044	1.6%	0.8%	30,470	42.0%
<i>Total Adjacent Counties</i>	<i>649,624</i>	<i>714,057</i>	<i>759,398</i>	<i>803,055</i>	<i>844,362</i>	<i>1.3%</i>	<i>0.5%</i>	<i>194,738</i>	<i>30.0%</i>

Note 1: Per American Community Survey 2009-2013 Five Year Estimates
Source: Data from State of California, Department of Finance, Population Projections for California and Its Counties 2010-2060, Nevada State Demographer (2035 projections use same annual growth rate from 2033 available projections)

Commute Patterns

The US Census Bureau, Center for Economic Studies, Longitudinal Employer Household Dynamics offers the most recent commute pattern data statistics (2011). It should be noted that

this data reflects all persons reporting their work location, regardless of how often they commute. As such this data source can be misleading and has not always proven to be accurate. However, it is the best commute data available for Sierra County.

As shown in Table 6, the Census Place which is the location of the employment for the greatest proportion of Sierra County employed residents is Truckee (313 persons or 21.4 percent), followed by Susanville (204 persons or 14 percent) and Reno, Nevada (175 persons, 12 percent). In fact, just under 10 percent of Sierra County employed residents work in Sierra County. Routes potentially used by these commuters include SR 89 and SR 49 in the eastern portion of the county.

TABLE 6: Sierra County Commute Pattern Data		
	# Persons	% of Total
Census Place of Employment for Sierra County Residents		
Truckee, CA	313	21.4%
Susanville, CA	204	14.0%
Reno, NV	175	12.0%
Downieville, CA	110	7.5%
Sunnyside-Tahoe City, CA	88	6.0%
Portola, CA	83	5.7%
Chico, CA	77	5.3%
Incline Village, NV	67	4.6%
Loyalton, CA	61	4.2%
South Lake Tahoe, CA	59	4.0%
All Other Locations	224	15.3%
<i>Total Number of Persons</i>	1461	100.0%
Census Place of Residence for Sierra County Workers		
Loyalton, CA	69	14.7%
Sierra Brooks, CA	37	7.9%
Downieville, CA	27	5.7%
Sierra City, CA	17	3.6%
Sierraville, CA	15	3.2%
Calpine, CA	14	3.0%
Truckee, CA	14	3.0%
Grass Valley, CA	12	2.6%
Verdi, CA	12	2.6%
Reno, NV	10	2.1%
All Other Locations	243	51.7%
<i>Total Number of Persons</i>	470	100.0%
<i>Source: U.S. Census Bureau, Longitudinal Employer Household Dynamics, 2011</i>		

Just over half of persons employed in Sierra County also live in Sierra County. The Census Place which is the residence of the greatest proportion of Sierra County employees is Loyalton (69 persons, 14.7 percent), followed by Sierra Brooks (37 persons, 7.9 percent), and Downieville (27

persons, 5.7 percent). A handful of Sierra County workers travel from both western and eastern Nevada County as well as the greater Reno area.

Housing

The average annual percent growth in the total number of housing units in Sierra County from 2000 to 2012 was 0.2 percent. In 2012, the most recent year available, the total number of housing units in Sierra County was 2,266 (US Census, American Community Survey). Of these, 1,968 were single family units, 107 were multiple family units, and 191 were mobile homes. The total number of housing units in the City of Loyalton in 2012 was 356. Of these, 327 were single family units, 9 were multiple family units, and 20 were mobile homes.

Economic Base

The median household income for the Census Tract which encompasses all of Sierra County was 42,500 in 2012. This represents 70 percent of the statewide median household income in 2012. This classifies the entire county as a disadvantaged community in terms of Active Transportation Planning.

The Bureau of Economic Analysis reports the following proportions of total personal income in 2012:

- ◆ Net earnings – 51.5 percent
- ◆ Dividends, interest and rent – 25.2 percent
- ◆ Personal current transfer receipts (retirement, disability, medical benefits etc.) – 23.2 percent

Comparing these figures with the state as a whole shows that the proportion of total personal income that represents net earnings in Sierra County is lower than for California as a whole and the proportion of personal current transfer receipts (which includes retirement benefits and unemployment insurance) is greater.

Per the *Caltrans California County Level Economic Forecast*, the 2011 per capita personal income was \$36,084 and the average salary per worker was \$43,785. This is below the statewide average, a trend that is expected to continue over the short-term. An estimated 16.8 percent of the population in Sierra County is living below poverty per the US Census, which is above the statewide poverty rate of 15.3 percent.

The Bureau of Economic Analysis provided income projections for Sierra County. The 2030 per capita income is forecast to be \$45,982 adjusted for inflation. Total personal income is forecast to be \$178.8 million in 2030 (CSUC CED, 2008).

Employment

As of September 2014, the Sierra County labor force included 1,690 persons, representing a 13 percent decrease from the December 2009 figure. The Employment Development Department

(EDD) reports that there are 110 unemployed residents in Sierra County. This equates to an unemployment rate of 7.7 percent. This represents a significant decrease from the 2009 unemployment rate of 15.2 percent. Sierra County's unemployment rate is similar to statewide unemployment of 7.8 percent.

According to the Caltrans California County Level Economic Forecast, in 2011, the public sector (representing 51 percent of total employment) lost 55 jobs while the services sector (representing roughly 44 percent of total employment) gained 108 jobs. Going forward, Caltrans anticipates the goods producing sector to grow at an annual rate of 16.7 percent, the services sector to fall at an annual rate of 0.6 percent and the public sector to remain flat. Recreation and tourism will continue to have cyclical, seasonal effects on Sierra County's economy.

Land Use Changes and Growth

No major new developments are currently proposed in the short-term for Sierra County. The continuing efforts to redevelopment of the old mill site in Loyalton includes plans for a 30 - 40 unit housing project, though this has been postponed due to the economic downturn. Instead, a low level of development is expected to occur within existing developed areas, along with redevelopment and renovation of properties within communities. Over the long-term there is potential for the development of a community center and light industrial uses at the Sierraville Dearwater Airport. The new business park would be located between the airport and Campbell Hot Springs Road. Zoning changes and significant capital input would be required to put this concept into action.

It is assumed for purposes of this plan that natural resource based land uses (such as agriculture, mining, and timber) will remain roughly at current levels. It is also the desire of many residents to not alter the rural historic character of the county with large developments or traffic capacity increasing projects.

ROADWAY TRANSPORTATION SYSTEM DESCRIPTION

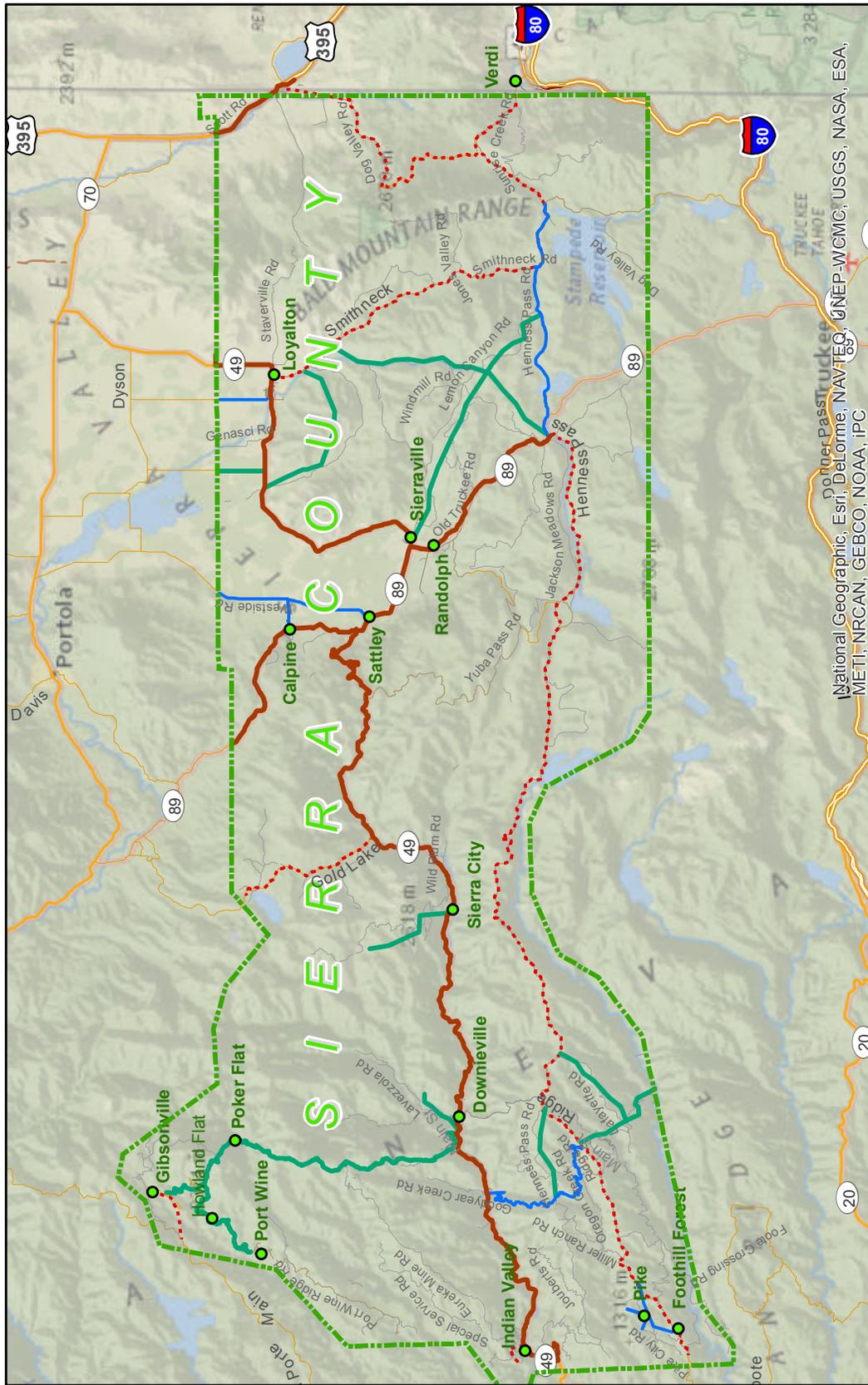
The roadway system in Sierra County totals approximately 760 maintained miles. In addition to private roadways, the public road system consists of 97 miles in the state highway system, 384 miles in the county roadway system, 7 miles of city streets in Loyalton, and 272 miles maintained by the US Forest Service (*2012 California Public Road Data, Division of Transportation System Information*).

Road Classification

Figure 2 depicts the county's main roadway system, along with their functional classification as per the Sierra County General Plan. The following provides the definition of each functional classification in the county.

- ♦ **Arterials** constitute routes of interregional significance whose design provides for relatively high overall travel speeds, with minimum interference to through movement. These routes provide for travel in to, out of, and through the county. In Sierra County, the major arterials consist of I-80, US 395, SR 49, and SR 89.

Figure 2
Functional Classification Map



- Arterial Roadway
- Collector
- Local Roadway
- - - Forest Highway



- ♦ **Collectors** are paved, year round roadways providing connections between major regional destinations or arterials. An example is Westside Road.
- ♦ **Resource** collectors are paved or unpaved roadways with the primary purpose of providing access to recreation uses and mining and forest product sites. These roads can be seasonal or year round. Residential areas should not have direct access to these roads. Gold Lake Road is an example of a resource collector.
- ♦ **Unpaved local collectors** are unpaved roads providing connectors within sub-areas of the county. Unpaved status is desired to limit regional use and growth inducement due to cost concerns, or to limit vehicle speed. Examples are Henness Pass Road (unpaved sections), Smithneck Road, Lavezzola Road, and Mountain House Road.
- ♦ **Local** roads are paved, gravel, or dirt roads providing access to residential areas. The roads can be either seasonal or year round. The *City of Loyalton General Plan* designates two types of street designs:
 - The Traditional Local Street includes two twelve-foot wide traffic lanes, with parking, curb, gutter and sidewalk areas in addition to the traffic lanes within a sixty-foot wide right-of-way.
 - The Special Local Street will be used in areas designated for planned development and to implement smart growth concepts. These streets may be narrow and have rights-of-way as small as forty-eight feet wide. The travel ways (including parking) may be twenty-four to twenty-eight feet wide. Typically trees or landscaping will separate the vehicle travel-way from the pedestrian sidewalk.
- ♦ **Forest** roads are roads serving within National Forest areas.

Major Roadway Network

State Route 49

SR 49 serves much of California’s “Gold Country” between Nevada County to the south and Plumas County to the north. Within Sierra County, 64 miles of highway runs east-west, entering at the Yuba County line east of Camptonville and crossing into Plumas County 7.5 miles south of Vinton. SR 49 passes over Yuba Pass (elevation 6,708 ft.) and through Indian Valley, Goodyears Bar, Downieville, Sierra City, Bassetts, Sattley, Sierraville, and Loyalton. SR 49 carries local (intra-county) traffic, recreational and commercial traffic, and is the alternate trans-Sierra route when I-80 is closed. The capacity of SR 49 is limited by horizontal and vertical curves and by limited passing opportunities.

State Route 89

As part of the full regional route, the 30 miles of SR 89 within Sierra County begin where SR 89 crosses from Nevada County 10 miles north of Truckee. SR 89 continues north to the Plumas

County line located 6.6 miles north of Calpine. Other than sections passing through the communities of Sierraville, Sattley, and Calpine, SR 89 largely carries local, commercial, and recreational traffic through undeveloped forest land with restricted access.

US Highway 395

A 3.1 mile-long segment of US 395 runs through the northeastern corner of the county. This highway is the primary US Highway along the eastern side of the Sierra and Cascade mountain ranges.

Interstate 80

A 1.6 mile-long section of I-80 passes through the southeastern corner of Sierra County, as a small part of the route across the nation between the New York City and San Francisco Bay metropolitan areas.

Other Trans-Sierra Nevada Connections

Although SR 70 lies in Plumas County and is not part of the Sierra County state highway network, it is an important link to more urban destinations east and west when I-80 is closed due to winter conditions.

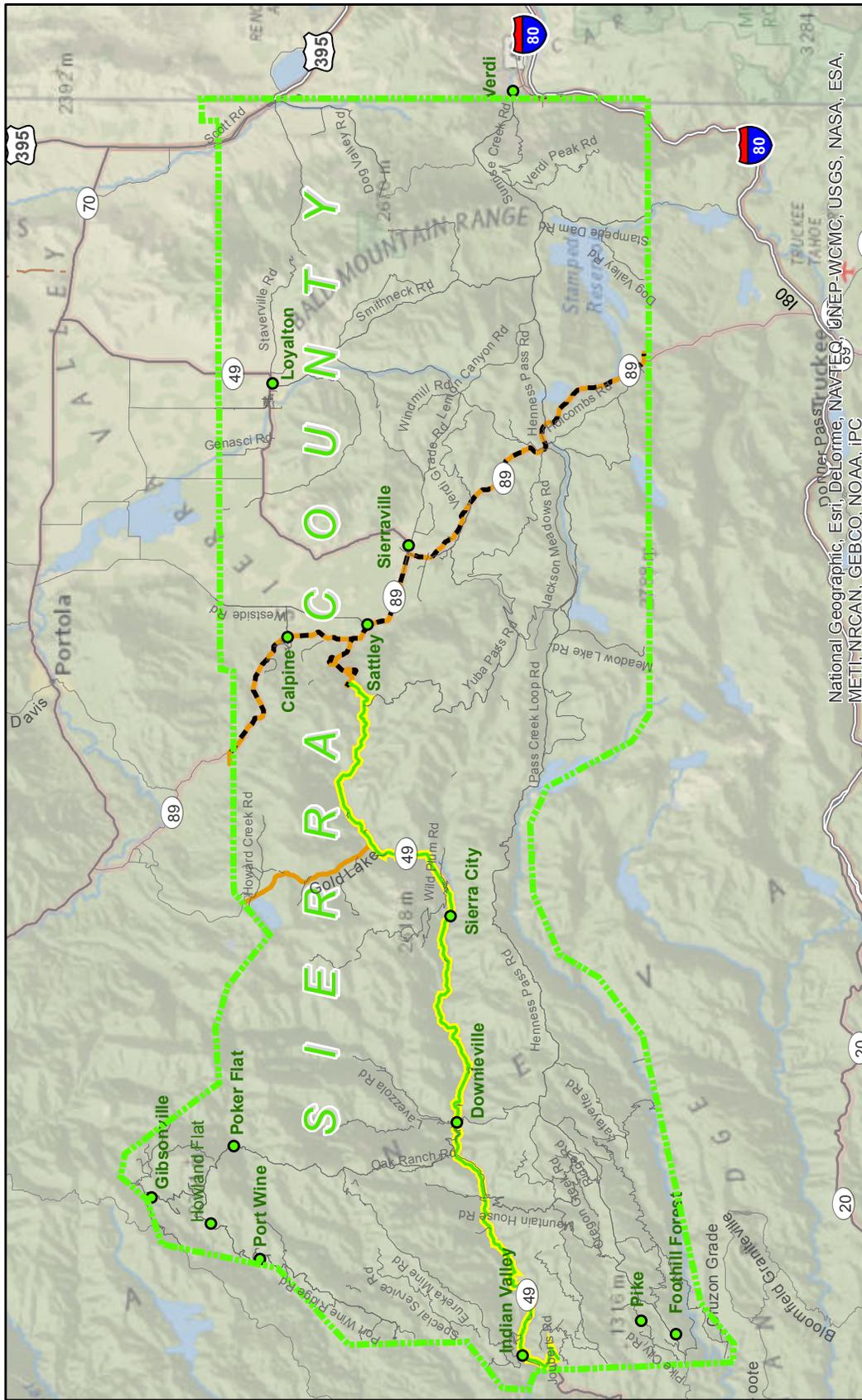
Sierra County Truck Network

Caltrans has designated a legal routes for truck tractor trailers on the state highway system. There are two categories of truck tractor-semitrailers in California: interstate "STAA" trucks and California Legal trucks. A truck is classified based on the overall length and length from the kingpin to the rear most axle. In Sierra County, SR 89 from the Nevada County line to Sattley is part of the Terminal Access STAA network, as is SR 49 between Sattley and Plumas County and the small section of US 395 which lies within Sierra County. The remainder of SR 89 and 49 in Sierra County are California Legal Advisory Truck Routes. The STAA designation is important for goods movement as trucks transporting cattle or other goods often exceed the California Legal Advisory length.

Scenic Roadways

Sierra County's natural beauty is often cited as a contributing factor in the high quality of life expressed by residents of the county, recreationists visiting the county, and small businesses seeking to relocate to the county. A significant percentage of residents and non-residents alike experience some, if not most, of their scenic experience from roads and highways. Figure 3 shows the county's Scenic Highways and Byway. The Yuba River Scenic Byway runs along SR 49 from the Yuba County line to Yuba Pass. The US Forest Service developed a Corridor

Figure 3
Scenic Roadway Map



Porter, Passtruckee
National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC

- Designated State Scenic Highway
- - - State Highway Eligible to be Designated Scenic
- Yuba River Scenic Byway
- Designated County Scenic Road



Management Plan for this scenic byway; however, the route has not yet been officially designated as the program was not authorized under the latest federal transportation funding bill (MAP-21). The State of California Scenic Highway system includes one official State Scenic Highway: SR 49 from the Yuba County line to the Yuba Pass summit (Yuba-River Scenic Byway). Additionally, a small portion of SR 49 from Yuba Pass to its intersection with SR 89 and SR 89 throughout Sierra County are candidates for the State Scenic Highway designation. Designated County Scenic Roadways include: Gold Lake Road, SR 89, and SR 49 from Yuba Summit to Sierraville.

Interregional Transportation Strategic Plan

The most current 1998 ITSP identifies 34 High Emphasis Routes throughout California, which are key goods movement corridors serving the state. The *Interregional Transportation Improvement Program (ITIP)*, as established by SB 45, funds projects identified in the ITSP. Portions of the 34 High Emphasis Routes are termed “Focus Routes” and are given the highest priority for project funding. There are ten Focus Route Corridors. ITIP funding is utilized to bring these routes to minimum facility standards within the next 20 years. US 395, including the 3.1 mile segment in the northeast portion of the county, is classified as a Focus Route. Caltrans is in the process of updating the *Interregional Transportation Strategic Plan (ITSP)*.

The 2014 ITIP has three simple objectives:

- ♦ Improve state highways
- ♦ Improve the intercity passenger rail system
- ♦ Improve interregional movement of people, vehicles and goods.

This 2015 RTP update is consistent with the 2014 ITIP. The only ITIP project located in Sierra County is a wildlife crossing on SR 89. This project was to be funded with Transportation Enhancement (TE) funds. As this funding source is now wrapped into other grant programs, Caltrans has eliminated TE projects from FY 2014-15 going forward. The wildlife crossing project is identified in the ITIP as a FY 13-14 pending allocation.

Traffic Volumes

Annual Average Daily Traffic (AADT) volume is defined as the total volume over the year divided by 365 days. The Caltrans traffic count year is from October 1 through September 30. Traffic counting is generally performed by electronic counting instruments, moved to consistent locations throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to reflect an estimate of annual average daily traffic by compensating for seasonal fluctuation, weekly variation, and other variables that may be present. The recordation of AADT is used to present a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

The highest AADT volume in Sierra County in 2013 (the latest year for which data is available) was observed on I-80 at the Nevada state line (25,000), as shown in Table 7. Another relatively

TABLE 7: Sierra County Daily Traffic Volumes on State Highways, 2000 - 2013

Highway / Counter Location	2000	2002	2004	2006	2008	2011	2013	Change: 2000 - 2013		
								#	%	Annual %
Average Annual Daily Traffic Volumes										
SR 49 at:										
Sierra-Yuba County Line	1,150	1,150	990	610	610	550	550	-600	-52%	-5.5%
Goodyear Creek Road	750	750	630	610	610	1,125	1,125	375	50%	3.2%
Saddleback Road	--	--	--	--	--	1,100	1,100	--	--	--
Downieville, Main Street/County Road P-16	1,100	1,100	1,100	1,100	1,100	1,100	1,100	0	0%	0.0%
Sierra City, West City Limits	--	--	--	--	--	720	720	--	--	--
Gold Lake Road	690	690	710	720	720	330	330	-360	-52%	-5.5%
Yuba Pass	420	420	440	--	--	--	--	--	--	--
Sattley, Jct. Rte 89	--	--	--	--	--	950	950	--	--	--
Sierraville, Lemon Canyon Road	--	--	--	--	--	1,400	1,400	--	--	--
Antelope Valley Road	1,600	1,600	1,650	1,750	1,750	1,750	1,750	150	9%	0.7%
Loyalton, Smithneck Creek	--	1,950	1,650	1,750	1,750	1,900	1,900	--	--	--
Smithneck Road (Sierra Brooks)	--	--	--	--	--	1,500	1,500	--	--	--
Sierra-Plumas County Line	1,350	1,350	1,400	1,500	1,500	880	640	-710	-53%	-5.6%
Jct. Rte. 70 (in Plumas County)	1,250	1,150	1,100	1,100	1,150	1,100	920	-330	-26%	-2.3%
Interstate 80 at:										
Jct. Rte. 89 North, Jct. Rte. 267 South, Truckee, East (in Nevada County)	29,500	28,000	30,000	30,000	30,000	27,000	26,800	-2,700	-9%	-0.7%
California-Nevada State Line	28,500	28,500	30,000	28,500	26,000	27,000	25,000	-3,500	-12%	-1.0%
SR 89 at:										
Sierra-Nevada County Line	1,700	1,700	2,000	2,050	1,850	1,850	1,850	150	9%	0.7%
Sierraville, Jct. Rte. 49 North	2,100	2,100	2,250	2,050	1,850	1,200	1,200	-900	-43%	-4.2%
Jct. Rte. 49 West; Sattley, North	1,800	1,800	1,500	1,100	980	980	980	-820	-46%	-4.6%
Calpine Road	1,200	1,200	1,250	680	600	520	500	-700	-58%	-6.5%
Sierra-Plumas County Line	700	700	710	680	600	680	720	20	3%	0.2%
Gold Lake Road (in Plumas County)	1,150	2,600	2,650	2,650	1,550	1,450	3,600	2,450	213%	9.2%
Blairsden, South Jct. Rte. 70 (in Plumas County)	2,350	2,450	2,600	2,600	2,500	2,050	1,950	-400	-17%	-1.4%
SR 395 at:										
California-Nevada State Line (Northwest of Reno)	9,100	9,400	9,700	9,700	9,200	8,200	7,800	-1,300	-14%	-1.2%
Jct. Rte. 70 West, Hallelujah Junction (in Lassen County)	9,100	9,400	9,700	9,500	9,200	5,200	7,800	-1,300	-14%	-1.2%
Peak Month Average Daily Traffic Volumes										
SR 49 at:										
Sierra-Yuba County Line	1,600	1,600	1,450	940	940	830	830	-770	-48%	-4.9%
Goodyear Creek Road	1,100	1,100	1,000	940	940	1,650	1,650	550	50%	3.2%
Saddleback Road	--	--	--	--	--	1,550	1,550	--	--	--
Downieville, Main Street/County Road P-16	1,550	1,550	1,550	1,550	1,550	1,500	1,500	-50	-3%	-0.3%
Sierra City, West City Limits	--	--	--	--	--	980	980	980	--	--
Gold Lake Road	940	940	970	980	980	470	470	-470	-50%	-5.2%
Yuba Pass	600	600	630	--	--	--	--	--	--	--
Sattley, Jct. Rte 89	--	--	--	--	--	1,200	1,200	--	--	--
Sierraville, Lemon Canyon Road	--	--	--	--	--	1,850	1,850	--	--	--
Antelope Valley Road	1,850	1,850	1,900	2,000	2,000	2,000	2,000	150	8%	0.6%
Loyalton, Smithneck Creek	--	2,300	1,900	2,000	2,000	2,100	2,100	--	--	--
Smithneck Road (Sierra Brooks)	--	--	--	--	--	1,800	1,800	--	--	--
Sierra-Plumas County Line	1,600	1,600	1,700	1,800	1,800	1,200	1,000	-600	-38%	-3.6%
Jct. Route 70 (in Plumas County)	2,350	1,300	1,200	1,200	1,250	1,350	1,100	-1,250	-53%	-5.7%
Interstate 80 at:										
Jct. Route 89 North, Jct. Route 267 South, Truckee, East (in Nevada County)	41,000	39,000	42,000	42,000	37,500	33,000	34,000	-7,000	-17%	-1.4%
California-Nevada State Line	38,000	38,000	37,000	38,000	29,000	33,000	34,000	-4,000	-11%	-0.9%
SR 89 at:										
Sierra-Nevada County Line	2,650	2,650	3,350	3,050	3,150	3,150	3,150	500	19%	1.3%
Sierraville, Jct. Route 49 North	3,200	3,200	3,300	3,050	3,150	2,150	2,150	-1,050	-33%	-3.0%
Jct. Rte. 49 West; Sattley, North	2,450	2,450	2,350	1,700	1,750	1,750	1,750	-700	-29%	-2.6%
Calpine Road	1,850	1,850	1,950	1,200	1,250	820	800	-1,050	-57%	-6.2%
Sierra-Plumas County Line	1,150	1,150	1,100	1,200	1,250	1,050	1,200	50	4%	0.3%
Gold Lake Road (in Plumas County)	2,200	4,100	4,100	4,100	3,350	2,250	5,100	2,900	132%	6.7%
Blairsden, South Jct. Route 70 (in Plumas County)	3,800	3,850	4,000	4,000	3,750	2,750	2,600	-1,200	-32%	-2.9%
SR 395 at:										
California-Nevada State Line (Northwest of Reno)	11,500	12,000	12,100	12,100	11,200	9,700	11,700	200	2%	0.1%
Jct. Route 70 West, Hallelujah Junction (in Lassen County)	11,400	12,000	12,100	11,800	11,200	6,500	11,700	300	3%	0.2%
Source: Caltrans Traffic Counts										

high AADT volume in Sierra County was observed on US 395 at the Nevada state line (northwest of Reno) (7,800). The highest traffic volume on the “local” highway network (1,850) was observed in Loyalton on SR 49 at Smithneck Creek.

Table 7 also presents historic AADT data for roadways in the county from 2000 to present. In the last thirteen years, SR 89 has seen volumes decrease on all sections, with decreases reaching as much as 58 percent. Volumes on SR 89 at Gold Lake Road in Plumas County however, have increased by two fold. In general, traffic volumes on SR 49 have decreased by around 50 percent over the past 13 years. The primary exception is at Goodyear Creek Road, where volumes have increased by 50 percent. This may be due to increased recreation around Downieville. Even the Sierra County sections of I-80 and US 395 have had decreases in traffic volume, ranging from 9 to 14 percent, over the last thirteen years.

Also shown in Table 7 and displayed graphically in Figure 4 are the peak month Average Daily Traffic (ADT) volumes on the state routes in the county between 2000 and 2013. This data is reflective of traffic activity in the peak month of the year (typically July), which is impacted to a relatively high degree by recreational traffic. Again most roadway volumes have decreased in the last ten years, up to 57 percent in some locations. Similar to annual traffic volume trends, there are areas on both SR 49 and SR 89 where an increase in peak month ADT occurred. Traffic volume growth in these areas (on SR 89 near Gold Lake Road, SR 89 from the Nevada County line to Sierraville, an on SR 49 at Goodyear Creek Road) are likely the result of increased visitor/recreational travel. On average in 2013, peak month ADT volumes were approximately 33 percent and 61 percent higher than AADT volumes on SR 49 and SR 89, respectively.

Truck Traffic Volumes

Table 8 presents the most recent available data regarding truck activity on the state highways (*Caltrans Annual Average Daily Truck Traffic on the California State Highway System, 2000-2012*). The highest truck traffic volumes in 2012 were observed on I-80 at the Nevada state line (5,011 trucks per day), followed by US 395 at the Sierra/Lassen County line (1,433 trucks per day). The proportion of all traffic consisting of trucks was highest on I-80, with trucks comprising up to 19 percent of all traffic. Although truck volumes are lower on SR 89 and SR 49, the percent trucks for these highways is 13 percent and 9 percent, respectively. A review of historical truck traffic on Sierra County state highways shows that truck traffic has decreased on SR 49, SR 89 and I-80 while US 395 has seen an increase over the past few years (roughly 600 trucks per year).

Goods Movement Issues and Related Projects

There is potential for serious conflicts on Sierra County state highways, when trucks and cyclists are travelling on the same roadway. On highways with narrow shoulders, limited roadway width makes it often necessary to for drivers of larger trucks to cross over the double yellow line to avoid the cyclist, if there is insufficient sight distance to slow down. If a truck or even a car is travelling in the opposite direction, there is potential for an accident.

TABLE 8: Truck Traffic on Sierra County State Highways

Highway	Truck Average Annual Daily Traffic ⁽¹⁾							Total Change: 2000-2012	Average Annual Change 2000-2012	Total Annual Avg. Daily Traffic Volume 2012	Percent Trucks 2012
	2000	2002	2004	2006	2007	2010	2012				
SR 49 at: Sattley, Jct. SR 89	174	174	183	31	31	90	90	-84	-5.3%	950	9%
SR 80 at: Nevada State Line	5,420	5,421	5,568	5,290	5,197	5,011	5,011	-409	-0.7%	27,000	19%
SR 89 at: Sierraville, Jct. Route 49 North	414	414	443	260	260	235	235	-179	-4.6%	1,850	13%
SR 395 at: Sierra/Lassen County Line	825	853	880	880	880	834	1,433	608	4.7%	15,800	9%

Note 1: Truck traffic includes all vehicles in the two-axle class (including 1 1/2 ton trucks with dual rear tire and excludes pickups and vans with only four tires) and above.
Source: California Department of Transportation.

SR 89 near Sierraville is a good example of an area of concern with respect to goods movement. Roughly 13 percent of traffic represents trucks, and there are limited passing opportunities. This often has the result of vehicles attempting to pass in unsafe locations. One solution being considered is to construct turnouts at the top of hills/summits. This option is less expensive and has less impact than passing lanes. As widening roadways is expensive and potentially not environmentally feasible, education is an important element. This involves making motorists aware of cyclists and encouraging cyclists to ride single file so as to limit conflict.

Traffic Conditions

Due to relatively low population levels, the study area is generally free of traffic congestion problems, with the exception of congestion caused by seasonal peaks in traffic on I-80. Rather than traffic levels, much of the level of service provided by roadways in Sierra County is a factor of topography and associated limited roadway geometry. In particular, roadway segments across mountain passes and through narrow canyons frequently contain substandard vertical and horizontal curvature, limited driver sight distance, and very limited passing opportunities, which reduce travel speed and level of service.

Level of Service

Level of Service (LOS) is used to rate a roadway segment’s traffic flow characteristics (see Appendix F for descriptions of Levels of Service). LOS serves as an indicator of roadway performance, assisting in determining when roadway capacity needs to be improved. LOS for rural highways is largely determined by roadway geometry factors, such as grades, vertical and horizontal curves, and the presence of passing opportunities. In mountainous topography and particularly through canyons, roadway LOS can be relatively low, even absent substantial traffic volumes.

The following are Caltrans’ estimates of LOS on primary state highway roadway segments as presented in the most recent *Transportation Concept Reports* and estimates on local roadways presented in the *General Plan*, for peak traffic conditions:

State Route 49

- ◆ Yuba County Line to SR 89 near Sattley – LOS E (Poor level of service is related to the narrow, windy roadway with steep grades as opposed to high traffic volumes).
- ◆ SR 89 Junction to Plumas County Line – LOS A

State Route 89

- ◆ Nevada County Line to Plumas County line – LOS B

Local Roadways

- ◆ Old Truckee Road, SR 89 to end – LOS B
- ◆ W. Willow Road, SR 89 to end – LOS A
- ◆ Heriot Lane, SR 49 to Plumas County Line – LOS B
- ◆ Westside Road, SR 89 to Plumas County Line – LOS B
- ◆ Calpine Road, SR 89 to Westside Road – LOS A
- ◆ Smithneck Road, SR 49 to Sierra Brooks – LOS C
- ◆ Smithneck Road, South of Sierra Brooks – LOS A
- ◆ Jackson Meadows Road, West of SR 89 (USFS road) – LOS C
- ◆ Gold Lake Road, North of SR 49 – LOS B
- ◆ Main Street, North of SR 49 (Downieville) – LOS A
- ◆ Goodyears Creek Road, North of SR 49 – LOS A
- ◆ Mountain House Road, South of SR 49 – LOS A
- ◆ Ridge Road, SR 49 to Pike – LOS A
- ◆ Ridge Road, East to Pike – LOS A

While most of the roadway system in the county operates at a LOS B or better, LOS declines to E on SR 49 from the Yuba County line to SR 89. This is primarily due to steep grades, sharp curves, and limited passing opportunities on this section of highway.

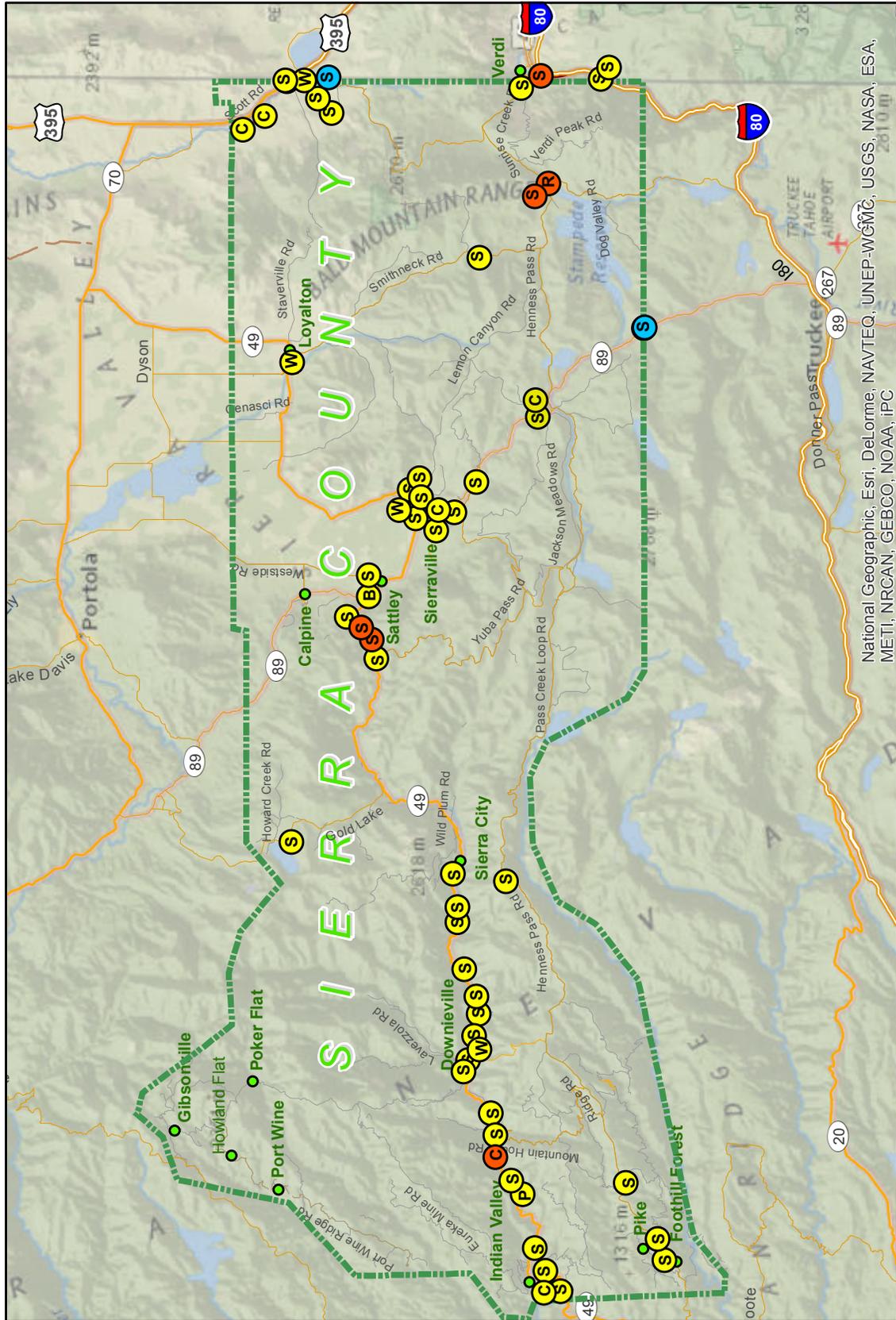
Vehicle-Miles of Travel

The amount of vehicle-miles traveled throughout the county has not changed significantly in recent years. The most recent estimate prepared for 2013 indicates a total of 292,000 daily vehicle vehicle-miles were traveled on all roadways in Sierra County (Caltrans Public Road Data). Of this total, it is estimate that 56 percent of the vehicle miles traveled were on state highways, 37 percent on county roadways, 6 percent of US Forest Service Roads and less than one percent on City of Loyalton streets. This represents roughly a decrease of 3,000 daily vehicle miles from 2008 estimates.

Traffic Accidents

California Highway Patrol Statewide Integrated Traffic Record System (SWITRS) accident data was reviewed for the period from January 2012 to April 2014. Automobile, motorcycle, bicycle and pedestrian collisions are displayed in Figure 5. Roughly 83 percent of the injury accidents

Figure 5
Sierra County Injury Accidents 2012-2014



National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMT, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC

● Fatality
● Snow/Ice
● All other

Circled Letter
 S Solo/Auto or Motorcycle
 C Collision, auto/auto, motorcycle/motorcycle, auto/motorcycle
 W Wildlife/animal
 B Bike/Auto
 P Ped/Auto

N

0 4.25 8.5 17 Miles

displayed in the figure involved only one vehicle. For the two year period reviewed there appears to be no discernable pattern of collision accidents. Collisions occurred on SR 49 near the Yuba County Line and on SR 89 near Sierraville and near Henness Pass Road. Clusters of solo auto or motorcycle accidents occurred along SR 49 near Downieville, around Sierraville and on US 395 near the Nevada State Line. Only one auto-bicycle collision was reported during this time period near Sattley at the SR 89/49 junction and one pedestrian-auto collision on SR 49 near Brandy City Road. Collisions with wildlife occurred near Downieville, Sierraville, and on US 395 at the Nevada State Line. The only collision fatality occurred as the result of a motorcycle – motorcycle accident at the Convict Flat Picnic area on SR 49 west of Downieville. Two other single motorcycle fatalities occurred on SR 49 between Yuba Pass and Sattley and single auto fatalities occurred on Dog Valley Road and on I-80 at the Nevada State Line. Alcohol or drugs was known to have been involved in 12 of the accidents.

For the City of Loyalton specifically, there have been four accidents involving parked vehicles, four moving vehicles accidents with property damage, one moving non- injury, and one moving with injury for a total of 10 incidents in 2014 to date.

Registered Vehicles

In 2010, there were 4,205 vehicles registered in Sierra County. Of these, 2,486 were automobiles, 1,555 were trucks, and 164 were motorcycles (Caltrans Quick Fact, 2010). Based on the 2010 county population, there were 1.3 motor vehicles per capita – a slight decrease from previous years.

Sierra County Roadway Areas of Concern

The *Sierra County 2012 General Plan* identifies several special study areas or roadways of concern which may require improvements in the future to address future development and land use changes resulting in higher traffic volumes. The following lists these roadways of concern and the recommended improvements:

Sierra County State Highway Recreation Traffic Areas of Concern

- ♦ SR 49, Yuba County Line to Sierra City – Limited passing lanes, shoulder widening, etc.
- ♦ SR 49, Sierraville to Loyalton – Limited passing lanes, shoulder widening, etc. If the Garbage Pit Road Industrial area were developed, additional turn lanes and access roads would be required.
- ♦ SR 89, Sierraville to Calpine – Limited passing lanes, shoulder widening, left turn lanes at intersections as residential development occurs etc. Could be funded by developer.
- ♦ SR 89, south of Sierraville – Limited passing lanes, shoulder widening, etc.

Sierra County Local Roadway Areas of Concern

- ♦ Smithneck Road, SR 49 to Sierra Brooks – Turn lanes at intersections, shoulder widening. Traffic should be no more than 1,800 vehicles per day to maintain LOS C.
- ♦ Smithneck Road, south of Sierra Brooks – Increased maintenance
- ♦ Jackson Meadows Road – Shoulder widening
- ♦ Gold Lake Road – Shoulder widening, passing lanes, and turnouts. Potential funding from future development.
- ♦ Ridge Road – Shoulder widening and turnouts
- ♦ Gold Bluff Road – Install turnouts on the one-lane road in Downieville as residential development increases
- ♦ Goodyears Bar Bridge – Reconstruct north and south approaches, construct two-lane versus one-lane bridge if development increases

Special Study Areas

- ♦ Old Truckee Road – Secondary access to SR 89 if Canyon Ranch area develops out completely
- ♦ Sattley Area – Redevelopment of the mill site should prompt internal access roads to SR 89 with no direct residential driveway access to SR 89
- ♦ Bassetts Area (SR 49) – Turn lanes at intersections, passing lanes, limiting driveway/highway access, and improvements to Gold Lake Road would be required if development expands or recreation activities are increased
- ♦ SR 89 Corridor – Wildlife under crossings.

Bridges

The Caltrans District 3 Log of Bridges on State Highways and the Local Agency (Sierra County) Bridge Inventories and are presented in Appendix G. As shown, there are a total of 32 local roadway bridges and 19 state highway bridges. There are currently six local bridges that are structurally deficient and eight that are functionally obsolete. “Structural deficiencies” indicate that a bridge has a loading limit and a permit is required prior to crossing with loads exceeding the limit, while “functionally obsolete” refers to bridges with access limits such as the presence of only one travel lane, the lack of proper bridge rails or lack of appropriate clearances. Sufficiency ratings for state highway bridges are no longer available to the public.

There is currently an effort to create a historic bridge preservation district in Downieville. This would include designating four single-lane bridges in Downieville as historic bridges. Currently, these bridges are listed on the national historic register. Residents and the SCTC are supportive of this effort and feel that the single lane bridges are important to the historic and quaint character of the town and add to the esthetics of the community. The four bridges identified as historic consist of: Pearl St Bridge, Hospital Bridge (pedestrian facility), Durgan Flat Bridge,

Commercial Street or Jersey Bridge on SR 49. Under the historical designation, the bridges would not be replaced with a higher capacity bridge even though they may be considered functionally obsolete.

Traffic Forecasts

Traffic forecasts for Sierra County roads are limited. As development pressures are low, no traffic models of Sierra County or its individual jurisdictions have been developed to date. It is therefore necessary to combine available traffic counts and trends with traffic volume forecasts to assess traffic conditions over the 20-year planning horizon of this RTP. The most recent Caltrans *Transportation Concept Reports* for Sierra County highways were produced in 2000 (SR 49) and 2012 (SR 89). The *Transportation Concept Reports* assume traffic growth of 1 percent annually for SR 89 and 3 percent annually for SR 49 in Sierra County. The most recent population projections developed by the California Department of Finance forecast that the population in Sierra County will decrease by 2.0 percent from 2010 to 2030. Additionally, traffic volumes on Sierra County state highways have generally decreased in the last ten years.

As with other regions with a substantial recreational industry, traffic is substantially higher during the peak summer tourist season than over the remainder of the year (roughly 40 percent higher, for state highways through Sierra County). Rather than consider future average *annual* daily traffic volumes, it is prudent to evaluate future average *peak month* daily traffic volumes, as these volumes represent the maximum usage and resulting congestion levels on the roadways. With these factors in mind, peak month traffic volumes were forecast for Sierra County's state highways for the 20-year RTP planning period in Table 9 and Figure 6.

Traffic volumes on SR 49 and SR 89 are the most reflective of conditions in Sierra County. Despite a decrease in population, there may be an increase in tourism over the next 20 years. As neighboring Nevada and Plumas Counties develop there may also be an increase in commute traffic between Sierra County and Nevada and Plumas Counties, though traffic trends over recent years do not indicate any evidence of this even given development in recent years in these neighboring counties. Existing traffic trends to consider in the evaluation of future traffic conditions are:

- The average annual decrease in peak month traffic volumes on SR 49 segments within Sierra County from 2000 to 2013 was 1.7 percent.
- SR 89 segments within Sierra County saw an average annual decrease of 2.0 percent over the 13 year period.
- Peak month traffic volumes on SR 89 at Gold Lake Road in Plumas County saw an average annual increase of 6.7 percent over the same period due to an increase in recreational traffic traveling from Plumas County to Sierra County via Gold Lake Road. The *Transportation Concept Report* projected an average annual increase in peak month traffic of 1.4 percent from 2010 to 2020.

Given these trends and the lack of any major foreseeable traffic generating developments, it is reasonable to assume that traffic volumes along SR 49 and SR 89 within Sierra County will remain relatively steady for the next ten years. As development increases in Nevada and Plumas

TABLE 9: Forecast Peak-Month Average Daily Traffic Volumes

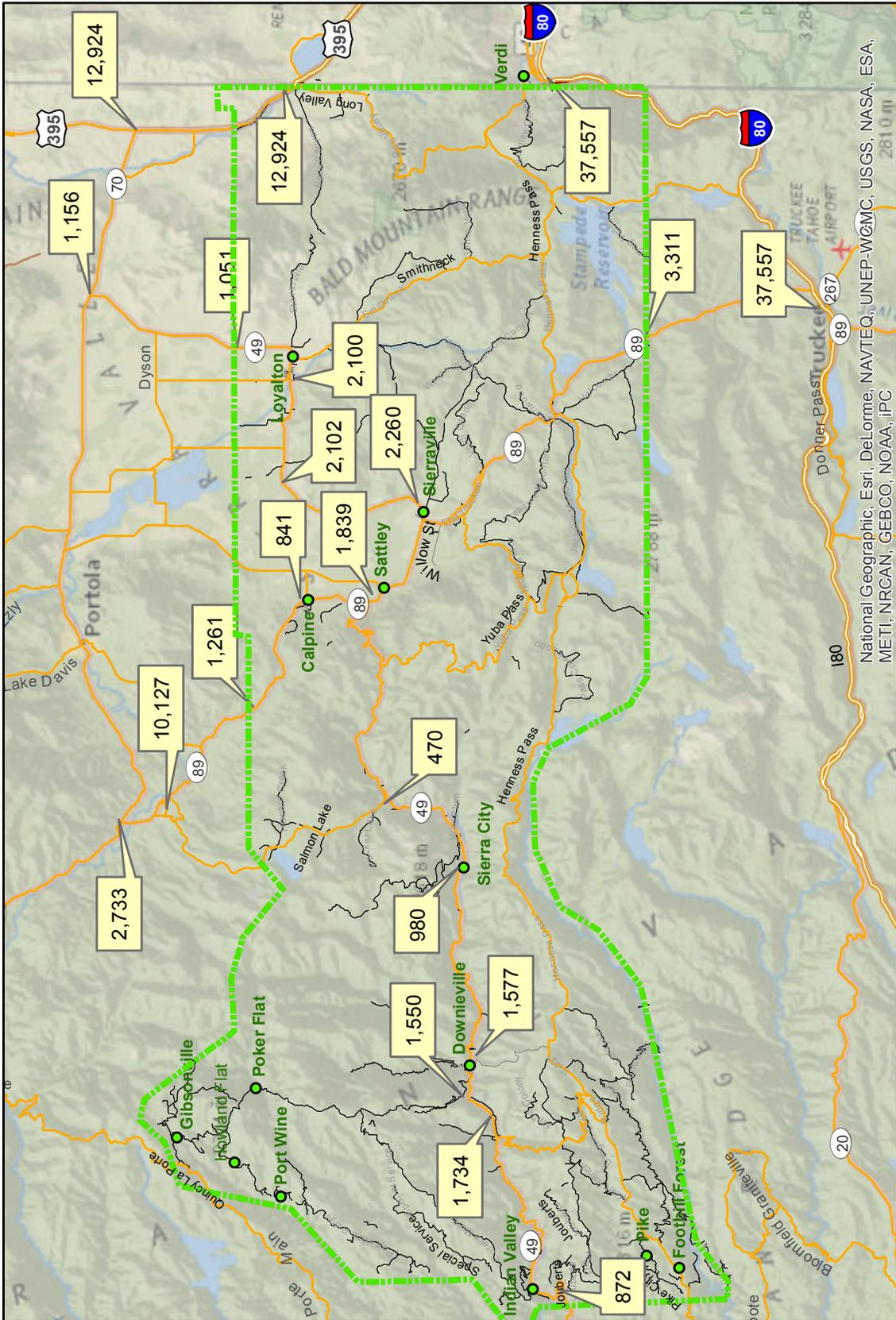
Location	Existing 2013	Forecasted ADT Volumes		Annual % Change	
		2015	2035	2015-2025	2025-2035
SR 49 at:					
Sierra-Yuba County Line	830	830	872	0.0%	0.5%
Goodyear Creek Road	1,650	1,650	1,734	0.0%	0.5%
Downieville, Main Street/County Road P-16	1,500	1,500	1,577	0.0%	0.5%
Gold Lake Road	470	470	494	0.0%	0.5%
Antelope Valley Road	2,000	2,000	2,102	0.0%	0.5%
Loyalton, Smithneck Creek	2,100	2,100	2,207	0.0%	0.5%
Sierra-Plumas County Line	1,000	1,000	1,051	0.0%	0.5%
Jct. Rte. 70 (in Plumas County)	1,100	1,100	1,156	0.0%	0.5%
Interstate 80 at:					
Jct. Rte. 89 North, Jct. Rte. 267 South, Truckee, East (in Nevada County)	34,000	34,000	37,557	0.0%	1.0%
California-Nevada State Line	34,000	34,000	37,557	0.0%	1.0%
SR 89 at:					
Sierra-Nevada County Line	3,150	3,150	3,311	0.0%	0.5%
Sierraville, Jct. Rte. 49 North	2,150	2,150	2,260	0.0%	0.5%
Jct. Rte. 49 West; Sattley, North	1,750	1,750	1,839	0.0%	0.5%
Calpine Road	800	800	841	0.0%	0.5%
Sierra-Plumas County Line	1,200	1,200	1,261	0.0%	0.5%
Gold Lake Road (in Plumas County)	5,100	8,307	10,127	5.0%	2.0%
Blairsdon, South Jct. Rte. 70 (in Plumas County)	2,600	2,600	2,733	0.0%	0.5%
SR 395 at:					
California-Nevada State Line (Northwest of Reno)	11,700	11,700	12,924	0.0%	1.0%
Jct. Rte. 70 West, Hallelujah Junction (in Lassen County)	11,700	11,700	12,924	0.0%	1.0%
Source: Caltrans SR-49 Transportation Concept Report, Caltrans I-80 Transportation Concept Report and Caltrans Traffic Volumes on State Highways, adjusted for peak month; Caltrans Highway 299/44/36/395 Focus Route Report.					

Counties over the long term (2025 - 2035) it is reasonable to assume that traffic volumes on SR 49 and SR 89 will increase at a modest rate of 0.5 percent per year. Peak month traffic on SR 89 at Gold Lake Road (in Plumas County) assumes an annual average increase of 5 percent for the first half of this RTP planning period followed by a more moderate 2.0 percent annual increase as recreation areas are limited in some ways due to parking capacity and permits.

As shown in Table 9 and Figure 6 peak month traffic volumes will only reach as high as 2,000 ADT on “local” Sierra County highways.

As I-80 and US 395 only cross a very small portion of Sierra County, traffic volumes on these roadways are more directly affected by factors in Nevada County, Washoe County, Placer County, and the Bay Area (and beyond). Sierra County has little control over decision making regarding transportation improvement projects on these highways (and associated impacts on traffic levels), as most improvement projects on these highways are located in other counties. Nevertheless, as small segments of these highways do cross Sierra County, traffic volumes were

Figure 6
2035 Peak Month Average Daily Traffic Volumes



National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC



forecast for these segments. The Caltrans' *I-80 Transportation Concept Report (2010)* and the *Caltrans Highway 299/44/36/395 Focus Route Corridor Management Plan* (June 2008) project annual average increases in AADT of 1.8 percent on I-80 and roughly 1.5 percent on US 395 over the next 15 years or so. Existing traffic volumes over that previous six or seven years show a decreasing pattern on I-80 and a less than a one percent increase on US 395. Therefore it was assumed that peak month traffic volumes on I-80 and US 395 in Sierra County would remain steady over the next ten years and increase by one percent annually from 2025 to 2035.

Parking

During peak recreation seasons, limited parking can be an issue, particularly in the communities of Sierra City and Downieville. Recently a new US Forest Service trailhead parking area was constructed in Downieville to help alleviate parking congestion in downtown. More recreation trailhead parking areas may be needed in the future.

TRANSIT SERVICES

Sierra County offers an alternative transportation option for residents and visitors. There is no fixed-route transit service or taxi service; however demand-response public transportation for the west and east sides of the county is provided by two non-profit contractors both to Sierra County and the City of Loyalton. These specialized transit services are open to the general public with priority for the elderly and disabled. Golden Rays of Sierra County, Inc. operates in the western portion of the county and Incorporated Senior Citizens of Sierra County operates in the eastern portion of the county. The following is a brief description of the services:

- ♦ Golden Rays provides general public transit service weekdays and weekends with visits out of Sierra County for doctor's appointments, shopping, etc. by request. Volunteer and paid drivers are used to provide the service.
- ♦ Incorporated Seniors has no set schedule and operates on a reservation basis. The service typically operates seven days per week and sometimes makes two or three trips per day. The primary transit service area covers all of Sierra County as well as Quincy. Incorporated Seniors will provide longer distance trips to destinations such as South Lake Tahoe, Sacramento, or Truckee for a fee of \$0.40 per mile. Incorporated Seniors operate a small bus and van which are owned by Sierra County as well as 6 passenger station wagon purchased through Area 4 Agency on Aging. The station wagon has logged many miles due to high demand for service and should be replaced over the short-term.

Service to transport students to and from school is provided by contractors to the Sierra-Plumas Joint Unified School District, which serves all of Sierra County and the eastern portion of Plumas County.

Currently, there is no intercity bus service available to county residents. The nearest Greyhound service is provided along the I-80 corridor with a stop in Truckee, while the Sage Stage service operates along the US 395 corridor.

NON-MOTORIZED FACILITIES

Currently, there are no designated local or interregional bicycle routes in Sierra County. The use of state and local roadways by bicyclists, pedestrians, and vehicles creates safety issues. The joint use of Forest Service roads by mountain bikers, recreationalists, and logging trucks also causes safety problems. As many of the county roads are narrow and winding with steep grades and unpaved shoulders, they are not posted as bicycle routes, as this may attract individuals who are unaware of the potential dangers.

Mountain biking has been expanding in Sierra County. During summer months the communities of Sierra City and Downieville experience a heavy influx of mountain bikers who travel to the area by motorized vehicles. Local shuttle services have developed providing transport services to and from mountain bike trails. In recent years, the Sierra Buttes Trail Stewardship has been responsible for developing new mountain bike trails on USFS land with volunteer assistance. Sierra County recently conducted a bicycle planning effort (2012) to determine the areas of the county with the greatest need for bicycle facilities, awareness and education. Action Element of this RTP includes potential bicycle projects listed in the Bicycle Plan. The County will continue partnerships with the Sierra Buttes Trail Stewardship and Pyramid Bikeway group to develop regional bicycle trails.

In terms of pedestrian circulation, there are limited sidewalks in the communities of Loyalton and Downieville. Sierra County has many trails, both primitive and maintained, scattered throughout the National Forests. One interregional trail of significance is the Pacific Crest Trail, which extends from Mexico to Canada. This trail passes through Sierra County and is maintained locally by the USFS. Mechanized vehicles are not allowed on the trail. Another significant trail is the North Yuba Trail running along the south banks and reaches of the Yuba River between Indian Valley and Downieville. There are plans to extend the North Yuba Trail as far west as Bullard's Bar Reservoir.

AVIATION

The Sierraville Dearwater Field Airport, located one mile east of Sierraville, is the only designated airport in Sierra County (Figure 1). The airport is classified as a Basic Utility airfield and not listed on the National Plan of Integrated Airport Systems (NPIAS). There are no services, no fixed base operations, no snow removal and no hangars. The Airport has six improved tie-downs, an overnight camping facility, and a helipad.

Owned by Sierra County, the function of the airport is to serve community needs and the needs of the general aviation public. The airport provides a link for local and regional aviation uses. The field is used for recreation, ingress and egress for regional events, business courier services, commuters, occasional charter services, touch and go uses, training, and most importantly for emergency services including patient transport and fire suppression operations. Air freight in the county is limited to occasional service by private aircraft. The County has been acquiring nearby property so as to reduce the effects of incompatible neighboring land uses.

Sierra County residents in need of commercial airline service generally use the airports in Reno, Sacramento, and San Francisco. California Highway Patrol (CHP) helicopters use emergency landing facilities near Downieville and Sierra City to transport emergency medical cases to Reno or Chico. The county also has six heliport landing zones, which are utilized by lumber companies and for emergencies, and are not open for general public use (Figure 1). In addition, there is one heliport, at the Sierra Valley District Hospital in Loyalton.

In terms of aviation needs, asphalt on the tie down for the Sierraville Dearwater Airport has failed and is in need of repair. There is also the on-going issue of trees (which are located on adjacent private property) encroaching on the airport's air space. The Sierraville Hot Springs is expanding and many users arrive by airplane as the properties lie adjacent to one another. Therefore, there is an interest for the county to work with Sierraville Hot Springs to improve roadway access between the airport and the Hot Springs.

Aviation Forecasts

Sierraville Dearwater Airport is located within one mile of the intersection of SR 49 and SR 89 and is within the Tahoe Gateway regional sphere of influence. Projections of growth within the region affect the airport's future usage. Rapid growth of the Reno, Sacramento, and San Francisco areas provides an increased visitor market for recreation and tourism activities. Sierraville's superior accessibility to unique recreational opportunities, existing resorts, overnight camping adjacent to the airport, numerous nearby historic sites, and wilderness recreational activities have annually increased the airports' use by individuals and groups of general aviation flyers. Support from visitors, recreation, and tourism are key components to future economic expansion of the Sierraville area. Sierraville Dearwater Airport is a crucial link in this expansion process.

Air Passenger Forecasts and Trends

Sierraville Dearwater Airport does not have a fixed base operator and does not provide commercial airline passenger service. The Reno/Tahoe International Airport, 58 miles from Sierraville, provides commercial passenger airline services within a reasonable driving distance. The Tahoe-Truckee Airport, 35 miles south, and Nervino Airport, 25 miles north, both provide fixed base operator and fueling services. Currently, cargo and package delivery at Sierraville Dearwater Airport is only incidental. The airport is not a hub for cargo services. While it is anticipated that general aviation will continue to play an important role in mountainous regions over the next 10 to 20 years, activity at the Sierraville Dearwater Airport is expected to be relatively stable over this period.

RAIL FACILITIES

Rail facilities in Sierra County are limited to the following:

- ♦ **The Loyalton Branch of the Union Pacific Railroad** served Sierra County directly in the past, connecting Loyalton with the Feather River mainline route to the north in Plumas County. After the closure of the mill in Loyalton, this branch of railroad became inactive.

- ♦ The **Reno Branch of the Union Pacific Railroad** passes through the northeastern tip of Sierra County, but it does not directly serve the county. This line is classified as a storage line and may be reactivated in the future.
- ♦ The **Union Pacific Transportation Company's** double mainline track passes through the southeastern tip of Sierra County. Team tracks are available for general public use in both Truckee and Reno.
- ♦ **Amtrak's California Zephyr** passenger service operates once daily in each direction over the Union Pacific mainline tracks, with stops in Truckee and Reno. There are no stations in Sierra County.

Sierra County had a much more extensive rail network in the past, with tracks owned by the Verdi Lumber Company, the Boca and Loyalton Railroad, Western Pacific Railroad, the Clover Valley Lumber Company, Marsh Logging Company (Loyalton), Davis Johnson Lumber Company (Calpine), Feather River Lumber Company (Loyalton), and Hobart Estate Company (Hobart Mills). It is doubtful that railroad service will ever again play a major role in Sierra County due to the absence of heavy industry, the decline of the lumber industry, the regulation of the railroad industry, the competitiveness of trucks on highways, and the mountainous terrain in the county.

TRANSPORTATION SYSTEM MANAGEMENT

Ridesharing

A centralized carpool organization providing carpools for county residents has not been established. Sierra County has both a low density of population and a lack of significant commute traffic. There are no Park-and Ride lots constructed on state highways within the county. Commute patterns displayed in Table 6 warrant future consideration of organized ridesharing in particular as surrounding population centers continue to grow.

AIR QUALITY

Air quality is a significant consideration in planning for and evaluation of transportation systems. Both state and federal law contain significant regulations concerning the impact of transportation projects on air quality. Under state law, local and regional air pollution control districts have the primary responsibility for controlling air pollutant emissions from all sources other than vehicular sources. Control of vehicular air pollution is the responsibility of the California Air Resources Board (CARB). The CARB divides the state into air basins and adopts standards of quality for each air basin. Sierra County is part of the Mountain Counties Air Basin, with air quality managed by the Northern Sierra Air Quality Management District (NSAQMD). The low population density, limited number of industrial and agricultural installations, and minimal problems with traffic congestion all contribute to Sierra County's generally good air quality.

The United States Environmental Protection Agency (EPA) established standards for air pollutants that affect the public health and welfare. Likewise, CARB established state standards, which are higher than the federal standards. Overall, Sierra County is considered “in attainment” or unclassified for every state and federal air quality standard, except the state PM10 (particulate matter 10 microns in diameter or less) standard as of 2013. Notably, almost every California county exceeds the state standards for airborne particulates.

Particulate Matter 10 (PM10) is caused by a combination of sources including fugitive dust, combustion from automobiles and heating, road salt, conifers, and others. Constituents that comprise suspended particulates include organic, sulfate, and nitrate aerosols that are formed in the air from emitted hydrocarbons, chloride, sulfur oxides, and oxides of nitrogen. Particulates reduce visibility and pose a health hazard by causing respiratory and related problems.

The primary sources of pollutants contributing to the non-attainment designation for PM10 are wild land fires, woodstoves, wind-blown dust from dirt roads and agriculture, and open burning such as backyard burns and prescribed burning. There appears to be no discernible pattern in air quality violations in Sierra County with some violations occurring in winter and some in summer. There is the potential for a small increase in ambient PM10 levels in the future if Loyalton increasingly becomes a bedroom community for Reno and Truckee.

Some dirt roads which cross ultramafic areas or serpentized fault zones have naturally occurring asbestos which can become airborne after disturbance from vehicles. When this asbestos is released it can be a health concern for motor bikes or quads driving on the roads and for daycares, schools, residences and workplaces near the roads. NSAQMD provided a geologic map of the region displaying the areas which are most likely to have naturally occurring asbestos. Some of these geologic areas of concern cross SR 49 west of Downieville. Lavezzola Road just northeast of Downieville and Mountain House Road south of Goodyears Bar is unpaved ultramafic area. Paving or covering the roads with at least 3 inches of “clean” non-ultramafic rock significantly reduces the potential for asbestos to become airborne. The paving of Mountain House Road is a concept level project.

Global climate change or “global warming” is an important air quality issue which is closely related to transportation. Climate change is caused by the release of greenhouse gases (GHG’s) such as carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, perfluorocarbons, and sulfur hexafluoride into the atmosphere that traps heat and increases temperatures near the earth’s surface. Motorized vehicles emit carbon dioxide and are large contributors to GHG emissions. In fact, according to the CARB GHG Inventory for 2012, transportation accounts for roughly 37.5 percent of total GHG emissions in California. Forecasted, long-term consequences of climate change range from a rise in the sea level to a significant loss of the Sierra snow pack. Despite potentially devastating long term affects, climate change does not have immediately visible effects such as smog. However, GHG emissions are an important air quality issue which needs to be addressed in regional transportation planning documents. Over the last ten years, GHG emissions in Sierra County have been reduced as a result of the decline in population and VMT. State climate change policies and strategies to further reduce GHG emissions locally in Sierra County are discussed further in Chapters 3 and 4.

PROGRESS REPORT

In recent years, there have been several improvement projects completed on roads and bridges in the county. Table 10 provides detailed information for recently completed projects and in-progress projects. Project costs over the five-year period totaled \$5.4 million. Projects included roadway rehabilitation, bridge replacement, sidewalk construction, speed feedback signs and the purchase of public transit vehicles. Since completion of the runway overlay project in 2004, no airport capital improvement projects have been completed over the last ten years, other than acquisition of adjacent property.

TABLE 10: Recently Completed and In-Progress Transportation Improvement Projects in Sierra County

Lead Agency	Street/Road No.	Specific Location	Project Description	Construct Year	Cost Estimate (1000s)	Funding Source
<u>Completed Projects</u>						
Sierra County	Old Fiberboard Road Bridge Old #13C0056 New#13C0061	Old Fiberboard Road, Little Truckee River	Bridge Replacement	2014	\$1,300	STIP/HBP
Sierra County	Ridge Road	Pliocene Ridge to Alleghany	Pavement rehabilitation, drainage improvements and guardrail	2011	\$2,415	STIP
Loyalton	4th Street	Sidewalk Project - Entire west side of 4th Street	Construct sidewalks	2010	\$128	ARRA
Sierra County	SR 49/89	Sierraville, Sierra City, Downteville	Speedfeedback signs	2013	NA	NA
Sierra County	Purchase 2 WC Accessible Vans	--		\$2,014	\$103	PTMISEA
Total Cost					\$5,446	
Source: SCTC						

The purpose of the Policy Element of the RTP is to provide guidance to regional transportation decision makers and promote consistency among state, regional, and local agencies. California statutes, Government Code Section 65080 (b), states that the Policy Element must:

- ♦ Describe transportation issues in the region
- ♦ Identify and quantify regional needs expressed within both short- and long-range planning horizons
- ♦ Maintain internal consistency with the Financial Element and fund estimates

This chapter summarizes the transportation issues in the Sierra County region and provides goals, objectives, and policies to assist in setting transportation priorities.

GLOBAL ISSUES

As the world's twelfth largest source of carbon dioxide, the State of California recognizes the need to establish climate change standards. Assembly Bill 32: Global Warming Solutions Act, adopted in 2006, requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve greenhouse gas (GHG) emissions equivalent to statewide levels in 1990, by 2020. Since AB 32, several laws and policies have been enacted to further direct the state toward reaching the emissions reduction goal. Executive Order S-01-07, signed on January 18, 2007, mandates the following: 1) that a statewide goal is established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and 2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels is established for California. Other legislation provides for tax credits for the use of renewable energy sources. The Governor signed an Executive Order directing the CARB to adopt regulations increasing California's Renewable Portfolio Standard (RPS) to 33 percent by 2020.

In order to reach the AB 32 emissions reduction targets, CARB developed a Scoping Plan. The first update to the CARB AB 32 Scoping Plan was completed in May 2014. Transportation related strategies to reach GHG emissions goals include: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.

In California, transportation sector tail pipe emissions accounts for 37 percent of climate change emissions (Scoping Plan, 2014). Therefore the impact that RTP projects will have on GHG emissions is a relevant issue. With a population of less than 3,500 people and no traffic congestion, it is not likely that Sierra County will have a noticeable effect on greenhouse gas

emissions. However, it is important that Sierra County transportation and land use decision-makers pursue transportation and land use projects that adhere to the above strategies. Examples of projects already included in the RTP are improvement projects which encourage bikeway and pedestrian use by residents and visitors. Other types of projects which could be implemented in the future, and which will positively contribute to GHG emissions reductions, are public education as well as awareness of the best practices funded through transportation planning grants. A discussion on regional transportation strategies to reduce GHG emissions is included in Chapter 4.

LOCAL AND REGIONAL ISSUES

The limited funds available for roadway operations and maintenance, the limited ability to provide transit services within and in/out of the county, and insufficient facilities for pedestrian/bicycle access and safety are among the most important regional transportation-related issues. The following list summarizes the region's most important issues in more detail:

- ◆ There is a shortage of revenues to carry out an adequate rehabilitation program, needed road and bridge improvements, and maintenance needs for local roads and state highways. The problem is exacerbated by the high repair costs of deferred maintenance. In Sierra County, roadway rehabilitation is important for both paved and unpaved roadways, as a significant number of locally important roads which connect residents to the state highways are dirt.
- ◆ The Sierra County roadway network includes many narrow and winding roads with limited turnouts and passing opportunities primarily because of the hilly topography. These factors decrease LOS and safety on roadways.
- ◆ Bicycle and pedestrian facilities need to be upgraded and expanded to provide a safe environment for non-motorized modes of transportation. Sierra County attracts a large number of outdoor recreation enthusiasts, in particular bicyclists. The majority of state highways in Sierra County do not have a wide enough shoulder for a vehicle to provide cyclists a safe three foot radius without crossing the centerline. This is particularly a problem for trucks and other wide vehicles. In terms of pedestrian circulation, non-continuous sidewalks within the communities can inhibit safe travel for residents, school children and visitors.
- ◆ While transit service continues to be an increasingly important component of the county's regional transportation system and an important service to county residents, it is difficult to provide these services in a cost-effective manner. There is a need to designate a vehicle "only for public transit" that is owned by the County and won't be used by non-profits for other purposes.
- ◆ Excessive vehicular speeds create potential safety issues and impact communities, particularly where highways enter developed areas. In particular, Sierraville is experiencing this problem as through traffic between Truckee and resort communities in Plumas County increases over time. Speeding is also an issue for the communities of Downieville, Sierra City, and Loyalton where the state highways act as "main street."

- ◆ Sections of multi-jurisdictional roads and state highways near county lines and in between Caltrans districts often receive low priority for improvement projects. Examples include Heriot Lane, A-23, A-24 and SR 49 at the Plumas County line.
- ◆ A significant portion of Sierra County is not developed and will remain public land. As such, Sierra County communities (particularly some of the more remote communities) are subject to forest fires. Maintaining feasible evacuation routes is important for Sierra County. In many cases, secondary access routes are traversable by four wheel drive vehicles only.
- ◆ At the Sierraville – Dearwater Airport, there is the on-going issue of trees on privately owned land encroaching on the airfield’s airspace.
- ◆ The Sierra Valley is a major wildlife migration path. As SR 89 cuts through the middle of the valley, there are a large number of vehicle/wildlife accidents. Efforts should be made to assist wildlife crossing of the state highways. Some wildlife undercrossings have already been completed on SR 89.
- ◆ In terms of goods movement, there are limited passing opportunities on Sierra County state highways. The topography of the region also limits locations for truck climbing lanes. Turnouts at select locations could improve efficiency for all users.
- ◆ Off-highway vehicle (OHV) use is common in Sierra County. The OHV network on forest service roads is disconnected in some places and requires travel on county maintained roads in between OHV sections. The issue occurs when OHV vehicles are not “street legal”.
- ◆ Although currently there are no plans for local utility companies to implement new underground facilities, another issue that should be considered in transportation planning is the potential future installation of underground fiber-optic cable. This should be coordinated with road rehabilitation projects.

SELECTION CRITERIA

As a basis for the development of goals, objectives, performance measures and policies, as well as for future project-level decision-making, a series of selection criteria have been developed and “weighted” by the Sierra County Road Department staff as part of previous RTP updates in accordance with their level of importance to the region. These selection criteria are useful, in that they:

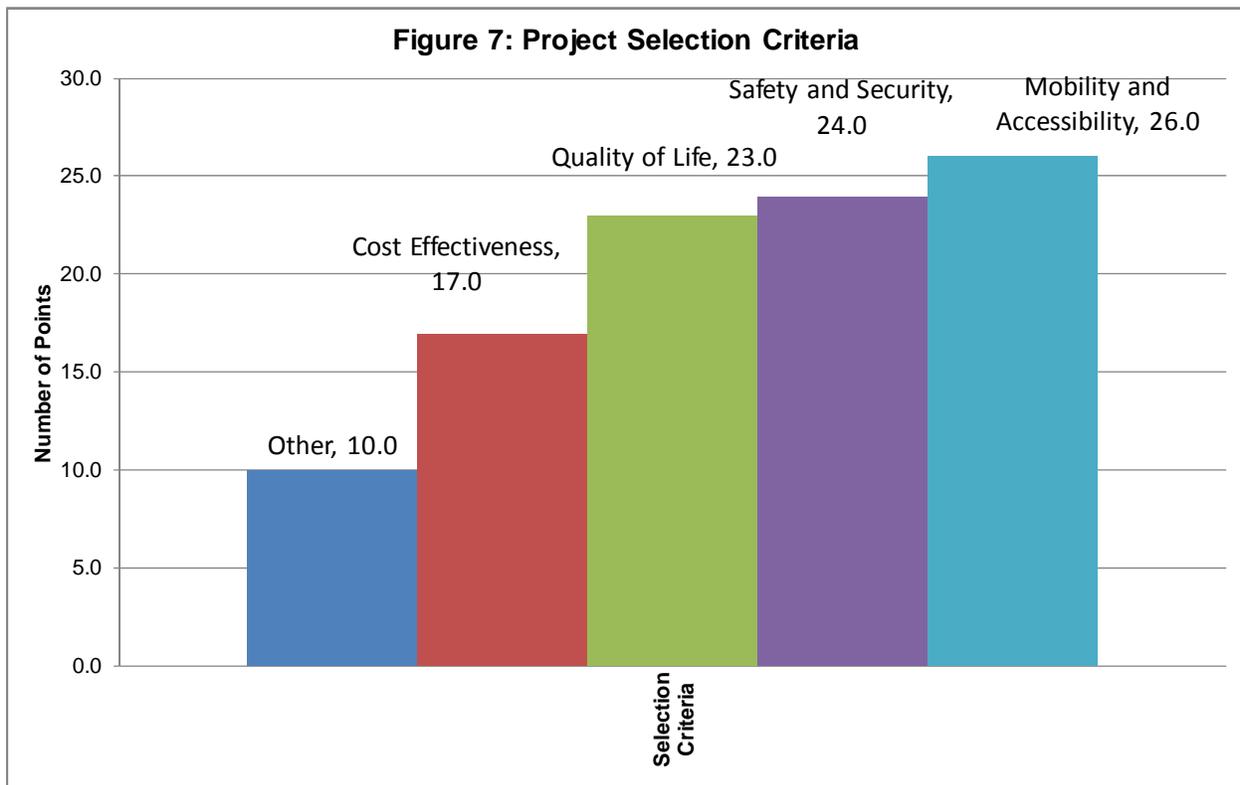
- ◆ Assist the SCTC in comparing outcomes of different alternative strategies;
- ◆ Facilitate comparisons across modes and among strategies focused on different modes; and
- ◆ Facilitate assessment of priorities in the action element of the RTP, which would link to plan implementation through the RTIP and the ITIP. This will further assist Caltrans to integrate interregional transportation objectives and decisions with regional objectives and decisions.

The Sierra County Road Department staff developed and ranked the selection criteria by importance according to the county transportation needs. As shown in Table 11, weighting was done by distributing 100 points among the five major categories, and then among the individual selection criteria. As shown in Figure 7, mobility and accessibility was ranked most important, at 26 points, followed by safety and security (24), and quality of life (23). These selection criteria can be used to assist the SCTC in ranking future projects based on importance to the county.

Selection Criteria/Performance Measures	Average Scoring
Mobility and Accessibility	
Enhance public transit systems within the county and the region	3.0
Provide for bicycle and pedestrian traffic	5.0
Reduce traffic congestion and improve safety without increasing capacity	10.0
Make effective and multi-modal use of existing transportation systems	2.0
Provide equal access for person with disabilities	3.0
Maintain/enhance public airport within the county	3.0
Safety and Security	
Facilitate effective ingress and egress for emergency services	2.0
Provide solutions to prevent animal related accidents	2.0
Provide safe routes for school children including bus stops and pedestrian ways	5.0
Enhance travel safety for bicycle and pedestrian commuters	2.0
Minimize potential for traffic accidents at critical locations	3.0
Maximize implementation of safety improvements that do not increase traffic capacity	10.0
Quality of Life	
Avoid negative impacts to environmental quality or natural environment	10.0
Preserve environmental aspects protecting rural lifestyle	5.0
Improve attractiveness of the existing community areas	3.0
Reduce dust pollution and improve air quality	2.0
Sustain/improve transportation systems to enhance local economic vitality	3.0
Cost Effectiveness	
Maximize use of non-local funds and financial resources	7.0
Direct majority of local funds to serving community areas	5.0
Sustain or improve existing condition of road system	5.0
Other	
Maintain consistency with County General Plan and related Transportation Plans	10.0
TOTAL	100.0

GOALS, OBJECTIVES, PERFORMANCE MEASURES, AND POLICIES

An important element of the Regional Transportation Planning process is the development of valid and appropriate goals, objectives, and policies. The RTP guidelines define goals, objectives, and policies as follows:



- ◆ A **goal** is general in nature and characterized by a sense of timelessness. It is something desirable to work toward, the end result for which effort is directed.
- ◆ An **objective** is a measurable point to be attained. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal.
- ◆ The scale by which the attainment of an objective is measured is defined as a **performance measure**. Performance measurement involves examining the performance of the existing system, as well as forecasting the performance of the future (planned) system. By examining the performance of the existing system over time, the SCTC can monitor trends and identify regional transportation needs that may be considered when updating the RTP. The purpose of performance measurements is to clarify the link between transportation decisions and eventual outcomes, thereby improving the discussion of planning options and communication with the general public. In addition, they can assist in determining which improvements provide the best means for maximizing the system’s performance within the given budget and other constraints.
- ◆ A **policy** is a direction statement that guides decisions with specific actions. For each policy, an **implementation measure** is identified.

The following RTP goals, objectives, and policies are consistent with the *Sierra County 2012 General Plan* and the *City of Loyaltan 2028 General Plan*.

Goal 1 – It is the goal of the SCTC to provide a comprehensive, efficient, and safe intermodal transportation system.

Objective 1.1.1 – Coordinate plans, programs, and projects for the county, state, and federal transportation systems. *Performance Measure: level of contact between entities to coordinate transportation system improvements and services, and recognition of state and federal plans, programs, and projects in county transportation planning documents.*

Policy – Provide input to the RTP and recommend that Caltrans utilize the RTP to prioritize maintenance and improvements. **Implementation – Letters to and coordination with Caltrans.**

Policy – The SCTC should coordinate all transportation proposals, both within Sierra County as well as regional connections, and gain maximum benefits for the residents of the region. **Implementation – Adoption of the General Plan and Regional Transportation Plan.**

Objective 1.1.2 – To the extent practicable and financially sustainable, ensure access of Sierra County residents to vital medical, commercial, and recreational activities. *Performance Measure: conformity with unmet public transit needs process.*

Policy – The highest priority for regional public transportation is to serve the handicapped, elderly, and reduce traffic impacts. **Implementation – Continued support of the public transit program.**

Policy – The County should encourage non-profit and/or private organizations to operate public transportation services, rather than provide services directly. **Implementation – Continued support of Golden Rays and Incorporated Senior Citizens of Senior County transit programs.**

Policy – Encourage application of non-profit and private enterprise for available transit grant funds. **Implementation – Grant writing assistance for Golden Rays and Incorporated Senior Citizens of Senior County transit programs.**

Policy – Provide transportation services that enhance the provision of public services, such as education, job training, medical, and cultural activities. **Implementation – Continued support of the public transit program. Explore new transit funding sources.**

Policy – Participate in the study and potential operations of regional recreational passenger rail transportation services. **Implementation – Continued participation in the study process.**

Objective 1.1.3 – Maintain or improve existing general aviation airports to meet federal standards and state airport licensing criteria. *Performance Measure: compliance with federal and state aviation standards.*

Policy – Retain Dearwater Airport in Sierraville as a public airport for use by local residents and the general public. **Implementation** – **Implement and update a master plan.**

Policy – The County shall support legislation to increase the state and federal allocation for small airport funding and seek viable state or federal grants to correct deficiencies. **Implementation** – **Support as proposed.**

Objective 1.1.4 – Improve parking conditions within Sierra County’s activity centers, and for visitor rest/information centers. *Performance Measure: improvement in public parking availability.*

Policy – Work towards creation of new parking opportunities, focusing on congested areas (tourist, recreation and other), visitor rest areas, and visitor information areas. **Implementation** – **Capital Improvements Plan and adoption of parking development standards.**

Objective 1.1.5 – Identify and secure additional funding sources to support transportation. *Performance Measure: Calculate amount of required funding and percentage obtained.*

Policy – Seek funding sources that will support transportation improvements and maintenance. **Implementation** – **Coordination with state and federal agencies.**

Policy – Establish a development fee program to collect funds to pay for roadway improvements necessitated by new development. **Implementation** – **Adoption of a development fee program.**

Policy – Proactively pursue available discretionary state and federal funding programs available for safety improvements and rehabilitation. **Implementation** – **Inclusion of discretionary funds in RTP and OWP.**

Policy – Participate in efforts to expand federal and state funding for road maintenance funding in rural and recreational areas. **Implementation** – **Participation in state and nationwide coalitions.**

Objective 1.1.6 – Increase the total mileage of safe bike routes, trails, and pedestrian walkways. *Performance Measure: Regional multi-use route mileage.*

Policy – Support creation of new trails and sidewalks and encourage linkages to public trails and Community Areas as new development is proposed. **Implementation** – **Review of individual projects and acceptance of trail easements when appropriate. Adopt a**

street improvement standard that includes sidewalk, bicycle and pedestrian facilities.

Policy – Provide long-range plans for bicycle use. **Implementation** – **Update the Bicycle Master Plan.**

Policy – Study the provision, where warranted, of new multi-purpose non-motorized trails within and between communities, such as along levees and old right-of-way segments. **Implementation** – **Develop specific study of potential facilities.**

Policy – Where warranted by bicycle activity and where feasible given financial and physical constraints, provide paved shoulders along roadways for bicycle use as part of roadway reconstruction or new construction projects. **Implementation** – **Ongoing consideration as part of roadway design processes.**

Policy – Reduce conflicts generated by bicycle events on county and state routes. **Implementation** – **Coordination with Sheriff’s Department, CHP, Emergency Response Agencies, and bicycle interests. Construction of “trailhead to downtown” connector trails.**

Objective 1.1.7 – Achieve and maintain scenic roadway designation for appropriate state and county highways/roads. *Performance Measure: Miles of roadway with Scenic Highway or Scenic Byway designation.*

Policy – In conformance with the Visual Element of the General Plan, prohibit offsite outdoor advertising along scenic highways and byways. **Implementation** – **Conformity with Visual Element and with Scenic Highway/Byway Guidelines.**

Objective 1.1.8 – Provide for safe, efficient distribution of goods and services to Sierra County communities. *Performance Measure: Vehicle and truck counts at state highway entrances to Sierra County.*

Policy – Maintain state highways to a level that is safe for truck traffic. **Implementation** – **State highway rehabilitation projects.**

Policy – Promote use of railroads as a method of goods movement. **Implementation** – **Encourage coordination between Union Pacific and businesses.**

Goal 2 – **It is the goal of the SCTC to maintain a system of safe rural roads, within the existing roadway network, that preserves the rural quality of life of county residents.**

Policy – SCTC’s highest priorities for all road improvements are: driver, bicyclist and pedestrian safety, increasing safety on curves and narrow roads, and improving access to existing development areas. **Implementation** – **Yearly budget process.**

Objective 2.1.1 – Program improvements to the transportation system which improve traffic, bicyclist, and pedestrian safety at locations with high rates of accidents, through elimination of hazards or potential hazards. *Performance Measure: Countywide accident rate per million vehicle miles of travel. Strategic Highway Safety Plan goals.*

Policy – Develop a continuing program to install guardrails to improve curve safety on State highways. **Implementation** – **Capital Improvement Program and annual interface with Caltrans at General Plan progress report session.**

Policy – Provide road widening and turnout areas on all existing one-lane roads to improve safety and traffic flow as new development is proposed. **Implementation** – **Review of individual projects.**

Policy – Ensure adequate access to existing or proposed developed areas by conforming to the Public Resources Code 4290 Fire Safety Requirements. **Implementation** – **Conformity with Fire Safety Requirements.**

Policy – Provide improvements to existing roads when needed to ensure safety. **Implementation** – **Capital Improvements Program on a five-year cycle.**

Policy – Consider the need for rail crossing improvements when development projects are proposed within the vicinity of a rail corridor. **Implementation** – **Development approval process.**

Policy – Actively ensure that hazardous waste management is current with State and Federal laws. **Implementation** – **Annual review of county Hazardous Waste Management Plan, adoption of the General Plan and coordination with the California Highway Patrol and Caltrans.**

Objective 2.1.2 – Maximize the level of year round access on the county roadway system. *Performance Measure: Minimize mileage of county roadways not maintained in winter.*

Policy – Maintain as many roads for year-round travel as budget will allow and which are not in conflict with winter recreational plans. **Implementation** – **Annual budget process.**

Objective 2.1.3 – Identify anticipated street and road congestion/capacity problems before they become critical in order to program preventative measures and reduce the cost of correction. *Performance Measure: Roadway and intersection LOS.*

Policy – LOS C as defined in the 2000 Highway Capacity Manual shall be the target on all roadways (state and county). **Implementation** – **Ongoing. Development Review, adoption of appropriate development fees, capital improvement program, annual General Plan progress report.**

Policy – Proactively review and comment on development projects in adjacent counties with potential traffic and air quality impacts to Sierra County, and coordinate with other counties regarding equitable mitigation of impacts in the county. **Implementation – Participation in environmental review and permitting process for applicable development proposals.**

Policy – Cooperate with the USFS to reduce traffic impacts which would impact either jurisdiction, and to resolve differences in USFS and county road management objectives. **Implementation – Respond as proposals are made.**

Policy – Require and expect property owners to maintain new residential roads; the county is generally not interested in accepting new residential roads for maintenance due to funding restrictions. Evaluate road maintenance agreement (including those in CC & Rs) to ensure that Homeowners Associations or other appropriate entities will be funded adequately to maintain private roads. Consider acceptance of private road offers of easement dedication. **Implementation – Review of individual projects.**

Objective 2.1.4 – Program improvements to the transportation system which prevent further deterioration of the existing system and provide priority to preventative maintenance, rehabilitation, and reconstruction projects over enhancement projects. **Performance Measure: Countywide road pavement condition.**

Policy – Maintenance of the existing system should be assured prior to considering the construction of new county maintained roadways. New major roadways are not desired. **Implementation – Adoption of the General Plan and ongoing development review.**

Policy – The County shall provide the maintenance and minor improvements needed to perpetuate its system of safe rural roads. **Implementation – Annual budget process.**

Policy – Bridge structures should be repaired, reinforced, or replaced as needed on a basis compatible with existing roadway widths and architecture. Upgraded standards should be used only if necessary for safety reasons or if needed to obtain state or federal funding. **Implementation – Oversight of proposals by other agencies and internal use of this policy by Public Works Department.**

Policy – Encourage the Forest Service to adequately maintain National Forest roads which are utilized by recreationalists, logging trucks, and other traffic. **Implementation – Yearly progress report session at annual General Plan review, and subsequent correspondence if needed.**

Objective 2.1.5 – Develop road systems that are compatible with the areas they serve. **Performance Measure: Roadway/intersection LOS and consistency with adopted roadway standards.**

Policy – Develop policy on speed limit control, reduction, and enforcement on state roads which pass through communities. **Implementation – Review of individual projects.**

Policy – Develop public and private roadway standards consistent with the Roadway Classifications chart in the General Plan Circulation Element that ensures safety balanced with environmental concerns. **Implementation** – **Develop County Road Standards.**

Policy – Designate commercial hauling routes through developed areas. **Implementation** – **Review and adopt a county ordinance setting specific performance standards for commercial traffic through existing communities.**

Objective 2.1.6 – Maintain the natural and historic characteristics of the region that make Sierra County attractive to both residents and visitors. *Performance Measure: Impact of roadway system on countywide quality of life.*

Policy – Transportation improvements for recreation travel should be directed toward development and protection of scenic routes and support the local economy.

Implementation – **Consistency of Capital Improvements Plan.**

Policy – Ensure that new roadway development and circulation improvements are designed with the goals of the “least possible” impact in mind. For example, special standards should be used in the following areas:

- along waterways
- adjacent to steep slopes which would require extensive cut/fill
- adjacent to wetlands
- where visually important specimen trees of tree standards exist
- at existing bridges, especially to preserve historical one lane bridges of Downieville
- along scenic highways

Implementation – **Consistency of Capital Improvements Plan.**

Policy – Recognize that California Department of Forestry (CDF) road design standards for fire safety will result in unwanted environmental impacts in many instances, restrict land uses to areas where road development to these standards will result in least impact.

Implementation – **Ongoing development review and adoption of Land Use Diagram consistent with this concern.**

Policy – Develop standards that require erosion control plans, including use of Best Management Practices for runoff control, be prepared for all new roadway designs and circulation improvement projects. **Implementation** – **Creation of new Development Standards along with updated Zoning Ordinance.**

Policy – Develop special roadway standards for steep slopes and environmentally sensitive areas. **Implementation** – **Creation of new Development Standards along with updated Zoning Ordinance.**

Policy – Support efforts of federal and state government to reduce conditions on transportation funding which would require the county to use design standards higher than county standards. **Implementation – Respond as proposals are made.**

Policy – Actively oppose USFS road management objectives which are in conflict with county goals. **Implementation – Respond as proposals are made.**

Goal 3 – It is the goal of the county to prevent growth inducement along transportation corridors that is inconsistent with existing land use patterns.

Objective 3.1.1 – Avoid the provision of roadway capacity (such as through road corridor expansion) over that required to safely accommodate existing and planned land uses identified in the General Plan. *Performance Measure: Existing or forecast LOS along roadway corridors.*

Policy – Oppose the development of high-speed thoroughfares on new or existing federal, state, or county maintained roads. **Implementation – Ongoing oversight of proposals by other agencies.**

Policy – Oppose the development of major new roads (other than local roads to serve residential development) or major improvements to existing state, federal, or county roads which would be required by higher standards, higher design speeds, or expanded capacity over those normally acceptable to the county. **Implementation – Ongoing oversight of proposals by other agencies.**

Goal 4 – Consider all types of environmental impacts as part of the transportation project selection process. Ensure that transportation projects will meet environmental quality standards set by Federal, State and Local Resource agencies.

Objective 4.1.1 – Reduce GHG emissions from transportation related sources in Sierra County from “business as usual” levels by 2020 to support the state’s efforts under AB-32 and to mitigate the impact of climate change.

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

Policy – Establish a baseline inventory of GHG emissions from all transportation related sources.

Policy – Establish a Climate Action Plan that includes measures to reduce GHG emissions to target levels.

Policy – Aggressively pursue projects with positive GHG impacts and that are realistic given the very rural nature of Sierra County, including transit programs, ridesharing programs, bicycle and pedestrian improvements, Intelligent Transportation Systems strategies, and maintenance of existing roadways to reduce vehicle emissions.

Objective 4.1.2 – Fund transportation related projects which avoid, minimize or mitigate impacts to the environment.

Policy – Determine the impact of the project on biological resources, hydrology, geology, cultural resources and air quality prior to construction. If necessary, mitigate the impacts according to natural resource agency standards.

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This chapter presents a plan to address the needs and issues for all transportation modes, in accordance with the goals, objectives, and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as short- or long-term improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the Existing Conditions Section and Policy Element and are consistent with the Financial Element.

PLAN ASSUMPTIONS

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

- ◆ **County Ambiance** – Transportation improvements will be sensitive to county and community history, culture and customs, and land use patterns. Priority will be given to retention of history and environmental protection.
- ◆ **Environmental Conditions** – No change is assumed in attainment status for air or water quality affecting transportation projects. High priority will be placed on transportation projects which reduce wildlife-vehicle collisions. As all of SR 49 and SR 89 are designated county scenic highways and the portion of SR 49 in the western portion of the county is a State scenic route, priority will be placed on projects which retain scenic values.
- ◆ **Travel Mode** – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low-income, and for persons with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- ◆ **Changes in Truck Traffic** – Although goods movement levels are anticipated to increase at the state level, it is assumed that the proportion of total traffic generated by truck movement remain at current levels in Sierra County, which is below year 2000 levels.
- ◆ **Recreational Travel** – Recreation-oriented local travel will continue to have a major impact on state highways in the county.
- ◆ **Transit Service** – Though future planning efforts may lead to expansion of services in Sierra County, any expansion will not significantly impact overall traffic levels.
- ◆ **Population Growth** – Sierra County will not be subject to the same development pressures as its neighboring counties. The Sierra County population will decrease at a rate consistent with California Department of Finance Projections.
- ◆ **Planning Requirements** – New state and federal requirements with respect to climate change and greenhouse gas emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.

TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for travelers. In the past, transportation safety has been addressed in a reactionary mode. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a *Strategic Highway Safety Plan* (SHSP) in 2006. The document has since been updated in order to clarify some action items. This plan sets forth one primary safety goal: reduce roadway fatalities to less than one per one hundred million VMT. This was achieved in 2009. The state intends to revise the SHSP to build on previous accomplishments. The SHSP focuses on 17 “Challenge Areas” with respect to transportation safety in California.

- ◆ CA 1: Reduce Impaired Driving Related Fatalities
- ◆ CA 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- ◆ CA 3: Ensure Drivers are Properly Licensed
- ◆ CA 4: Increase Use of Safety Belts and Child Safety Seats
- ◆ CA 5: Improve Driver Decisions about Rights of Way and Turning
- ◆ CA 6: Reduce Young Driver Fatalities
- ◆ CA 7: Improve Intersection and Interchange Safety for Roadway Users
- ◆ CA 8: Make Walking and Street Crossing Safer
- ◆ CA 9: Improve Safety for Older Roadway Users
- ◆ CA 10: Reduce Speeding and Aggressive Driving
- ◆ CA 11: Improve Commercial Vehicle Safety
- ◆ CA 12: Improve Motorcycle Safety
- ◆ CA 13: Improve Bicycling Safety
- ◆ CA 14: Enhance Work Zone Safety
- ◆ CA 15: Improve Post Crash Survivability
- ◆ CA 16: Improve Safety Data Collection, Access, and Analysis
- ◆ CA 17: Reduce Distracted Driving

The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter. Transportation safety is a main concern for roadways and non-motorized transportation facilities in the Sierra County region.

TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security is another important element in the RTP. Separate from “transportation safety,” transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Emergency preparedness involves many aspects including training/education, planning appropriate responses to possible emergencies, and communication between fire protection and city and county government staff.

As this region is rather remote and not densely populated, it is not likely that Sierra County would be the focus of a terrorist attack or become a refuge for persons displaced by an attack or natural disaster elsewhere in the state. In the Sierra County region, forced evacuation due to wildfire, flood or landslide is the most likely emergency scenario.

The Sierra County region has several transportation security/emergency preparedness documents in place. A *Sierra County Emergency Operations Plan* was adopted in 1996. The plan provides a basis for coordination of operations and resources necessary to meet the requirements of an emergency, but does not include details such as a description of evacuation routes or coordination with public transit. The plan outlines the process for setting up the Emergency Operations Center (EOC) in the event of a disaster. With a countywide population of less than 3,500 people, the majority of the population within each community is on a first name basis and emergency responders know which individuals would require special needs in the event of a disaster. In this case, a detailed emergency operations plan is not as crucial as it may be for a larger county. Nevertheless, Sierra County Emergency Services Department is in the process of updating the Emergency Operations Plan to include a more thorough guidance for emergency preparedness. According to Sierra County staff, the most recent natural disasters which affected Sierra County were the floods of 1997 in Sierraville and Loyalton and the “Cottonwood Fire” in 1994 near Sierra Brooks.

As Sierra County is approximately 960 square miles with small pockets of population centers, no countywide evacuation plan has been developed for the region. Identifying evacuation routes and other methods of evacuation is pertinent to the scope of the RTP.

Two state highways traverse Sierra County and act as the primary evacuation route for many Sierra County communities, such as Downieville, Sierra City, Sierraville, Goodyears Bar, Bassetts, Sattley, and Loyalton. Evacuation routes should follow SR 49/89 north to SR 70 in Plumas County, SR 89 south to Truckee or SR 49 southwest to Nevada City. The implementation of ITS projects such as Road Weather and Information Systems (RWIS), Changeable Message Signs (CMS), and Closed Circuit Television (CCT) could assist with maintaining a steady flow of traffic on these state highways while keeping evacuees informed.

Although state highways connect the larger communities in the county, some Sierra County residents live in very rural areas not directly accessed by state highways and would depend on local roadways as evacuation routes. Additionally, in the event that a portion of a state highway is blocked due to a disaster, certain local roadways could provide alternate evacuation routes. Examples of regionally important local roadways include County Roads A23, A24, Gold Lake Road, and Ridge Road to Alleghany.

In the event of a natural disaster, the Golden Rays and Incorporated Seniors vans should be made available to transport evacuees, particularly if procedures for access to transit vehicles and staff are established as part of the overall Emergency Operations Plan. Additionally, ambulances stationed in the various communities could be called upon for assistance in the transportation of special needs residents. The one publicly operated airport in Sierra County is available for emergency evacuation.

The best preventative measures with respect to this document for an emergency evacuation would be to continue to implement projects in the RTP which upgrade roadways, airport facilities and public transit. Additionally, SCTC and the public transit operators should work with the County Office of Emergency Services to develop a more active role in disaster preparedness.

ACTIVE TRANSPORTATION

It is becoming increasingly important for public health, environmental and financial reasons to build transportation infrastructure that encourages residents to use alternative transportation to the automobile. This includes bicycling or walking to work, school, errands, social engagements etc. Overall public health and childhood obesity could be improved if residents made smarter transportation choices. A reduction in automobile trips is also in line with statewide goals to reduce greenhouse gas emissions. In today's auto dominated society, walking and biking can be unsafe and is often perceived as the least attractive option. Mobility for members of disadvantaged communities, with no vehicle or only one vehicle available in their household, could also be improved if biking/walking were an easier choice. Therefore, the State of California includes an Active Transportation Program (ATP) grant program which is funded through MAP-21.

People are most likely to get out of their cars and walk or bike for short trips. In Sierra County, there is the potential for increased active transportation within the communities of Loyalton, Sierraville, Sierra City and Downieville. The proposed bicycle path between the residential community of Sierra Brooks (2.5 miles south of Loyalton) and Main Street in Loyalton is a good example of an RTP project which will increase the proportion of trips made by active modes. Increasing safety for existing and potential non-motorized transportation users is an important part of the ATP program. Widening shoulders and or providing bicycle lanes along SR 89 and SR 49 would be in line with ATP goals.

FUNDING STRATEGIES

As demonstrated in the Financial Element, there are insufficient revenue sources available to construct all RTP transportation improvements identified in this plan over the next twenty years. Therefore a basic funding strategy should be developed to help prioritize regional transportation improvements. Potential strategies considered for Sierra County are:

- ◆ **Capital Improvement Focus** – This strategy allows for the majority of STIP funds to be used for new capital improvement projects, such as new roadways or Class I bicycle paths. Applying STIP funding to local roadway rehabilitation would be of a much lesser priority.
- ◆ **Maintenance Only Focus** - This strategy focuses all possible STIP funding on local roadway rehabilitation and places little importance on state highway capacity increasing improvements as the county develops in the future.
- ◆ **Balanced Focus** – A better strategy in times of funding uncertainty is to focus on a variety of transportation needs. Over the short-term, local roadway rehabilitation is of greater concern

than expanding the state highway system. Although the potential need for state highway expansion should not be dismissed entirely in the future. A balanced focus also includes an emphasis on alternative types of transportation improvement such as non-motorized facilities and public transit. This RTP update follows the balanced focus funding strategy.

TRANSPORTATION SYSTEM IMPROVEMENTS

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to Sierra County. This RTP lists both financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short- and long-term periods as demonstrated in the Financial Element. The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years unless new funding sources become available.

Project Specific Performance Measurement Development

With diminishing transportation funding at the state level, it is becoming increasingly important to establish a method of comparing the benefits of various transportation projects and considering the cost effectiveness of proposed projects. According to the RTP guidelines, performance measures outlined in the RTP should set the context for judging the effectiveness of the Regional Transportation Improvement Program (RTIP) as a program. More detailed project specific performance measures used to quantitatively evaluate the benefit of a transportation improvement project should be addressed every two years in the region’s RTIP.

This section of the Action Element discusses performance measures used to evaluate regional transportation improvement projects in Sierra County. The performance measures listed in Table 12 are used in the development of short-term capital improvement plans to prioritize improvement projects and to determine each project’s cost-effectiveness. The RTP performance measures are amended as necessary to reflect future changes in regional needs, goals, and policies.

Safety and Security (S) – Safety plays a large role in the consideration of transportation projects in the Sierra County region. A reduction in the number of vehicle accidents per VMT is a good quantitative measure of the impact of a project on regional safety. Most RTP projects will increase safety. For example constructing a separated path for pedestrians and bicyclists between Sierra Brooks and Loyalton will reduce vehicle/bicycle/pedestrian conflicts. Bridge replacement projects also address safety concerns.

System Preservation (SP) – Maintaining regional roadways in satisfactory condition is a top priority for the region as well as the number one priority in the California Vehicle Code. According to a 2013 – 2015 pavement survey, roughly seven percent of state highway miles in Sierra County are considered distressed.

Equity (E) – An equitable transportation system applies funding to where it is most needed as opposed to simply allocating funding to the largest populations. This measure will ensure that all transportation types and jurisdictions are considered equally including state highways, county roads, city streets and tribal roads.

TABLE 12: RTP Program Level Performance Measures			
Performance Measure	Data Source	RTP Measure	RTP Objective
Safety and Security (S)	Caltrans, California Highway Patrol, County and City Department of Public Works	Number of accidents on State highways per 1,000,000 vehicle miles of travel	Reduce the number of accidents on State highways below State average for similar facilities
System Preservation (SP)	County and City Department of Public Works	Pavement Conditions/ % of Distressed Lane Miles/ # of Structurally Deficient Bridges	Maintain city and county roadways at an average PCI of 50 or better/ Reduce Distressed State Highway Miles to below 7% Reduce the number of Structurally Deficient Local Bridges to Below 6
Equity (E)	STIP estimates from CTC	Ratio of STIP allocations to County revenue shortfall for highway projects	Make the distribution of transportation funds more consistent with transportation needs, rather than population
Economic Well Being (EW)	County and City	Increased sales tax revenues	Provide acceptable LOS on all State highways, provide safe and attractive transportation facilities
Environmental Quality (EQ)	Environmental thresholds or significance criteria adopted in General Plans and/or independently for application in CEQA documents	Avoid or minimize significant impacts	Analyze the potential short-term and long-term environmental impacts of transportation decisions and mitigate adverse impacts to "less than significant"
Mobility and Accessibility (M/A)	Caltrans traffic volumes, Project Study Reports, Transportation Concept Reports and Special Studies	Minimum acceptable LOS on average daily basis	Provide acceptable LOS on all regionally significant roadways

Economic Well Being (EW) – Improving the transportation infrastructure is an important part of boosting the economic wellbeing of Sierra County. All types of capital transportation improvements ranging from local roadway rehabilitation to bicycle/pedestrian paths to trailhead facilities encourage tourism and attract new businesses.

Environmental Quality (EQ) – As RTP projects are constructed, they must comply with environmental criteria identified in the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Mobility/Accessibility (M/A) – The Performance Measures for Rural Transportation Systems Guidebook defines mobility as “the ease or difficulty of traveling from an origin to a destination.” Accessibility is defined as “the opportunity and ease of reaching desired destinations.” For more populated regions, mobility refers to delay and travel time. As indicated in the existing conditions section, Sierra County is relatively free of traffic congestion and any poor LOS is primarily due to steep grades, sharp curves, and limited passing opportunities. RTP projects to improve mobility in Sierra County include truck pullouts on SR 89.

Accessibility refers to the number of options available to travel from point A to point B or the number of travel options to a state highway for a resident of an outlying community. The Performance Measures for Rural Transportation Systems Guidebook cites several relatively easy methods of quantitatively measuring accessibility such as evaluating travel time between key points. In Sierra County, there are no projects proposed that will construct new roadways to or from outlying communities. Other non-motorized facility RTP projects propose new trails. Accessibility is also appropriate when measuring transit projects. Public transit provides a crucial link for Sierra County residents to other Sierra County communities or urban areas with medical and commercial services. Any expansion of public transit would improve accessibility for Sierra County residents.

Proposed Capital Improvements to Meet Transportation Needs

Proposed transportation improvement projects are listed in Tables 13-24. Projects are categorized by transportation element and funding source. Each project is linked to one of the performance measures described above. The following improvement projects are consistent with those included in the Interregional Transportation Improvement Program (ITIP), Federal Transportation Improvement Program (FTIP) and the 2014 Regional Transportation Improvement Program (RTIP).

Improvements to address both short-term (10 years) and long-term (20 years) transportation needs are included in this RTP. Transportation improvement projects are also classified into one of the following priority categories:

Tier 1 projects are considered fully fundable during the 2014 State Transportation Improvement Plan four-year cycle.

Tier 2 projects are considered fully fundable over the next four year period (by 2023).

Tier 3 projects are projected to be constructed over the latter half of the 20 year planning period.

U - The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years unless new funding sources become available.

Determining exact construction costs of transportation projects is difficult, especially for long-term projects. Over recent years, construction prices have varied greatly, first increasing as the price of raw materials used for transportation projects rose before dropping as the recession reduced materials prices and increased competition. In an effort to produce a realistic view of the Sierra County region’s transportation improvement costs, the cost estimates in the ensuing tables have been adjusted for inflation. A projected annual rate of inflation of 2.64 percent was applied to RTP projects, reflecting the average annual rate of change of the Consumer Price Index from 2000 to 2014. Many of the projects in the following transportation improvement tables do not have construction years specified. Therefore, mid-term project costs with unknown construction dates were adjusted to represent 10 years of inflation and long-term projects were adjusted to represent 15 years of inflation. Estimated project costs cited in the text of this document represent “adjusted for inflation” costs.

Roadway and Bridge Improvement Projects

- ♦ **Caltrans State Highway SHOPP Projects** (Table 13 and 14) – The financially constrained 10 Year SHOPP includes three maintenance (guardrail and shoulder widening projects) in Sierra and Plumas counties along SR 49 and 89. These projects are anticipated to cost \$6.7 million. SHOPP Minor projects totaling roughly \$3.4 million will upgrade culverts and repair embankments over the next ten years. Financially unconstrained SHOPP projects include bridge repair and widening the SR 89/49 intersection in Sierraville. These projects listed in Table 14 are estimated to cost \$4.0million and be funded through the SHOPP program. Sierra County also recommends constructing sidewalks on SR 49 in Downieville.
- ♦ **Sierra County’s Top Priority Transportation Improvement Projects** (Table 15) –Three Sierra County local roadway bridges will be rehabilitated or replaced using HBP funds with a local match from Toll Credits. Therefore no STIP funding will be required to complete these projects. Using the same funding source. A new bridge will be constructed at Independence Lake to replace the existing water crossing. This will allow for revitalization of the Perazzo Meadows. Bridges with a sufficiency rating below 80 and which are classified as “structurally deficient” or “functionally obsolete” are eligible for federal bridge replacement funding. All of the top priority bridge replacement projects fit this requirement. The bridge projects will address the safety and system preservation goals and reflect public input.

In addition to bridge projects, just under \$5 million in STIP and SHOPP funding is proposed for a variety of projects over the next four years:

- Smithneck Creek Bike Path – A Class 1 facility is proposed to safely connect the residential neighborhood to schools, stores and employment in Loyalton. This project which was also identified in the Sierra County 2012 Bicycle Plan not only addresses safety goals by separating cyclists and pedestrians from vehicles but will increase active modes of transportation along this roughly 4 mile stretch.
- Roadway Rehabilitation – In line with system preservation goals, roadway rehabilitation projects are proposed along Smithneck Creek Road.
- SR 89 Truck Turnouts – In order to address safety concerns and good movement issues when vehicles attempt to pass trucks at unsafe locations, truck pullouts are proposed on SR 89.
- ♦ **Sierra County’s Mid-Term and Long-Term Roadway Improvement Projects** (Table 16) – These will primarily address system preservation. These projects are estimated to cost roughly \$17.6 million over the time period from 2019 to 2035.
- ♦ **Financially Unconstrained STIP Improvement Projects** (Table 17) – This table lists Sierra County’s wish list of improvements if additional funding sources become available. The majority of these projects are needed roadway rehabilitation or pavement overlay projects.
- ♦ **Long-Term, Financially Unconstrained Bridge Improvement Projects (Table 18)** – The projects are estimated to total more than \$4.5 million in project costs and will be funded with a combination of state and federal funds when they become available.

TABLE 13: Sierra County Caltrans SHOPP Improvement Projects - Financially Constrained

Priority ⁽¹⁾	Route	Miles		Specific Location	Proposed Project Description	Funding Source	Total Cost (1,000s)		Construct Year	Performance Indicator	Corresponding Goal	
		Begin PM	End PM				2015 Dollars	Adjusted for Inflation ⁽²⁾				
Financially Constrained Projects												
2	49	0	16.92	From Yuba County Line to Downville	Upgrade guardrail to current standard to improve Clear Recovery Zone	SHOPP	\$1,580	\$1,800	2020	SP	1,2	
1	49	29.19	29.56	Near Sierra City	Add 4 foot shoulder on SR 49	SHOPP	\$2,972	\$3,131	2017	SP	1,2	
2	89	0	29.58	From Nevada County Line to Plumas County Line	Upgrade guardrail to current standard to improve Clear Recovery Zone	SHOPP	\$1,580	\$1,800	2020	SP	1,2	
SHOPP Minor Projects							<i>Subtotal</i>	\$6,132	\$6,731			
1	49	15.214	15.214	Approx. 0.4 miles west of the Sidehill Viaduct Bridge 13-25	Repair embankment and roadway	SHOPP Minor	\$270	\$284	2017	SP	1,2	
1	49	30.32	32.9	Between Lewis Lane and Salmon Creek Bridge	Repair and replace rockfall netting at various locations	SHOPP Minor	\$900	\$948	2017	SP	1,2	
1	49	48.37	49.25	Various locations between Lemon Canyon Road and Filippini Road	Upgrade culverts and pave low spots	SHOPP Minor	\$999	\$1,025	2016	SP	1,2	
1	89	0.15	11.3	Several locations between Sierraville and the Nevada County Line	Truck turnouts and guardrail	SHOPP Minor	\$740	\$780	2017	SP	1,2	
1	89	15.6	25.4	0.5 miles north of SR 49 junction to 0.1 miles north of Lookout Road	Replace culverts	SHOPP Minor	\$130	\$133	2016	SP	1,2	
2	49, 89	var	var	Nevada City, Downville and Sierraville	Rehab the sandhouses	SHOPP Minor	\$280	\$311	2019	SP	1,2	
Subtotal							\$3,319	\$3,482				
Total Estimated Cost							\$15,583	\$16,945				

Source: Caltrans.

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3=Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014.

TABLE 14: Sierra County Caltrans SHOPP Improvement Projects - Financially Unconstrained

Priority ⁽¹⁾	Route	Miles		Specific Location	Proposed Project Description	Funding Source	Total Cost (1,000s)		Construct Year	Performance Indicator	Corresponding Goal	
		Begin PM	End PM				2015 Dollars	Adjusted for Inflation ⁽²⁾				
<u>Financially Unconstrained Projects</u>												
U	49	3.718	16.847	Various Locations on SR 49 in Sierra County and on SR 20 in Nevada County	Seismic retrofit of 3 bridges on SR 49 (#13-0002, #13-0005, #17-007 Nevada County)	SHOPP	\$ 1,740	\$ 2,144	2023	SP	1,2	
U	49	47.45	47.45	At SR 49/89 junction in Sierraville	Reconstruct SR 89 N and widen approach 0.25 miles on SR 89	SHOPP	\$ 1,783	\$ 1,878	2017	SP, M	1,2	
<u>Sierra County Recommended State Highway Projects</u>												
U	49			Downieville	Sidewalks	SHOPP	NA	NA	TBD	S	1	
							Total Estimated Cost \$	3,523	\$4,022			
Source: Caltrans.												
Note 1: Priority Nos: 1= Short Term (2014-2018), 2=Mid Term (2019-2023), 3=Long Term (2024-2035).												
Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014.												

TABLE 15: Sierra County Top Priority Roadway and Bridge Projects										
STIP/RTIP/FTIP Improvement Projects - 2014 RTIP										
Priority ⁽¹⁾	PPNO	Route	Specific Location	Proposed Project Description	Construct Year	Total Cost (1,000s)		Performance Indicator	Corresponding Goal	
						2015	Adjusted for Inflation ⁽²⁾			
Bridge Projects										
1	1L38	Jim Crow Bridge #13C0027	Jim Crow Road Bridge - at North Fork Yuba River near Downieville	Rehabilitation or replacement existing structure to meet or exceed 3R standards.	2016	\$850.0	\$872.5	HBP/TC	SP, S	2
1	3L101	Plumbago Road Bridge #13C0051	Plumbago Road Bridge	Bridge Replacement	2018	\$1,752.0	\$1,894.6	HBP/TC	SP, S	2
1	1L40	Packer Lake Road Bridge #13C0029	Packer Lake Rd. Bridge at Salmon Creek off Gold Lake Road near Sierra City	Rehabilitation of existing structure to meet or exceed 3R standards.	2018	\$1,632.0	\$1,764.8	HBP/TC	SP, S	2
1	1L39	Salmon Lake Lodge Bridge #13C0053	Salmon Lake Lodge Road Bridge at Salmon Creek - 0.5 mi. west of Gold Lake Road	Replacement of existing structure with new bridge that meets or exceeds 3R standards.	2018	\$1,184.0	\$1,280.4	HBP/TC	SP, S	2
1		Independence Lake	New bridge on Independence Lake	Replace existing water crossing and revitalize Perazzo Meadows.	2018	\$1,200.0	\$1,200.0	HBP/TC	SP, S, EQ	2
Subtotal						\$5,418.0	\$5,812.3			
STIP Projects										
1		Smithneck Creek Bike Path	Smithneck Creek between Sierra Brooks and Loyalton	Class I Bicycle Path	2018	\$800.0	\$865.1	STIP/ATP	S, EQ	1
1	1704	Smithneck Creek Rd	Smithneck Creek Road	Roadway Rehabilitation	2018	\$1,800.0	\$1,946.5	STIP	SP	2,3
1		Smithneck Road	Loyalton, SR 49 to end of pavement	Roadway rehabilitation	2018	\$1,289.0	\$1,393.9	STIP	STIP	2,3
1	1705	SR 89	South of Sierraville	Truck pullouts	2017	\$750.0	\$790.2	STIP/SHOPP	S, M/A	2,3
		Planning Programming and Monitoring			--	\$161.0	--	STIP	--	--
Subtotal						\$4,800.0	\$4,995.7			
Total Estimated Cost						\$10,218.0	\$10,808.0			

Source: SCTC, CTC.

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3= Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014.

TABLE 16: Sierra County STIP Improvement Projects - Mid-term and Long-Term Projects

Financially Constrained Roadway Related Projects

Total Cost (1,000s)

Priority ⁽¹⁾	PPNO	Route	Specific Location	Proposed Project Description	Construct Year	2015 Dollars	Adjusted for Inflation ⁽²⁾	Funding Source	Performance Indicator	Corresponding Goal
Roadways										
2		Sierra Brooks	Sierra Brooks	Roadway overlay	2019	\$741	\$822	STIP	SP	2,3
2		Campbell Hot Springs Rd.	Sierraville	Rehabilitate and construct road	2020	\$1,500	\$1,709	STIP	SP	1,2,3
2	--	SR 49	Sierra City	Downtown renovation project	2020	\$1,139	\$1,298	STIP	SP	2,3
2	--	Hennes Pass Road	SR 89 at Little Truckee Summit for 1,600 ft (OHV grooming site)	Grind and overlay 1,600 feet	2020	\$399	\$454	STIP	SP	2,3
2	--	Hill Street	Near Loyalton	Pavement rehabilitation	2020	\$399	\$454	STIP	SP	2,3
2		SR 89/49	Sattley	Intersection Improvements	2020	\$854	\$974	STIP	S	1,2,3
2		Cambell Hot Springs Road	Sierraville	Rehabilitate and construct road	2020	\$1,500	\$1,709	STIP	SP	2,3
2		Gold Lake Road	Sierra City	Thin Overlay	2020	\$2,000	\$2,279	STIP	SP	2,3
Bridges										
2	1L29	Pearl Street Bridge #13C0003	Pearl Street Bridge at Downteville River, at Downteville	Rehabilitation of existing structure with bridge meeting AASHTO standards for single-lane bridge.	2020	\$2,620	\$2,985	STIP/HBP	SP, S	2
2	1L30	Nevada Street Bridge #13C0006	Nevada Street Bridge at North Fork Yuba River - Br.No. 13C0006 at Downteville	Rehabilitation or replacement of existing structure with bridge meeting 3R standards for single-lane bridge.	2020	\$2,958	\$3,370	STIP/HBP	SP, S	2
3	--	Bridge# 13C0052	Port Wine Ridge Road Bridge at Cedar Grove Ravine	Bridge Rehabilitation	TBD	\$851	\$1,105	STIP/HBP	SP, S	2
3	--	Bridge# 13C0050	Port Wine Ridge Road at Rock Creek Tributary	Bridge Rehabilitation	TBD	\$141	\$183	STIP/HBP	SP, S	2
Other										
2		Sierra City Downtown Renovation Project	Sierra City	Sidewalks and underground utilities	2019	N/A	N/A	STIP/ATP	S, E	1,2,3
2		Sierraville Visitor Center	Sierraville	Construct visitor center including traveler's information kiosk, public restrooms, paved parking lot and enhancement including sidewalks/paths, picnic area, landscaping	2021	\$285	\$333	STIP/TE	E	1
2		SR 89	TBD	Wildlife Undercrossings	2021	N/A	N/A	STIP	S, EQ	1,2,3
Total Estimated Cost \$						15,388	\$17,676			

Source: SCTC.

Note 1: Priority Nos: 1=Short Term (2014-2018), 2=Mid Term (2019-2023), 3=Long Term (2024-2059).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000-2014. Mid-term projects with unknown construction dates were adjusted to reflect 10 years of inflation.

TABLE 17: Sierra County Future Roadway Improvement Projects

Long-term/Financially Unconstrained Roadway Improvement Projects

Total Cost (1,000s)

Priority ⁽¹⁾	Route	Specific Location	Lead Agency	Proposed Project Description	2015 Dollars	Adjusted for Inflation ⁽²⁾	Const Year	Funding Source	Performance Indicator	Corresponding Goals
3/U	Railroad Ave.	Loyalton	Sierra County	Construct segment Railroad Ave North from SR 49	\$ 645	\$ 953	TBD	STIP	SP	1,2,3
3/U	Various	Loyalton	Sierra County	Construct sidewalks on all Loyalton streets without sidewalks.	\$ 645	\$ 953	TBD	STIP	S	1,2,3
3/U	Various	Goodyears Bar	Sierra County	Rehabilitate and reconstruct streets.	\$ 1,031	\$ 1,525	TBD	STIP	SP	1,2,3
3/U	Lemon Canyon Rd.	Sierraville	Sierra County	Rehabilitate pavement	\$ 902	\$ 1,334	TBD	STIP	SP	1,2,3
3/U	Campbell Hot Springs Rd.	Sierraville	Sierra County	Rehabilitate and construct road	\$ 902	\$ 1,334	TBD	STIP	SP	1,2,3
3/U	Main St.	Downieville, SR 49	Sierra County	Downieville Main St. SR 49 reconstruct ped way and rehab	\$ 1,934	\$ 2,859	TBD	STIP	S, SP	1,2,3
3/U	Salmon Lake Road	Gold Lake Road to Salmon Lake	Sierra County	Rehabilitate	\$ 412	\$ 610	TBD	STIP	SP	1,2,3
3/U	Sardine Lake Road	Gold Lake Road to Sardine Lake	Sierra County	Rehabilitate	\$ 451	\$ 667	TBD	STIP	SP	1,2,3
3/U	Packer Lake Road	Gold Lake Road to Packer Lake	Sierra County	Rehabilitate	\$ 1,031	\$ 1,525	TBD	STIP	SP	1,2,3
3/U	Hennes Pass Rd.	Piocene Rd. to Cornish Camp	Sierra County	Rehabilitate	\$ 2,578	\$ 3,813	TBD	STIP	SP	1,2,3
3/U	Ridge Road	SR 49 to Pioocene	Sierra County	Overlay	\$ 3,223	\$ 4,766	TBD	STIP	SP	1,2,3
3/U	Forest City Road	Piocene to Forest	Sierra County	Reconstruct and rehabilitate	\$ 9,668	\$ 14,297	TBD	STIP	SP	1,2,3
3/U	Mountain House Rd.	SR 49 to Forest	Sierra County	Reconstruct and rehabilitate	\$ 5,801	\$ 8,578	TBD	STIP	SP	1,2,3
3/U	Brandy City Road	SR 49 to Brandy City	Sierra County	Reconstruct and rehabilitate	\$ 3,223	\$ 4,766	TBD	STIP	SP	1,2,3
3/U	Streets of Loyalton	Various	Sierra County	Pavement overlay	\$ 3,223	\$ 4,766	TBD	STIP	SP	1,2,3
3/U	Streets of Calpine	Various	Sierra County	Pavement overlay	\$ 1,289	\$ 1,906	TBD	STIP	SP	1,2,3
3/U	Streets of Sierraville	Various	Sierra County	Pavement overlay	\$ 1,289	\$ 1,906	TBD	STIP	SP	1,2,3
3/U	Streets of Downieville	Main St, School St, Sunnyside, Pearl Ave, Maiden, Poma Ranch, River St, East River, Nevada St, Commercial, Belle St	Sierra County	Pavement overlay	\$ 1,934	\$ 2,859	TBD	STIP	SP	1,2,3
3/U	Streets of Sierra City	Various	Sierra County	Pavement overlay	\$ 1,289	\$ 1,906	TBD	STIP	SP	1,2,3
3/U	Streets of Alleghany	Various	Sierra County	Pavement overlay	\$ 967	\$ 1,430	TBD	STIP	SP	1,2,3
3/U	Stampede Reservoir Road	SR 89 to Stampede Dam	Sierra County	Pavement overlay	\$ 451	\$ 667	TBD	STIP	SP	1,2,3
3/U	Long Valley Rd.	I-80 to US 395	Sierra County	Reconstruct and rehabilitate	\$ 3,223	\$ 4,766	TBD	STIP	SP	1,2,3
3/U	Lavezzola Rd.	East Main St. to Empire Ranch, Downieville	Sierra County	Reconstruct and rehabilitate	\$ 5,801	\$ 8,578	TBD	STIP	SP	1,2,3
3/U	Saddleback Rd.	SR 49 to Saddleback Lookout	Sierra County	Reconstruct and rehabilitate	\$ 5,801	\$ 8,578	TBD	STIP	SP	1,2,3
Total Estimated Cost					\$ 57,710	\$ 85,346				

Source: SCTC

Note 1: Priority (Ns: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3= Long Term (2024-2035))

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

TABLE 18: Sierra County Future Bridge Improvement Projects
Long-term/Financially Unconstrained Bridge Improvement Projects

Lead Agency	Priority ⁽¹⁾	Specific Location	Bridge No.	Total Cost (1,000s)		Construct Year	Funding Source	Sufficiency Rating (Sept 2014)	Performance Indicator	Corresponding Goal
				2015 Dollars	Adjusted for Inflation ⁽²⁾					
TBD	U	Sierra City - Wild Plum Road Bridge at N. Fork Yuba River	13C0046	\$1,321	\$1,954	TBD	STIP/HBP	48.3	SP, S	2
TBD	U	Brandy City Road Bridge at Cherokee Creek	13C0054	\$1,147	\$1,697	TBD	STIP/HBP	72.8	SP, S	2
TBD	U	Mtn.House Rd. Br. At Rock Creek	13C0043	\$71	\$105	TBD	STIP/HBP	65.1	SP, S	2
TBD	U	Port Wine Ridge Road Bridge at Rock Creek	13C0019	\$129	\$191	TBD	STIP/HBP	78.5	SP, S	2
TBD	U	Post Office Spur at Goodyears Creek	13C0037	\$129	\$191	TBD	STIP/HBP	85.0	SP, S	2
TBD	U	Lavezzola Road Bridge at Lavezzola Creek	13C0045	\$129	\$191	TBD	STIP/HBP	75.4	SP, S	2
TBD	U	Main Street Cr S500 at Downie River	13C0055	\$129	\$191	TBD	STIP/HBP	76.6	SP, S	2
Total Estimated Cost				\$3,055	\$4,518					

Source: SCTC

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3=Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

- ♦ **Highway Safety Improvement Program Projects (Table 19)** – Costs for these projects total approximately \$5.9 million. Safety projects include guardrail installation, speed feedback signs, a comprehensive speed study and traffic control signs.
- ♦ **Forest Highway Projects (Table 19)** – These projects are estimated to cost \$32.7 million and consist of road rehabilitation and construction projects to be funded under the Federal Lands Access Program (FLAP) grant program. These projects are of particular importance to Sierra County as outdoor recreation and tourism play a major role in the region’s economy.
- ♦ **Transportation Planning Feasibility Studies (Table 20)** – These include several feasibility studies for roadway improvement projects which are still in the visionary phase. The feasibility studies are estimated to cost \$99,000, with project costs estimated at over \$1.1 million.
- ♦ **City of Loyaltan Transportation Improvement Projects (Table 21)** – It is anticipated that the majority of the City of Loyaltan’s list of local improvement projects will be funded by the STIP program. Estimated costs are unavailable for the long term projects. It is anticipated that one Project Study Report (PSR) will be developed to include all improvements represented in Table 19. These projects are consistent with the policies and implementation programs listed in the *City of Loyaltan 2028 General Plan* and will address regional transportation needs by increasing walkability of the city and preserving the city’s transportation system

Transit

As noted in Chapter 2, transit services are very limited in Sierra County. Two van services provide specialized transportation services primarily for the elderly and disabled. Developing an intercity bus service to serve Sierra County is not feasible without a significant funding increase, given the rural nature of the region.

The *Sierra County Coordinated Public Transit Human Services Transportation Plan* was completed in 2008 and is currently being updated. This document recommends strategies to improve the mobility of Sierra County residents, primarily the disadvantaged population. These strategies along with other transit capital projects proposed by SCTC are presented in Table 22 and described below:

- ♦ **Mobility Manager** – Transit in Sierra County could benefit by designating one half-time position to oversee and coordinate transit related projects for the region. The Mobility Manager could help to implement the other coordinated plan recommended strategies.
- ♦ **Volunteer Driver Program** – One method of providing flexible transportation to Sierra County residents is to establish a volunteer driver program where drivers would be recruited to transport residents in need to medical appointments and could be reimbursed for their mileage.

TABLE 19: Sierra County Special Funding Program Improvement Projects - 20-Year Vision

Priority ⁽¹⁾	Route	Specific Location	Proposed Project Description	Construct Year	2015 Dollars	Adjusted for Inflation ⁽²⁾	Funding Source	Performance Indicator	Corresponding Goals	Total Cost (1,000s)	
Highway Safety Improvement Program											
1	SR 89, 49, Ridge Rd	Various	Speed feedback signs	TBD	\$113.93	\$168.49	HSP	S	2		
2	Countywide	Various	Install 75 traffic control and way finding signs	TBD	\$11.60	\$17.16	HSP	S	2		
3	Countywide	Various	Pavement striping	TBD	\$515.61	\$762.52	HSP	S	2		
3	Countywide	Various	Comprehensive speed study, ordinance changes, traffic control devices and directional signs	TBD	\$128.90	\$190.63	HSP	S	2		
3	Brandy City Road	SR 49 to Brandy City	Install guardrail various locations from SR 49 to Brandy City	TBD	\$1,289.03	\$1,906.31	HSP	S	2		
3	Lavezzola Road	Downville town limit to road end	Install guardrail various locations from town limit to end of Lavezzola Rd.	TBD	\$1,933.54	\$2,859.47	HSP	S	2		
					Total Estimated Cost	\$3,992.62	\$5,904.58				
Forest Highway Projects											
2	Gold Lake Highway	--	Thin Overlay	2020	\$1,500.00	\$2,218.31	FLAP	SP, E	2		
3	Stampede Dam Road	--	Rehabilitate and Reconstruct	TBD	\$1,933.54	\$2,859.47	FLAP	SP, E	2		
3	Smithneck Road	--	Rehabilitate and Reconstruct	TBD	\$1,289.03	\$1,906.31	FLAP	SP, E	2		
3	Henness Pass Road	--	Rehabilitate and Reconstruct	TBD	\$12,890.30	\$19,063.12	FLAP	SP, E	2		
3	Ridge Road	--	Rehabilitate and Reconstruct	TBD	\$4,511.60	\$6,672.09	FLAP	SP, E	2		
					Total Estimated Cost	\$22,124.48	\$32,719.30				
Source: SCTC											
Note 1: Priority Nos: 1= Short Term (2014-2018), 2=Mid Term (2019-2023), 3=Long Term (2024-2035).											
Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.											

TABLE 20: Transportation Planning Feasibility Studies (2010-2030)

Priority	Road	Specific Location	Project Description	Estimated Feasibility Study (1000's) Adjusted for Inflation	Estimated Total Project Cost (1000's) Adjusted for Inflation
U	SR 49	Loyalton	Feasibility Study	N/A	N/A
U	Trealease and Sierra Lane (Private Road)	Verdi - Rehabilitate, Reconstruct, Pave	Feasibility Study	\$25	\$574
U	Meadow Ranch Road (Private Road)	Calpine - Rehabilitate, Reconstruct, Pave	Feasibility Study	\$25	\$574
U	Long Valley Road Realignment	Long Valley - Realign and Repave	Feasibility Study	\$50	NA
TOTAL				\$99	\$1,147

Source: Sierra County Road Department.

Purchase Modified Minivan – This has been completed.

It is also the goal of the SCTC to “encourage non-profit and/or private organizations to operate public transportation services, rather than provide services directly.” However, SCTC can assist the transit operators with securing funding for transit capital projects. Approximately \$2 million in state Proposition 1B funding was used to purchase two new wheelchair accessible vans. Vehicles should be replaced as they reach the end of their useful life to ensure a safe operating vehicle. Providing a sheltered storage area for the transit vans is a long-term RTP transit capital project. The FTA grant program offers several sources of funding for operations activities to transit systems which cater to the disadvantaged population as discussed in greater detail in Chapter 5.

Bikeway/Pedestrian Improvement Projects

Proposed RTP bicycle/pedestrian projects include construction of bike paths and pedestrian ways within and between Sierra County communities. Capital improvement projects are estimated to cost \$22 million and are all considered financially unconstrained with the exception of the update of the Bicycle Master Plan (Table 23). Competitive Active Transportation Program (ATP) and recurring STIP funds will be the likely funding sources for these projects. The stakeholder/public input and transportation needs/issues discussion demonstrated a need for safer facilities for bicyclists and pedestrians in Sierra County.

Although Sierra County does not have an extensive paved or improved bike facility network, Downieville is renowned for its network of mountain biking trails. The Downieville Classic Mountain Bike Festival alone brings over 1,000 racers and spectators to the small community for one weekend. The influx of mountain biking visitors increases the potential for conflict between

TABLE 21: City of Loyalton Street Improvement Priority List - Long-term Roadway Projects

Street	Project Description	Priority ⁽¹⁾	Construct Year	Total Cost (1,000s)		Funding Source	Performance Indicator	Corresponding Goals
				2015 Dollars	Adjusted for Inflation ⁽²⁾			
Haggard Way	Pave 25' width 220' length east and west	3	TBD	N/A	N/A	STIP	SP	1,2,3
Beckwith Street	Pave 40' wide at Beckwith Street entrance by 185' along east edge 132' along West edge of property by 58' west. 40' wide going north 100' to east boundary of east entrance.	3	TBD	N/A	N/A	STIP	SP	1,2,3
Alley First Street 624-622	Pave from First Street between #624 and #622. First Street east to railroad tracks 20' wide by 250' in length	3	TBD	N/A	N/A	STIP	SP	1,2,3
Alley First Street 626-632	Pave alley from First Street between #626 and #632; First Street east to railroad tracks 20' wide by 250' in length east and west	3	TBD	N/A	N/A	STIP	SP	1,2,3
Alley First and Second	Pave Sierra Energy Card lock alley between First and Second streets 20' in length east and west	3	TBD	N/A	N/A	STIP	SP	1,2,3
Fourth Street	Pave at its southern end into Haggard Way 60' by 60'	3	TBD	N/A	N/A	STIP	SP	1,2,3
Lewis Lane	Pave between First Street and railroad; east and west 20' wide by 250' long	3	TBD	N/A	N/A	STIP	SP	1,2,3
Beckwith Street	Pave alley from Church Street to Railroad Avenue #704 Church Street to #505 Railroad Avenue 390' x 20'	3	TBD	N/A	N/A	STIP	SP	1,2,3
Alley #610 Second Street	Pave alley from #610 Second Street through to #625 First Street (Sierra Energy Card lock) 20' W x 205'	3	TBD	N/A	N/A	STIP	SP	1,2,3
Alley Second Street	Pave alley from #610 Second Street through to #631 First Street (North of Sierra Energy) 20' W x 205'	3	TBD	N/A	N/A	STIP	SP	1,2,3
Mill Street	Make Mill Street a through street over railroad tracks into Railroad Avenue 37' by 55'	3	TBD	N/A	N/A	STIP	SP	1,2,3
Hill Street	Resurface and paving from City limit to Main Street	3	TBD	N/A	N/A	STIP	SP	1,2,3
Total				NA	NA			

Source: SCTC

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3=Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

TABLE 22: Transit Capital Improvement Projects

Priority ⁽¹⁾	Lead Agency	Proposed Project Description	Construct Year	Total Cost (1,000s)		Funding Source	Performance Indicator	Corresponding Goals
				2015 Dollars	Adjusted for Inflation(2)			
1	Sierra County	Purchase Two Vans	2016	\$100	\$103	STA / PTMISEA	A	1,2
1	Sierra County	Replace Public Transit Vehicles at end of Useful Life	2020	\$103	\$117	STA / PTMISEA	A	1,2
U	Sierra County	Sheltered Storage for Transit Buses	TBD	NA	NA	STA	A	1,2
<u>Coordinated Public Transit Human Services Transportation Projects</u>								
U	Sierra County	Mobility Manager	TBD	\$30 per year	\$43 per year	JARC, New Freedom, 5310/local	A	1,2
U	Sierra County	Volunteer Driver/ Transportation Reimbursement Program	TBD	\$18 per year	\$26 per year	New Freedom, local	A	1,2

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3=Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

Source: Sierra County Transportation Commission, Sierra County Coordinated Plan.

bikers and vehicles on narrow streets and highways. Long-term improvement projects such as increasing the off-road trail network to include a connector trail from the center of town to the bottom of the “Downieville Downhill” mountain bike route and continuing to improve trailhead facilities will benefit regional bikeway and pedestrian transportation while remaining consistent with RTP goals and objectives. ATP funds may also be used for this type of project.

Airport Improvement Projects

The primary aviation goal of the county is to provide safe airports for general aviation users. The Capital Improvement Plan includes improvement projects that assist in overcoming deficiencies identified during airport inspections. Capital improvement projects are shown in Table 24, and are estimated to cost \$3.1 million.

Railroad System

The role of the railroad in Sierra County has diminished over recent years. Given that the rail lines are not used for passenger travel, there are no proposed public rail improvement projects. In addition, as these lines are basically inactive (other than the Union Pacific Donner Summit route in the southeast corner of the county, which includes no at-grade railroad crossings), there is little need for rail crossing safety improvements in the short term.

Goods Movement

Freight transportation is a crucial function of the Sierra County transportation system. Trucking generates substantial volumes of freight activity on the county roadway system. The predominant generator of freight movements is through traffic, particularly on the I-80 and US 395 corridors. Local freight generators in Sierra County largely consist of dispersed natural resource-based

TABLE 23: Sierra County Bicycle Facility Potential Improvements

Priority	Community Area	Description	Type	Mileage	Construct Year	Total Cost 1,000s			Potential Funding Source
						2015 Dollars	Adjusted for Inflation (2)		
2	Region	Update Bicycle Plan	Planning	--	2017	\$ 30	\$ 32	ATP	
3	Sierra Valley	Sierraville Downtown Pathway to Old Truckee Road, Landscaping	Class II, Landscaping	1.06	TBD	\$ 318	\$ 470	ATP/STIP	
3	Sierra Valley	Beckwith Road (A-24)	Widen Shoulders/Signage	2.5	TBD	\$ 375	\$ 555	ATP/STIP	
3	Loyalton	SR 49 Loyalton Vicinity	Widen Shoulders/Signage	2	TBD	\$ 300	\$ 444	ATP/STIP	
3	Sierra Valley	SR 49 Sattley to Sierraville	Widen Shoulders/Signage	4	TBD	\$ 600	\$ 887	ATP/STIP	
3	Sierra Valley	Westside Road (A-23)	Widen Shoulders/Signage	7	TBD	\$ 1,050	\$ 1,553	ATP/STIP	
3	Sierra Valley	SR 49 Sierraville to Loyalton	Widen Shoulders/Signage	12.4	TBD	\$ 1,860	\$ 2,751	ATP/STIP	
3	Sierra Valley	SR 49 Loyalton to Plumas County Line	Widen Shoulders/Signage	2.3	TBD	\$ 345	\$ 510	ATP/STIP	
3	Sierra Valley	Calpine Road	Widen Shoulders/Signage	1.27	TBD	\$ 191	\$ 282	ATP/STIP	
3	Sierra Valley	SR 89 from Calpine Road to SR 49	Widen Shoulders/Signage	3	TBD	\$ 450	\$ 665	ATP/STIP	
3	Sierra Valley	SR 49/89 from SR 89 intersection to Sattley	Widen Shoulders/Signage	0.9	TBD	\$ 135	\$ 200	ATP/STIP	
3	West County	SR 49 from Yuba County line to Yuba Pass	Widen Shoulders/Signage	34	TBD	\$ 5,100	\$ 7,542	ATP/STIP	
3	Sierra Valley	SR 89 from Plumas County Line to Calpine	Widen Shoulders/Signage	6.8	TBD	\$ 1,020	\$ 1,508	ATP/STIP	
3	Yuba Pass	SR 49 from Bassett to SR 89 junction	Widen Shoulders/Signage	13	TBD	\$ 1,950	\$ 2,884	ATP/STIP	
3	Gold Lakes	Gold Lake Hwy from Bassett to Plumas County line	Widen Shoulders/Signage	7.8	TBD	\$ 1,170	\$ 1,730	ATP/STIP	
3	Downville	Downville - Downhill trailhead to parking area	New Multi-Use	1	TBD	NA	NA	ATP	
3	County	Countywide Wayfinding and informational signage	Signage	--	TBD	\$ 10	\$ 15	ATP	
3	Downville	Downville Visitors Center and Merchants	Bicycle Racks	--	TBD	\$ 6	\$ 9	ATP	
3	County	Schools	Bicycle Racks	--	TBD	\$ 6	\$ 9	ATP	
3	County	Bicycle Map	Marketing/Information	--	TBD	\$ 2	\$ 3	ATP	
Total						\$ 14,918	\$ 22,048		

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3=Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

Source: Sierra County Transportation Commission, Sierra County 2012 Bicycle Plan.

TABLE 24 : Sierraville - Dearwater Airport Capital Improvement Projects, 20-Year Vision

Priority ⁽¹⁾	Proposed Project Description	Total Cost (1,000s)		Funding Source	Construct Year	Performance Indicator	Corresponding Goals
		2015 Dollars	Adjusted for Inflation ⁽²⁾				
U	Reconstruct Tiedown, Slurry Seal and Repstripe Runway	\$600	\$887	CAAP	TBD	SP	1
U	Reconstruct Apron	\$400	\$592	CAAP	TBD	SP	1
U	Construct turnaround: RW 3	\$30	\$44	CAAP	TBD	SP	1
U	Visitor Parking, Emergency Services, Restroom	\$52	\$77	CAAP	TBD	E	1
U	Widen Runway to 60 Feet	\$210	\$311	CAAP	TBD	E, M	1
U	ALP Master Plan	\$18	\$27	CAAP	TBD	SP	1
U	New Parallel Taxiway-One Half Length	\$330	\$488	CAAP	TBD	E, M	1
U	New Parallel Taxiway-One Half Length	\$330	\$488	CAAP	TBD	E, M	1
U	Land Acquisition for Aviation Easement	\$165	\$244	CAAP	TBD	SP	1
Total Estimated Cost		\$2,135	\$3,157				

Note 1: Priority Nos: 1= Short Term (2014-2018), 2= Mid Term (2019-2023), 3=Long Term (2024-2035).

Note 2: An annual growth rate of 2.64 percent was applied to construction costs to account for inflation. The rate is based on the growth of the Consumer Price Index from 2000 - 2014. Long-term projects with unknown construction dates were adjusted to reflect 15 years of inflation.

Source: Sierra County Transportation Commission

activities, particularly timber production and agriculture. The 2014 RTIP truck turnouts project and even bicycle lane or shoulder widening projects will increase safety for goods movement.

Intelligent Transportation Systems

The SCTC is participating in the Tahoe Gateway Intelligent Transportation Systems (ITS) Strategic Deployment Plan (SDP) and regional ITS architecture. The SCTC will participate in a process within the Sierra County region, in partnership with Caltrans and other stakeholders, to implement the Tahoe Gateway regional ITS architecture. All ITS projects funded with highway trust funds will be based on a systems engineering analyses. Proposed ITS projects in Sierra County listed in the SDP Report #2 include the following:

- ♦ Changeable Message Signs/Radio Weather Information Systems to indicate traffic conditions, snow chain requirements, and other related warnings or road information. Proposed locations to place the signs include:
 - SR 49 at Yuba/Sierra County line (for eastbound travel between the county line and Bassetts)
 - SR 49 at Bassetts (for eastbound travel between Bassetts and Sattley-Yuba Pass)
 - SR 49/89 at Sattley (for westbound travel between Sattley and Sierra City)
 - SR 89 at Sierraville (for southbound travel between Sierraville and Truckee)
- ♦ Rock/Mudslide and Avalanche Detection and Warning System at appropriate locations on SR 49 and SR 89

- ♦ Ice Detection and Warning Systems at appropriate locations on SR 49 and SR 89
- ♦ Traveler Information Kiosk on US 395 northbound at Sierra/Washoe County line
- ♦ Animal Vehicle Collision Avoidance System on SR 89
- ♦ AVI/AVL for Emergency Vehicles

Sierra County is also actively implementing placement of speed feedback signs along the state highways in the county.

ENVIRONMENTAL MITIGATION

As recommended in the 2010 *RTP Guidelines*, in addition to conducting environmental review as per CEQA, this document includes a discussion of potential environmental mitigation activities and areas, including those mitigation activities that might maintain or restore the environment that is affected by the plan. Most RTP projects are street or road rehabilitation and do not require disturbing or paving untouched land, nor are RTP projects located in wetlands, wildlife refuges, national monuments or historic sites. Environmental mitigation for RTP projects are most applicable to RTP bridge rehabilitation projects where a river, stream or associated wetlands could be disturbed by reconstruction of a bridge. According to the Sierra County Planning Department, there are no adopted/standard mitigation measures for transportation projects except to require the implementation of Best Management Practices (BMPs) for stream protection, erosion, and sedimentation control. A transportation project must also comply with permitting requirements of any applicable jurisdiction, such as the California Department of Fish and Game and Regional Water Quality Control Board.

For transportation improvement projects which have the potential for erosion and sedimentation, the Sierra County Planning Department recommends employing BMPs obtained from the Erosion and Sediment Control Guidelines for Developing Areas in the Sierra Foothills (High Sierra RC&D Council, 1991). The following describes six principles for mitigating the impact of construction activity in the Sierra foothills:

- ♦ Plan the development to fit the particular topography, soils, waterways, and natural conditions at the site
- ♦ Expose the smallest practical area of land for the shortest possible time
- ♦ Retain natural vegetation where feasible
- ♦ Apply “soil erosion” practices as a first line of defense against on-site damage
- ♦ Apply “sediment control” as a perimeter protection to prevent off-site damage
- ♦ Implement a thorough maintenance and follow-up operation

The handbook further details BMPs for constructing temporal structures, permanent structures, vegetative practices, and protection of trees in urbanizing areas.

All RTP projects that will have a potential impact on natural resources in the region will undergo individual CEQA environmental review. When considering a transportation improvement project, the first course of action will be to consult with natural resource agencies to determine the potential impact of the project. Any changes or reconfiguration to the project which will limit environmental impact will be pursued. BMP's will be followed and mitigation measures employed to reduce project impacts.

As part of the public participation process (described in Chapter 1 and documented in Appendix D), state and federal resource agencies were contacted and maps of natural resources under each agency's jurisdiction were requested. Multiple agencies were contacted at the beginning of the RTP update process and will be notified of the availability of the Draft RTP document. Natural resource agency maps and documents were compared to this RTP in an attempt to find potential conflicts between transportation improvement projects and natural resources. The details of these comparisons and natural resource agency input are summarized in the public participation/consultation section of Chapter 1.

SIERRA COUNTY STRATEGIES TO REDUCE GHG EMISSIONS

RTPAs that are not located within the boundaries of a metropolitan planning organization (which SCTC is not) are not subject to the provisions of SB 375 that require addressing regional GHG targets in the RTP and preparation of sustainable community strategies. Sierra County does not experience traffic congestion. As demonstrated in Chapter 2, overall traffic volumes on Sierra County state highways have decreased in the last ten years, with the exception of the small section of US 395 in Sierra County. As such, the Sierra County region is not a significant contributor to GHG emissions. Regardless, this RTP identifies improvements to bicycle and pedestrian facilities which will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce GHG emissions.

Given the importance of the consideration of climate change in transportation planning, this RTP outlines the following strategies to reduce GHG emissions:

- ♦ **Continue to Prioritize Regional Transportation System Maintenance over Expansion** - One GHG reduction strategy that is repeatedly identified in legislation and policy documents is to reduce VMT by implementing smart growth strategies which concentrate land use expansion in urbanized cores where public transportation is available and increase the "walkability" of communities. Sierra County has a few small population centers: Loyalton, Sierraville, Sierra City, and Downieville with some dispersed residential uses in between. Large scale development in the County is hindered by the rugged terrain and remoteness of the region. The Sierra County General Plan Circulation Element states that "It is the goal of the County to prevent growth inducement along transportation corridors that is inconsistent with existing land use patterns." Objective 2.1.4 in this RTP states, "Program improvements to the transportation system which prevent further deterioration of the existing system and

provide priority to preventative maintenance, rehabilitation, and reconstruction projects over enhancement projects.” Additionally, there is a general desire by residents of the region to maintain the rural and historic character of the area.

To date, Sierra County has adhered to this goal. Sierra County decision makers should continue to follow this approach and approve transportation projects which focus on safety and system preservation. Land use growth should occur within established communities so that expanding the capacity of Sierra County state highways, county roads or city streets would not be necessary to accommodate increased traffic volumes. Higher priority should be placed on transportation improvement projects that reduce VMT, such as bicycle, pedestrian, and transit projects.

- ◆ **Implement Active Transportation Project Improvements** – The regional transportation issues discussion demonstrates a need to create a safer environment for pedestrians and bicyclists along the state highway corridors. Projects such as the bicycle path between Sierra Brooks and Loyaltan will make bicycle travel for residents and visitors both safer and more appealing, thereby reducing the number of vehicle trips.
- ◆ **Implement Transit System Improvements** – Although there is limited funding available for public transit in Sierra County, the need for transit has clearly been demonstrated. Continuing to improve public transit service by replacing aged vehicles, improvements to passenger facilities and increase signage throughout the region would make the transit system more visible and thereby encourage non-regular riders or visitors to utilize the bus system.
- ◆ **Rideshare Program** – According to US Census data, nearly 90 percent of Sierra County residents commute to work in another county. Recent trends indicate that job growth within the county appears to be minimal. One option that SCTC staff can undertake to reduce VMT is to develop a rideshare program. This could be as simple as advertising the program in the local paper, maintaining a database of contact information in a spreadsheet for commuters, and distributing the contact list to interested commuters if an appropriate match is found. There are also several established rideshare databases and matching services on the internet that are free to commuters. SCTC staff should promote the use of these websites by Sierra County residents and employees for both intra- and inter-county commute trips.

The Financial Element is fundamental to the development and implementation of the Regional Transportation Plan. This chapter identifies the current and anticipated revenue resources and financing techniques available to fund the planned transportation investments that are described in the Action Element, as needed to address the goals, policies and objectives presented in the Policy Element. The intent is to define realistic financing constraints and opportunities. The following provides a summary of the federal, state, and local funding sources and programs available to the Sierra County region for roadway improvements. The next section examines future regional transportation revenues and compares anticipated transportation revenues with proposed transportation projects. The last section provides a brief summary and conclusions. From a practical perspective, finances and funding availability ultimately determine which projects are constructed.

It is important to note that there are different funding sources for different types of projects. The region is bound by strict rules in obtaining and using transportation funds. Some funding sources are “discretionary,” meaning they can be used for general operations and maintenance, not tied to a specific project or type of project. However, even these discretionary funds must be used to directly benefit the transportation system they are collected for. For example, funds derived from gasoline taxes can only be spent on roads, and aviation fuel taxes must be spent on airports. State and federal grant funding is even more specific. There are several sources of grant funds, each designated to a specific type of facility (e.g. bridges or state highways), and/or for a specific type of project (e.g. reconstruction or storm damage). This system makes it critical for the county to pursue various funding sources for various projects simultaneously, and to have the flexibility to implement projects as funding becomes available.

The majority of RTP Action Element projects will be funded by recurring or non-competitive federal or state grants. In addition to recurring money, many competitive grants are available for transportation projects but success in obtaining these types of funds is difficult to predict. A wide variety of funding sources which could be employed by Sierra County to complete the Action Element financially constrained and unconstrained projects are listed below. For reference, recurring funding sources are marked with an (R) and competitive grant sources are marked with a (C).

ROADWAY IMPROVEMENT FUNDING

Federal Sources

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 is the successor to Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which provided \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through Fiscal Year (FY) 2009. On July 6 2012, President Obama signed MAP-21 into law. Traditionally, the federal transportation bill has been funded through federal gas taxes. As vehicles have become more efficient, there is less

revenue to draw from and an increase in the tax is politically unpopular. MAP-21 funds the Transportation Trust Fund for the next two years. MAP-21 includes the following elements:

- ◆ Generally reauthorizes the federal-aid highway programs at previous funding levels plus inflation for two fiscal years.
- ◆ Consolidates more than 80 Federal Highway Administration (FHWA) programs into a handful of broad core programs.
- ◆ Provides states with more flexibility to fund programs within the core programs.

The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.

Many of the previous SAFETEA-LU programs have been reorganized and consolidated under MAP-21. The following programs are potential funding sources for Sierra County transportation improvement projects:

- ◆ **National Highway Performance Program (C)** – This core program will focus on repairing and improving the National Highway System. The existing Highway Bridge Program (HBP), which provides funding for highway bridges in need of repair according to federal safety standards, falls under this core program. State and local bridge replacement projects are funded through Caltrans with HBP grants. The goal of the program is to rehabilitate or replace public highway bridges when it has been determined that the bridge is significantly important and unsafe. The federal share of a HBP project is 80 percent. To be eligible for rehabilitation a bridge must be rated Structurally Deficient or Functionally Obsolete with a sufficiency rate of less than 80.
- ◆ **Surface Transportation Program (STP) (R)** – Generally, the Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Roughly \$10.3 billion in flexible funding will be available in FY 2015 nationwide. Some projects such as transportation enhancements which were previously eligible activities under STP are now incorporated into other programs such as Transportation Alternatives. New eligibilities include electric vehicle charging infrastructure and projects and strategies that support congestion pricing and travel demand management.

Fifty percent of a State's STP funds (after the set aside for Transportation Alternatives and State Planning and Research) are distributed to areas based on population with the remainder to be used in any area. A portion of a state's STP funds must be set aside for bridges not on Federal-aid highways. A special rule allows a portion of funds reserved for rural areas to be spent on rural minor collectors.

- ◆ **Highway Safety Improvement Program (HSIP) (C)** – This program authorizes roughly \$2.4 billion in annual funding for projects with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Safety projects include railway-highway crossing and infrastructure safety needs, in addition to safety programs such as education, enforcement, and emergency medical services. States must continue to update their State Highway Safety Plan and set targets for the number of injuries and fatalities per vehicle mile of travel. Although the States are no longer required to set aside funds for High Risk Rural Roads, they are required to obligate funds for this purpose if the fatality rate increases. States are also required to incorporate strategies focused on older drivers and pedestrians if fatalities increase for these population groups. In California, roughly \$21 million in HSIP funds are directed toward the Active Transportation Program.

- ◆ **Transportation Alternatives (C)** – This new core program under MAP-21 incorporates elements from the alternative type of transportation programs under SAFETEA-LU such as Transportation Enhancements (TE), Safe Routes To Schools and Recreational Trails Program. There are nine eligible transportation alternative categories:
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
 - Construction, planning and design for facilities which provide safe routes for non-drivers, including children, older adults and individuals with disabilities.
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users.
 - Construction of turnouts, overlooks and viewing areas.
 - Inventory, control or removal of outdoor advertising.
 - Historic preservation and rehabilitation of historic transportation facilities.
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
 - Archaeological activities relating to impacts from implementation of a transportation project.
 - Environmental mitigation including pollution prevention, storm water management due to roadway construction or highway runoff, reduce vehicle-caused wildlife mortality or maintain connectivity among terrestrial or aquatic habitats.

Four previously eligible transportation enhancement activities are not included in the MAP-21 legislation: pedestrian and bicycle safety and educational programs (except for programs targeting children K – 8 going to school), acquisition of scenic or historic easements and sites, scenic or historic highway programs including tourist and welcome centers and establishment of transportation museums.

The TA program will be funded at a level equal to roughly two percent of all MAP-21 funds. A portion of each state’s amount will be set aside for the Recreational Trails Program which provides for the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. However, states have the choice to “opt out” of the Recreational Trails Program. Fifty percent of remaining TA funds must be allocated within each state based on population. MPO’s must distribute funds for projects within their jurisdiction through a competitive grant program. State Departments of Transportation (DOT) will allocate funds to rural areas through a competitive grant program. The remaining 50 percent of TA funds will be distributed through the state DOT competitive grant program among all eligible applicants. However, the state can redirect at their discretion this second portion of TA funds to other MAP-21 core programs instead of TA projects.

- ◆ **Federal Lands and Tribal Transportation Programs (C)** – This core program will continue to provide funding for transportation facilities on federal and tribal lands.
 - *Federal Lands Transportation Program* – Provides \$300 million annually for projects that improve access in national forests, national recreation areas or other infrastructure owned by the federal government. This program combines the former Park Roads and Refuge Roads programs. The majority of funding, \$240 million, is allocated to the National Park Service, another \$30 million to US Fish and Wildlife, and the remaining \$30 million is allocated competitively among the US Forest Service, Bureau of Land Management and Army Corps of Engineers using a performance management model.
 - *Federal Lands Access Program (FLAP)* – This program replaces and expands the Forest Highways program by providing \$250 million for projects that improve access to all Federal Lands. Funds are distributed by formula based on recreational visitation, land area, public road mileage and number of public bridges. States must provide a non-federal match.
 - *Tribal Transportation Program* – This program continues the Indian Reservation Roads program and adds set asides for tribal bridge projects and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. Roughly \$450 million will be available annually and distributed based on population, road mileage, average funding under SAFETEA-LU and an equity provision.
 - *Tribal High Priority Projects Program* – This new discretionary program will provide \$30 million per year in funding. This program provides fund to Native American Tribes whose annually allocation of Tribal Transportation Program funds is insufficient to

complete the highest priority project or for emergency or disaster on a tribal transportation facility which renders the facility unusable.

- ◆ *Emergency Relief* - Through this program, federal, state, tribal and local governments can apply for funding to repair serious damage to federal-aid, tribal and federal lands resulting from disasters or catastrophic failures.

In addition, Federal funds are available for transit operations and capital assistance through the Federal Transit Administration discussed below.

State Sources

Transportation funding in California is both complex and full of uncertainty. Generally, revenue sources for transportation improvements are generated from fuel excise taxes, fuel sales taxes, and the statewide sales tax. In recent years, California transportation funding has become dependent on motor fuel sales tax. Since 2001, proceeds from these taxes have been diverted from the transportation program in an effort to address the general fund deficit, despite legislation prohibiting these actions except in the case of severe state fiscal hardship. As a result, the STIP and SHOPP funds (primary funding programs for the state highway system) as well as transit funding sources have been raided for general fund purposes.

The struggle to balance the state budget and adequately fund transportation projects in California is ongoing. Various state legislation and ballot propositions in recent years have changed revenue flows for state transportation sources. The “gas tax swap” eliminated the sales tax on gasoline and implemented the price-based excise tax on gasoline to fund transportation improvements. As part of the legislation an increase in the diesel fuel sales tax was offset by a decrease in the diesel fuel excise tax. The objective of the gas tax swap was to provide a mechanism to fund transportation bond debt service (gasoline sales tax revenues have more stringent restrictions on uses). At the same time voters passed Proposition 22 which restricted diversions of fuel excise tax revenues in the State Highway Account for non-transportation purposes. Therefore new legislation was passed which swapped weight fees, previously used for Caltrans operations to be used for bond debt service. The end result is that STIP roadway projects (State Highway Account) will be funded through fuel excise taxes. STIP Transit and transportation planning projects (Public Transportation Account) are funded primarily through sales tax on diesel fuel. State excise fuel taxes flow through the Motor Vehicle Fuel Account to fund the STIP, SHOPP, Active Transportation Program, and City and County Road Funds. Appendix H displays a chart of Caltrans’ Overview of Transportation Funding in California for reference.

The following section lists the transportation funding sources available through the State of California.

- ◆ **State Transportation Improvement Program (STIP) (R)** – consists of two broad transportation improvement programs: (1) the regional program funded by 75 percent of new STIP funding, and (2) the interregional program funded by 25 percent of new STIP funding. Brief summaries of these programs are provided below along with other state funding sources:

- **Regional Transportation Improvement Program (RTIP)** – The RTIP receives 75 percent of the STIP funding. The 75 percent portion is subdivided by formula into county shares. Caltrans and SCTC can program funds which are apportioned to the region and allocated by the SCTC. These funds may be used to finance some projects that are “off” the state highway system. This “regional share” must be relied on to fund capacity increasing projects on much of the state highway system. Critical to rural California counties, regional STIP funding may be used for local rehabilitation projects.

- **Interregional Transportation Improvement Program (ITIP)** – The ITIP receives the remaining 25 percent of the STIP funding. This program is controlled and programmed by Caltrans, although regional agencies provide input on the specific ITIP projects for their region. One of the goals of the program is to encourage regional agencies and the state to establish partnerships to conduct certain projects. For the rural California counties, a challenge to use ITIP funding is the very limited availability of “local match” for ITIP-funded programs. (However, RTIP funds can be used as match for the ITIP program.) In actuality, Caltrans receives 15 percent for state highway projects on the interregional system; potential projects must compete statewide for the remaining funds. Much of the state highway system is not eligible for interregional funding and must rely on the regional share to fund capacity improvement projects.

Caltrans estimates the amount of funding available for the STIP program for a five-year period every two years. The most recent STIP Fund Estimate was developed in 2014.

- ♦ **State Highway Operations and Protection Program (SHOPP) (R)** – The purpose of the SHOPP is to maintain the integrity of the state highway system. Funding for this program is provided through gas tax revenues. Projects are nominated within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project funding determinations are subject to the CTC review. Individual districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans district. SHOPP funds cannot be used for capacity-enhancing projects.

- ♦ **SHOPP Minor Programs (R)** – The “Minor A” Program is a Caltrans discretionary funding program based on annual statewide allocations by district. This program allows some level of discretion to Caltrans district offices in funding projects up to \$1,000,000. The “Minor B” Program funds are used for projects up to \$117,000. The advantage of the program is its streamlined funding process and the local district discretion for decision-making. Funding is locally competitive within each district and limited to the extent of its allocation.

- ♦ **Regional Surface Transportation Program (RSTP) (R)** – Rural counties can currently exchange federal Surface Transportation dollars for State Highway Account (SHA) funds (a process known as “RSTP Exchange”). This is advantageous to RTPAs as federal funds have more stringent requirements such as a 20 percent local match, while state funds do not

require any local match. The state also provides additional state funds to the county, as a match to the exchanged federal dollars. Eligible RSTP projects include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on Federal Aid Highways (any highways which are not classified as local or rural minor collectors) and bridges (on public roads of all functional classifications)
 - Environmental mitigation for an RSTP project.
 - Capital transit projects
 - Carpool projects
 - Highway and transit safety projects
 - Capital and operating costs for traffic monitoring
 - Surface transportation planning programs
 - Transportation enhancement activities
 - Transportation control measures
 - Highway and transit R&D and technology transfer programs
- ◆ **Environmental Enhancement and Mitigation (EEM) Program (C)** –The purpose of the EEM was to offer state-level funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trailheads, parks, and snow parks. The bill which authorizes the Active Transportation Program also appropriates \$7 million from the Environmental Enhancement and Mitigation Program Fund, to the Secretary of the California Natural Resources Agency for grants awarded by the secretary to support local environmental enhancement and mitigation programs.
- ◆ **The Active Transportation Program (ATP) (C)** (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354) was signed in to law on September 26, 2013. The ATP consolidates existing federal and state transportation programs, including TAP, Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Furthermore, disadvantaged communities must receive at least 25 percent of the program’s funding.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health, including reduction of childhood obesity through the use of

programs including, but not limited to, projects eligible for Safe Routes to School Program funding

- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

There is a local match of 11.47 percent except for projects predominately benefiting a disadvantaged community.

- ♦ **Rural Planning Assistance (RPA) (R)** – Formerly called State Subvention funding, this program provides funds to rural RTPAs – on a reimbursement basis – specifically for purposes of transportation planning. Activities and products developed using these funds are governed by an annual Overall Work Program, prepared by the region and approved by Caltrans.
- ♦ **Sustainable Transportation Planning Grant Program** – This grant program was created to support Caltrans’ current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability*. Overarching objectives of this grant program are to ensure consideration of these major efforts in transportation planning, including: Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity. There are two separate grant programs: Strategic Partnerships and Sustainable Communities which effectively replace former Environmental Justice, Community-Based Transportation Planning, and Transit Planning grant programs.
 - Strategic Partnerships – Funded through the FHWA, for transportation planning studies of interregional and statewide significance in partnership with Caltrans. Minimum grant award is \$100,000 with a maximum award of \$500,000. RTPAs and MPO are eligible primary applicants with transit agencies, local governments, tribal governments, universities, and non-profit organizations eligible to apply as a sub-applicant. There is a 20 percent minimum local match. Example transportation planning studies include: corridor studies, transportation demand management strategies, system investment prioritization plans, and studies which identify interregional or statewide mobility and access needs.
 - Sustainable Communities – Funded through FTA Section 5304 and the SHA, to study multimodal transportation issues which assist in achieving Caltrans’ mission and overarching objectives. Primary eligible applicants include: RTPAs, MPOs, transit agencies, local governments, and tribal governments. Non-profit organizations and other public entities are eligible to apply as sub-applicants. Grants are available in amounts of \$50,000 to \$500,000 with a local match of 11.47 percent. Example projects include:
 - Studies that advances a community’s effort to reduce transportation related greenhouse gases
 - Studies that assist transportation agencies in creating sustainable communities
 - Studies that advances a community’s effort to address the impacts of climate

- change and sea level rise
- Community to school studies or safe routes to school studies or plans
- Jobs and affordable housing proximity studies
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Bike and pedestrian safety enhancement plans
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
- Health equity transportation studies
- Climate change adaptation plans for transportation facilities
- Transit planning surveys and research
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Short-range transit development plans
- Transit marketing plans
- Social service improvement studies
- Student Internships (Only for Rural Agencies)
- Studies that address environmental justice issues in a transportation related context

Grant awards for the FY 2015-16 cycle will be announced Spring 2015.

- ♦ **Fuel Excise Tax Revenues, Highway Users Tax Account (R)** – Roughly 36 percent of the state base excise tax and 44 percent of the price-based fuel excise tax, gas tax swap, (after revenue used to backfill weight fees which have been diverted) are allocated to cities and counties for road projects. Allocation formulas are complex and based on population, proportion of registered vehicles, and proportion of maintained county road miles. These funds can be used for maintenance, new construction, engineering, administration, right of way and other uses.
- ♦ **Vehicle License Fees** – Revenue from motor vehicle license fees are allocated back to local jurisdictions for any purpose.

Local Sources

At present, there are no local dedicated sources available for ongoing transportation costs other than those “passed through” from state or federal programs. The following sources of funding for transportation projects are available to local governments through various means:

- ♦ *Traffic Mitigation Fees* – Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers for the provision of public facilities. In all cases, however, the fees must be clearly related to the costs incurred as a result of the development. Passed to govern the imposition of development fees, AB

1600 requires that a rational connection be made between a fee and the type of development on which the fee is based. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program to pay for regional facilities must have the cooperation of all jurisdictions in which future growth is expected to take place. Traffic mitigation fees would be difficult to implement in Sierra County, due to (1) the dispersion of development over a wide area, which makes it difficult to allocate specific improvements to a range of developments, and (2) the desire to avoid discouraging development through the imposition of additional fees. In any case, the extreme low level of new development in Sierra County would generate minimal fee revenues.

- ♦ *Development Mitigation Measures/Agreements* – Development mitigation measures are imposed whenever development requires approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements, or dedicating rights-of-way needed as a result of the proposed development. As with impact fees, developer mitigations are not generally available to fund on-going transportation maintenance and operations costs. Further, this funding source is improbable and insignificant in Sierra County.

TRANSIT IMPROVEMENT FUNDING

A wide range of potential transit funding sources is available, particularly within California. The following discussion provides an overview of these programs.

Federal Funding Sources

The following are discussions of federal transit funding programs available to rural areas:

- ♦ **FTA Capital Program Section 5339 Bus and Bus Facilities Grants (C)** – Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.
- ♦ **FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (C)** – This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This program consolidates the old New Freedom Program with the Elderly and Disabled Program. Grants are available for both capital (20 percent local match) and operating purposes (50% local match) to areas with less than 200,000 in population. Projects to be funded with FTA 5310 funds must be derived from a Coordinated Public Transit Human Services Transportation Plan.

- ♦ **FTA Section 5311 Public Transportation for Rural Areas (R)** – Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311 Nonurbanized Area Formula Program. In California, an 11.47 percent local match is required for capital programs and a 44.67 percent match for operating expenditures. These funds, administered by Caltrans, are segmented into “apportioned” and “discretionary” programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. Statewide, nearly \$25.7 million is available.
- ♦ **Rural Transit Assistance Program (RTAP) (R)** – The RTAP (49 USC. 5311(b)(3)) provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state’s administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest. There is no federal requirement for a local match. Under MAP-21 RTAP is funded with a two percent set-aside of the Section 5311 appropriation, as was previously the case.

State Funding Sources

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF), which began in 1972, and the State Transit Assistance (STA) fund, established in 1980.

- ♦ **Local Transportation Fund (R)** – The major portion of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. In past years, LTF revenues totaled only \$60,000 annually. The LTF may be allocated by the SCTC for the following prioritized purposes:
 - Whatever reasonable amount is needed by the SCTC for TDA administration.
 - Two percent of the remaining amount may be provided for pedestrian bicycle facilities.
 - Up to five percent of remaining funds may be allocated for coordinated community transit services.
 - The remaining funds must be spent for transit and paratransit purposes, unless the Transportation Commission finds that either no unmet transit needs, or that unmet needs cannot be reasonably met.

- If there are no reasonable-to-meet unmet transit needs, remaining funds may be allocated to local streets and roads to jurisdictions based on population.
- ♦ **State Transit Assistance** – In addition to LTF funding, the TDA includes a STA funding mechanism. The sales tax on gasoline is used to reimburse the state coffers for the impacts of the one-fourth cent sales tax used for LTF. Any remaining funds (or spillover) are available to the counties for local transportation purposes. Historically, STA funds have been diverted from public transit to other purposes.

AVIATION

Funding Sources

- ♦ **Federal Airport Improvement Program (AIP)** – The AIP provides 90 percent federal funding (requiring a 10 percent local and state match) for public use airports that are part of the National Plan of Integrated Airport Systems (NPIAS). Available for most capital expenditures, this funding program must be approved annually by Congress. In recent years it has experienced major funding reductions. AIP funds are derived from user charges such as aviation fuel tax, civil aircraft tax, and air passenger fare surcharges. The Sierraville-Deerwater Airport is not currently listed on the NPIAS system and therefore not eligible for AIP funds.
- ♦ **State of California Airport Grants** – The California Division of Aeronautics makes grant funds available for airport development and operations. Three types of state financial aid to publicly owned airports are available.
 - Annual grants for up to \$10,000 per airport per year. These funds can be used for a variety of purposes from runway reconstruction, obstruction removal to radios.
 - Acquisition and Development (A&D) Grants provide funds for the cost of qualified airport developments on a matching basis, to the extent that state funds are available. Grant amounts can range from a minimum of \$20,000 to a maximum of \$500,000. The local match requirement is set annually by the CTC and can vary from 10 to 50 percent of total project costs. A&D grants cannot be used as a local match for FAA grants. A&D projects must be listed in the CIP and A&D grants are available to both NPIAS and non NPIAS airports. The amount available for A&D grants is what is left in the Aeronautics Account after funding State Operations, Annual Grants and AIP Matching. FY 2014-15 funding is contingent on the passing of the FY 2014-15 budget.
 - Local Airport Loan Program This program provides discretionary low interest State loans to eligible airports for projects that enhance an airport’s ability to provide general aviation services (hangars, terminals, utilities, fueling facilities, A&D-eligible projects, etc.). A loan may also provide the local share for an AIP grant. Such a loan can be used in conjunction with a State-funded AIP Matching grant. The maximum term of a loan is 17 years.

Funding for airport improvements is limited. At the state level excise taxes on AVGAS and General Aviation jet fuel are the only source of revenue for the Division of Aeronautics. Funding currently available represents a 25 percent decrease from historical levels. There is no revenue from aircraft fees in Sierra County to fund all maintenance needs and necessary improvements for substandard airport facilities, which makes state and federal grants and loans difficult to obtain.

PROJECTED REVENUES

Projecting revenues and expenditures over a 20-year horizon is difficult, in that funding levels can dramatically fluctuate or be eliminated by legislation and policy changes. In addition, many projects are eligible for discretionary funds, which are nearly impossible to forecast as discretionary funds are allocated through a competitive grant process.

The 2014 STIP Fund Estimate projects new programming STIP capacity of \$1.262 billion. It should be noted that programming capacity does not represent cash. It represents the level of programming commitments that the California Transportation Commission (CTC) may make to projects for each year within the STIP period. With the elimination of the Transportation Enhancement (TE) fund program, the STIP is overprogrammed for the three year period between FY 2014-15 and FY 2016-17. Much of the overprogrammed or under-funded amount will be resolved through schedule adjustments and elimination of TE projects unless they are eligible for SHA funds. However, some projects will need to be delayed.

Roughly \$7.3 billion in new SHOPP programming capacity is estimated for the two year fund estimate. However, there is still a projected shortfall in SHOPP funding and therefore there will be delays in project programming.

Recurring regional transportation revenues were projected over the next 20 years, as shown in Table 25. As referenced in the *RTP Guidelines* and required in Government Code Section 65080(b)(4)(A), STIP revenues projections over the first four years of the planning period are consistent with the 2014 STIP Fund Estimate. Although the base excise tax on motor fuel has remained the same over the past 20 years or so, vehicles have become more fuel efficient. Adding inflation in to the equation, fuel tax revenues have been slowly decreasing over time. Therefore, transportation funding sources which are dependent on fuel tax revenues such as STIP and SHOPP are only projected to increase by one percent annually over the long term planning period. On a federal level, this RTP assumes that MAP-21 will be authorized at apportionment levels similar to previous years.

A total of \$151 million in recurring transportation revenue is anticipated to be available over the 20 year planning period for roadway, bridge, bicycle pedestrian and transportation enhancement projects. A combination of these revenues could be used to finance improvement projects. Aviation capital revenues over the planning period total to approximately \$200,000. Roughly \$3.5million in total transit capital and operating revenue is projected. As many funding sources for bicycle and pedestrian projects such as ATP funds are discretionary and difficult to obtain, these are not included in the projections.

TABLE 25: RTP Forecast Revenue Summary

All Figures in 1000s, adjusted annually for inflation

Funding Source/Program	Fiscal Years				Total
	15/16-19/20	20-21-24/25	25/26-29/30	30/31-35/36	
<u>Recurring Roadway and Bridge Capital Revenues</u>					
STIP ⁽¹⁾	\$2,458	\$2,532	\$2,661	\$2,797	\$10,448
SHOPP/Minor ⁽²⁾	\$8,472	\$8,489	\$8,817	\$9,267	\$35,046
HBP/Toll Credits ⁽³⁾	\$5,812	\$6,356	\$1,105	\$183	\$13,456
HSIP ⁽⁴⁾	\$1,476	\$1,476	\$1,476	\$1,476	\$5,905
Federal Land Highway Program ⁽⁴⁾	\$8,180	\$8,180	\$8,180	\$8,180	\$32,719
<i>Subtotal</i>	\$26,398	\$27,033	\$22,239	\$21,904	\$97,574
<u>Transportation Planning, Operations and Maintenance Revenues</u>					
STIP PPM ⁽¹⁾	\$134	\$140	\$148	\$155	\$578
Highway Users Tax (Gas) ⁽⁵⁾	\$6,000	\$6,182	\$6,498	\$6,829	\$25,509
Road Fund Exchange \$ ⁽⁵⁾	\$984	\$1,014	\$1,066	\$1,120	\$4,184
Road and Street Services ⁽⁵⁾	\$2,614	\$2,888	\$3,290	\$3,749	\$12,541
S1608/HR2389 (Forest Reserves) ⁽⁵⁾	\$1,895	\$1,895	\$1,895	\$1,895	\$7,580
<i>Subtotal</i>	\$11,627	\$12,120	\$12,896	\$13,748	\$50,391
<u>Bicycle and Pedestrian Revenues</u>					
ATP	Discretionary and competitive. Difficult to project				
<u>Aviation Capital Revenues</u>					
State CAAP ⁽⁶⁾	\$50	\$50	\$50	\$50	\$200
<i>Subtotal</i>	\$50	\$50	\$50	\$50	\$200
<u>Transit Capital and Operating Revenues ⁽⁷⁾</u>					
STA	\$78	\$80	\$84	\$88	\$329
LTF	\$300	\$319	\$364	\$415	\$1,398
FTA Sec. 5311	\$400	\$426	\$485	\$553	\$1,864
<i>Subtotal</i>	\$778	\$825	\$933	\$1,056	\$3,592
TOTAL	\$38,853	\$40,028	\$36,119	\$36,757	\$151,757

Note 1: Based on CTC 2014 STIP Fund Estimate. A 1.0 percent growth rate is assumed from FY 20/21 forward.

Note 2: Based on financially constrained SHOPP 10-Year Plan. FY 24/25 forward based on average anticipated funding from previous 10 years and increased by 1.0 percent annually.

Note 3: Based on short-term project lists. Long-term projections assume a 2.5 percent growth rate to keep pace with inflation.

Note 4: Assumes RTP project list will be funded over 20 year planning period.

Note 5: Based on Sierra County FY 14-15 Budget. Long-term projections assume a 1 percent annual growth rate of fuel tax revenues and flat growth for Forest Reserves and annual inflation rate for other sources.

Note 6: Assumed annual CAAP grant of \$10K per year.

Note 7: STA short-term projections based on SCO report for FY 2014-15 and long term assume 1 percent annual growth rate in fuel tax revenues. LTF and FTA short-term revenues based on FY 2012-13 TPA, long-term projections increased by assumed inflation rate.

Source: Sierra County, SCTC.

Roadway and Bridge Revenue to Expenditure Comparison

Table 26 compares regional roadway and bridge capital improvement projected revenues to expenditures. Total financially constrained SHOPP, STIP, HBP and special funding expenditures over the 20-year planning horizon are estimated at \$84 million. The majority of special funding projects will be funded through federal discretionary programs and construction dates have not

TABLE 26: Roadway and Bridge Capital Improvement Revenue to Expenditure Comparison

All Figures in 1000s, adjusted annually for inflation

Program	Fiscal Years				Total
	15/16-19/20	20-21-24/25	25/26-29/30	30/31-35/36	
Total Recurring Roadway and Bridge Revenues	\$26,398	\$27,033	\$22,239	\$21,904	\$97,574
Estimated Expenditures⁽¹⁾					
SHOPP Projects	\$8,472	\$8,472	--	--	\$16,945
County STIP/HBP Projects	\$11,630	\$15,566	\$1,288	--	\$28,484
City Projects	NA	NA	NA	--	\$0
Special Funding Projects ⁽²⁾	\$186	\$2,218	\$18,110	\$18,110	\$38,624
Total Expenditures	\$20,288	\$26,256	\$19,398	\$18,110	\$84,053
Balance: Constrained Projects	\$6,110	\$6,887	\$9,728	\$13,522	\$13,522
County STIP Unconstrained Projects					\$89,864
SHOPP Unconstrained Projects					\$4,022
City Unconstrained Projects					NA
Balance: Including Unconstrained Projects					-\$80,364
<small>Note 1: Does not include City of Loyalton long-term and some future bridge projects with undetermined construction costs. Note 2: For unknown construction dates, project costs were averaged over later half of planning period.</small>					

been assigned. Therefore, total expenditures were allocated evenly over the later portion of the 20-year planning period. It should also be noted that cost estimates are not available for some mid-term county STIP projects and City of Loyalton projects. Therefore, Table 26 provides a very general financial picture.

As shown in the table, roadway and bridge capital improvement and SHOPP maintenance projects are funded over the twenty year planning period. As transportation revenues have become less predictable over recent years, this financial plan is very conservative. It is likely that some of the financially unconstrained projects will be constructed over the long-term with the excess revenues shown in the table. However, there will not be sufficient funding over the next twenty years to implement all financially unconstrained projects, even though all these projects are important improvements for the regional transportation system. Including financially unconstrained expenditures, the total estimated funding shortfall totals about \$80.0 million. Given these funding limitations, Sierra County will continue to plan and program transportation projects which are consistent with the goals, policies and objectives in the Policy Element.

According to the FY 2014-15 budget, the Sierra County Road Fund will require nearly \$2.4 million to operate and maintain county roadways. Highway Users Gas Tax, Forest Reserve funds and other state and federal aid funds are used to finance roadway and bridge maintenance projects. Total revenues for the fund are expected to total \$5.7 million. Maintenance operations are funded in FY 2014-15.

Transit Revenue Expenditure Comparison

There is only one financially constrained transit capital improvement project in this RTP. Two more vans will be purchased in 2016 with PTMISEA funds. Public transit vehicles will be replaced as they reach the end of their useful life per FTA definitions and as funding becomes available. The remaining transit projects do not have secured funding.

Aviation Revenue Expenditure Comparison

The only revenues available for aviation capital improvements are the annual CAAP grants of \$10,000 per year. For the entire planning period, aviation capital revenues will only total \$200,000, therefore all airport improvements are considered financially unconstrained. Projects will be implemented as funding becomes available.

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Appendix A
Commonly Used Acronyms

**SIERRA COUNTY RTP
COMMONLY USED ACRONYMS**

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ADT	Average Daily Traffic
AIP	Airport Improvement Program
BTA	Bicycle Transportation Account
CAAP	California Aid to Airports Program
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCTV	Closed Circuit Television Cameras
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CONST	Construction
CTC	California Transportation Commission
DOT	Department of Transportation
DRU	Demographic Research Unit
EDD	Employment Development Department
EEM	Environment Enhancement and Mitigation Program
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
E&P	Environmental Documents and Permits
ER	Emergency Relief Program
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency

FH	Federal Highway
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
HAR	Highway Advisory Radio
HBP	Highway Bridge Program
HES	Hazard Elimination Safety
HSIP	Highway Safety Improvement Program
ICASP	Interregional California Aviation System Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
ITSP	Interregional Transportation Strategic Plan
ITIP	Interregional Transportation Implementation Plan
LOS	Level of Service
LTF	Local Transportation Fund
MAP – 21	Moving Ahead for Progress in the 21 st Century
MOU	Memorandum of Understanding
NEPA	National Environmental Policy Act
NPIAS	National Plan of Integrated Airport Systems
O&M	Operations and Maintenance
OWP	Overall Work Program
PM	Post Mile
PUC	Public Utilities Code
PS&E	Plans, Specifications and Estimates

PSP	Pedestrian Safety Program
RIP	Regional Improvement Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWIS	Road and Weather Information Systems
SAFETEA – LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users
SCTC	Sierra County Transportation Commission
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SR	State Route
SR2S	Safe Routes To Schools
STA	State Transit Assistance
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TA	Transportation Alternatives
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TE	Transportation Enhancement
TSM	Transportation System Management
VMT	Vehicle Miles Traveled

Appendix B
Regional Transportation Planning Process

**Plans, Statutes, and Program Relationships
under
State and Federal Legislation**

Plans

Regional Transportation Plans (RTP): Developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Agencies (RTPAs) to provide a comprehensive view of the transportation problems of a region and recommended solutions. RTPs have a minimum of a 20-year horizon period and are required by State and Federal law. For MPO RTPs, all projects in the FTIP must be consistent with the RTP. In air quality nonattainment areas, RTPs must conform to the State Implementation Plan.

California Transportation Plan (CTP): The CTP is developed by Caltrans and submitted to the Governor. It includes a policy element describing state transportation policies and system performance objectives, a strategies element incorporating broad system concepts and strategies partially synthesized from RTP, and a recommendations element that includes economic forecasts and recommendations to the Legislature and Governor.

California Aviation System Plan (CASP): Prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional aviation system planning on a statewide basis.

Interregional Transportation Strategic Plan (ITSP): Describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP).

Statutes

National Environmental Protection Act (NEPA): Federal legislation which created an environmental review process similar to CEQA, but pertaining only to projects having federal involvement through financing, permitting, or Federal land ownership.

California Environmental Quality Act (CEQA): A state-mandated process in which the environmental effects associated with the implementation of a "project" is fully disclosed.

Programs

Regional Transportation Improvement Program (RTIP): A four-year list of proposed transportation projects submitted to the California Transportation commission by the RTPAs. Some RTIP projects may have federal funding components in which case they will also appear in the FTIP once they have been selected for the STIP (see below).

State Transportation Improvement Program (STIP): A four-year list of transportation projects proposed in RTIPs and PSTIPs, which are approved by the California Transportation commission. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operations and Protection Program (SHOPP): A program including projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvement's. **Traffic Systems Management Program:** A program of projects (e.g., re-striping, metering, HOV, ridesharing, flexible work schedules, etc.) for better system utilization and operational efficiency.

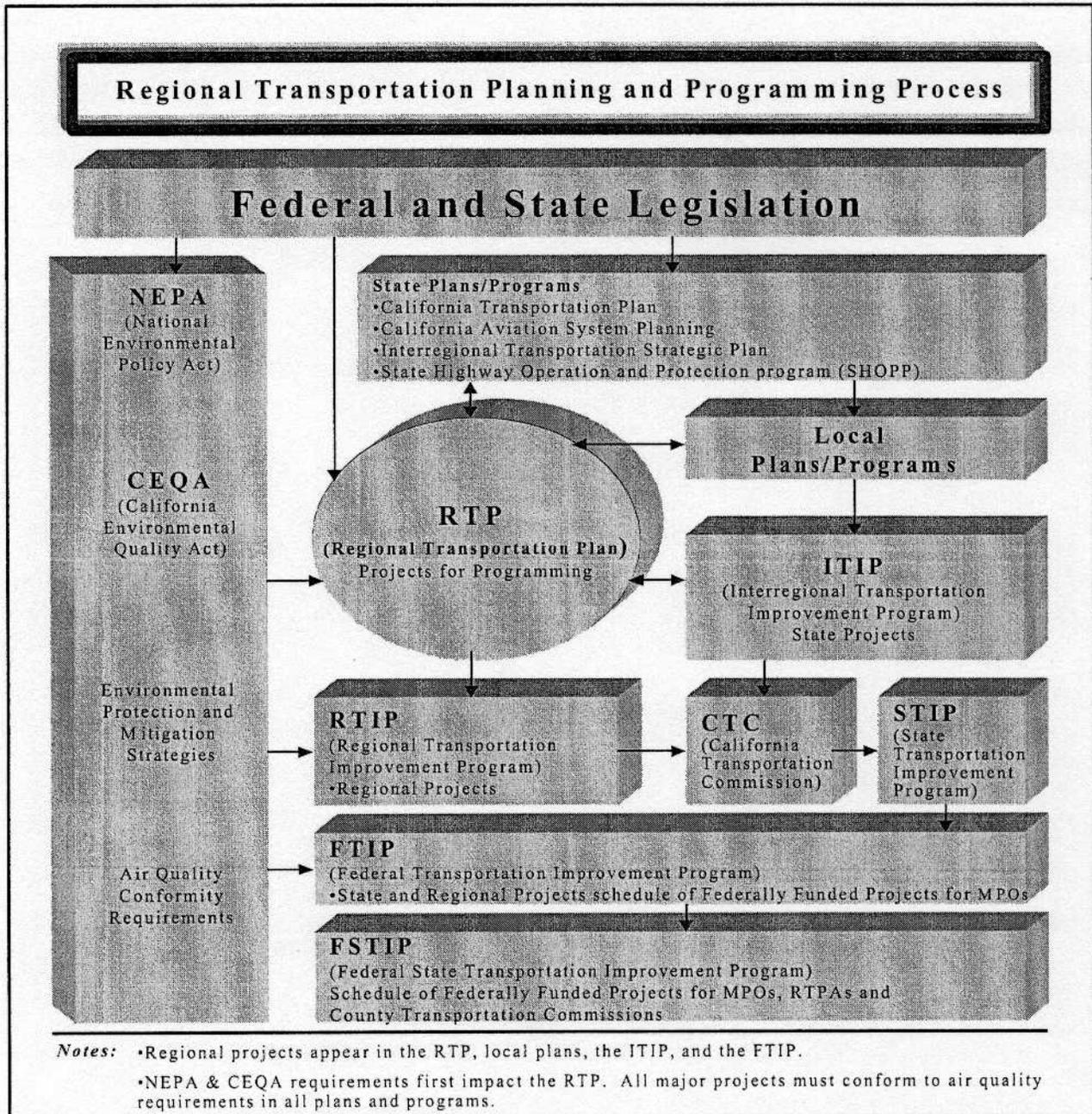
Federal Transportation Improvement Program (FTIP): A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding. In are quality nonattainment areas the plan must conform to a State Implementation Plan.

Federal State Transportation Improvement Program (FSTIP): A three year list of transportation projects proposed for funding developed by the State in cooperation with MPOs and in consultation with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.

Interregional Transportation Improvement Program (ITIP, formerly known as PSTIP): Funds capital improvements, on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California transportation commission for inclusion in the STIP. The ITIP has a four-year planning horizon and is updated every two years by the CTC.

Regional Transportation Planning and Programming Flow Chart

The Regional Transportation Planning and Programming Process is a complex, cooperative process that includes all levels of Government with the opportunity for input from all stakeholders at each level. The following diagram shows the flow of legislation from planning to project development. Following the diagram is a glossary providing a narrative of the diagram components.



Appendix C
Agencies and Persons Contacted

PERSONS / AGENCIES CONTACTED

Sierra County Planning/Public Works Dept. Beals, Tim (Director) Davey, Bryan Dines, Miriam Pangman, Brandon	Maidu Cultural and Development Group Gorbet, Lorena
City of Loyalton Mayor Brooks Mitchell	Sierra Valley Ranch Roen, Paul
Caltrans District 3 Culbertson, Shannon	Lassen County Transportation Commission Raschein, Cynthia
Plumas National Forest Sedlacek, Lisa	Nevada County Transportation Commission Woodman, Mike
Tahoe National Forest Brennan, Terry	Sacramento Area Council of Governments Hernandez, Monica
Northern Sierra Air Quality Management District Longmire, Sam	Washoe County Regional Transportation Commission Planning
Golden Rays Senior Van Services Foxworthy, Lou	Plumas County Transportation Commission Perreault, Bob
Incorporated Seniors of Sierra County Wright, Lori	CA Department of Fish and Wildlife Weist, Terri
Greenville Rancheria of Maidu Indians Self, Kyle	Upper Feather River Watershed Group
Tsi-Akim Maidu Corporation Coney, Grayson	Sierra Valley Ground Water Management District Walsh, Juliana
Washoe Tribe of Nevada Cruz, Darrel	Lahonton Regional Water Quality Control Board Cushman, Doug
Sierra County Sheriff Evans, John	Central Valley Regional Water Quality Board
Sierra-Plumas Joint Unified School District Grant, Merrill	Yuba Expeditions Williams, Greg
	Downieville Outfitters Long, Greg

Appendix D
Correspondence



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
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Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

October 17, 2014

Cynthia Raschein, Transportation Project Manager
Lassen County Department of Transportation
Administration Building
707 Nevada Street, Suite 1
Susanville, California 96130

Re: Sierra County 2015 Regional Transportation Plan

Dear Ms. Raschein:

LSC Transportation Consultants, Inc. has been retained by the Sierra County Transportation Commission (SCTC) to prepare the Sierra County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Sierra County 2015 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions.

1. How would you characterize transportation conditions in Sierra County as they impact Lassen County? **I am not aware of any transportation impacts to Lassen County.**
2. What do you see as the major economic and demographic factors in Lassen County that can be expected to impact transportation demands in Sierra County over the next 20 years? **The Lassen Economic Development council is working on marketing the new miles of trails that have been developed and are being developed with the hope of increasing tourism to the area.**
3. How can the Sierra County RTP enhance mobility in Lassen County? **Transit dependent citizens are in constant need of ways to get to appointments in Reno. We serve Reno six days a week via the Sage Stage (Monday, Wednesday and Friday) and the Susanville Indian Rancheria (Thursday, Saturday and Sunday) but the scheduling is not always convenient for passengers.**
4. What transportation-related projects and proposals does Lassen County have that the SCTC should be aware of in developing their RTP? **The Honey Lake Expressway is a proposal to widen 395 to four lanes from Susanville to Reno. This is a long term, future project that may or may not reach fruition.**
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Lassen County and Sierra County? If so, please describe. **Coordination in both question 3 and 4 above.**
6. Please include any other input you might have for the Sierra County RTP.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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info@lsctahoe.com

October 17, 2014

Mike Woodman, Transportation Planner
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Re: Sierra County 2015 Regional Transportation Plan

Dear Mr. Woodman:

LSC Transportation Consultants, Inc. has been retained by the Sierra County Transportation Commission (SCTC) to prepare the Sierra County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Sierra County 2015 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions.

1. How would you characterize transportation conditions in Sierra County as they impact Nevada County?
2. What do you see as the major economic and demographic factors in Nevada County that can be expected to impact transportation demands in Sierra County over the next 20 years?
3. How can the Sierra County RTP enhance mobility in Nevada County?
4. What transportation-related projects and proposals does Nevada County have that the SCTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Nevada County and Sierra County? If so, please describe.
6. Please include any other input you might have for the Sierra County RTP.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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info@lsctahoe.com

October 17, 2014

Bob Perreault, Interim Director
Plumas County Transportation Commission
555 Main Street
Quincy, CA 95971

Re: Sierra County 2015 Regional Transportation Plan

Dear Mr. Perreault:

LSC Transportation Consultants, Inc. has been retained by the Sierra County Transportation Commission (SCTC) to prepare the Sierra County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Sierra County 2015 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions.

1. How would you characterize transportation conditions in Sierra County as they impact Plumas County?
2. What do you see as the major economic and demographic factors in Plumas County that can be expected to impact transportation demands in Sierra County over the next 20 years?
3. How can the Sierra County RTP enhance mobility in Plumas County?
4. What transportation-related projects and proposals does Plumas County have that the SCTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Plumas County and Sierra County? If so, please describe.
6. Please include any other input you might have for the Sierra County RTP.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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info@lsctahoe.com

October 17, 2014

Washoe Regional Transportation Commission
P.O. Box 30002
Reno, NV 89520

Re: Sierra County 2015 Regional Transportation Plan

LSC Transportation Consultants, Inc. has been retained by the Sierra County Transportation Commission (SCTC) to prepare the Sierra County 2015 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Sierra County 2015 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions.

1. How would you characterize transportation conditions in Sierra County as they impact Washoe County?
2. What do you see as the major economic and demographic factors in Washoe County that can be expected to impact transportation demands in Sierra County over the next 20 years?
3. How can the Sierra County RTP enhance mobility in Washoe County?
4. What transportation-related projects and proposals does Washoe County have that the SCTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Washoe County and Sierra County? If so, please describe.
6. Please include any other input you might have for the Sierra County RTP.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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October 17, 2014

NSAQMD
Sam Longmire
PO Box 2509
Grass Valley, CA 95945
(530) 274-9360 x106

The Sierra County Transportation Commission (SCTC) is conducting a 2015 update of the Sierra County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Sierra County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Sierra County. The purpose of the RTP is to provide Sierra County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Sierra County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input NSAQMD may have regarding the effect of any type of transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on air quality in Sierra County.

Once the Public Draft 2015 Sierra County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Transportation Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



**TRANSPORTATION PLANNING AND
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November 13, 2014

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Re: Sierra County 2015 Regional Transportation Plan

LSC Transportation Consultants, Inc. (LSC) has been retained by the Sierra County Transportation Commission (SCTC) to prepare the Sierra County 2015 Regional Transportation Plan (RTP). The SCTC is the Regional Transportation Planning Agency (RTPA) for the Sierra County region. The RTP is a federally required long-range transportation-planning document for the region within Sierra County, and is updated every five years. The Sierra County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Sierra County. The purpose of the RTP is to provide Sierra County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Sierra County.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Sierra County region. In an effort to include the Tribal Governments in the RTP planning process, we request you provide us with contact information for tribes in Sierra County that are on the "SB 18 Consultation List." We would appreciate receiving this information at your earliest convenience (in an effort to include the Tribal Governments in each step of the RTP process). Please send this information to the address or fax above, or via email to genevieve@lsctahoe.com.

Please contact me with any questions. Thank you for your time and consideration.

Sincerely,

Genevieve Evans
Transportation Planner



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November 13, 2014

California Department of Fish and Wildlife
Tina Bartlett – Regional Manager
North Central Region
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2899

The Sierra County Transportation Commission (SCTC) is conducting a 2015 update of the Sierra County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Sierra County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Sierra County. The purpose of the RTP is to provide Sierra County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Sierra County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Sierra County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Sierra County.

Once the Public Draft 2015 Sierra County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.

genevieve@lsctahoe.com

From: Wildlife R2 Information <R2Info@wildlife.ca.gov>
Sent: Friday, November 14, 2014 9:57 AM
To: genevieve@lsctahoe.com
Cc: Wildlife R2 Information
Subject: RE: Sierra County Regional Transportation Plan - CA Fish and Game Input

Good morning,
Your e-mail has been forwarded to the Habitat Conservation and Wildlife management program to respond.

Thank you.

From: genevieve@lsctahoe.com [<mailto:genevieve@lsctahoe.com>]
Sent: Thursday, November 13, 2014 4:19 PM
To: Wildlife R2 Information
Subject: Sierra County Regional Transportation Plan - CA Fish and Game Input

Hello-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Sierra County Regional Transportation Plan (RTP). The Sierra County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Sierra County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input CA Fish and Wildlife may have regarding the effect of transportation related improvements on fish and wildlife in Sierra County. I've attached a more formal letter requesting input. Please let me know if there is someone else I should contact.

Feel free to call me with questions.

Genevieve Evans, AICP
Planner
LSC Transportation Consultants, Inc.
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2690 Lake Forest Rd
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530-583-4053
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December 02, 2014

Lahontan Regional Water Quality Control Board
South Lake Tahoe Office
2501 Lake Tahoe Blvd
South Lake Tahoe, CA 96150
(530) 542-5400

The Sierra County Transportation Commission (SCTC) is conducting a 2015 update of the Sierra County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Sierra County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Sierra County. The purpose of the RTP is to provide Sierra County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Sierra County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Sierra County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Sierra County.

Once the Public Draft 2015 Sierra County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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December 02, 2014

Sierra Valley Groundwater Management District
Julianna Walsh
PO Box 102
Sierraville, CA 96126

The Sierra County Transportation Commission (SCTC) is conducting a 2015 update of the Sierra County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Sierra County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Sierra County. The purpose of the RTP is to provide Sierra County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Sierra County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Sierra County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Sierra County.

Once the Public Draft 2015 Sierra County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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December 2, 2014

Washoe Tribe of Nevada and California
Darrel Cruz, THPO
919 US HWY 395 S
Gardnerville, NV 89410
(775) 265-8600

The Sierra County Transportation Commission (SCTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Sierra County and the City of Loyalton. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan. A link to the Sierra County 2010 RTP (most current update) is posted on the SCTC website:

<http://www.sierracounty.ca.gov/index.aspx?NID=321>

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Sierra County region. To accomplish this, we are seeking the Washoe Tribe of Nevada and California's input with regard to the Sierra County 2015 RTP. The RTPA does not anticipate that the 2015 update will include any capacity increasing transportation projects. However, it is important to insure that projects listed in the RTP will not affect Native American cultural places or tribal lands. We would be glad to set up a conference call to discuss any transportation-related issues you may have that pertain to the development of the Sierra County RTP. If you have any other questions or comments, please do not hesitate to contact me.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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December 2, 2014

Greenville Rancheria of Maidu Indians
Kye Self, Chairperson
PO Box 279
Greenville, CA 95947
(530)284-7990

The Sierra County Transportation Commission (SCTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Sierra County and the City of Loyalton. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan. A link to the Sierra County 2010 RTP (most current update) is posted on the SCTC website:

<http://www.sierracounty.ca.gov/index.aspx?NID=321>

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Sierra County region. To accomplish this, we are seeking the Greenville Rancheria of Maidu Indians' input with regard to the Sierra County 2010 RTP. The RTPA does not anticipate that the 2015 update will include any capacity increasing transportation projects. However, it is important to insure that projects listed in the RTP will not affect Native American cultural places or tribal lands. We would be glad to set up a conference call to discuss any transportation-related issues you may have that pertain to the development of the Sierra County RTP. If you have any other questions or comments, please do not hesitate to contact me.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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December 2, 2014

Maidu Cultural and Development Group
Lorena Gorbet,
(530) 284-1601
PO Box 426 Maidu
Greenville • CA 95947

The Sierra County Transportation Commission (SCTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Sierra County and the City of Loyaltan. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan. A link to the Sierra County 2010 RTP (most current update) is posted on the SCTC website:

<http://www.sierracounty.ca.gov/index.aspx?NID=321>

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Sierra County region. To accomplish this, we are seeking the Maidu Cultural and Development Group's input with regard to the Sierra County 2015 RTP. The RTPA does not anticipate that the 2015 update will include any capacity increasing transportation projects. However, it is important to insure that projects listed in the RTP will not affect Native American cultural places or tribal lands. We would be glad to set up a conference call to discuss any transportation-related issues you may have that pertain to the development of the Sierra County RTP. We are also attaching a survey which is being distributed as part of the public input process. If you have any other questions or comments, please do not hesitate to contact me.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner



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& TRAFFIC ENGINEERING CONSULTANTS**

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December 03, 2014

Central Valley Regional Water Quality Control Board
Sacramento Office
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670-6114
Phone: (916) 464-329

The Sierra County Transportation Commission (SCTC) is conducting a 2015 update of the Sierra County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Sierra County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Sierra County. The purpose of the RTP is to provide Sierra County a vision of transportation services and facilities, supported by appropriate goals, for ten and twenty year planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the transportation system within Sierra County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Sierra County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Sierra County.

Once the Public Draft 2015 Sierra County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Genevieve Evans
Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.



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December 30, 2014

T si-Akim Maidu,
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PO Box 1316
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(530) 383-7234
akimmaidu@att.net

The Sierra County Transportation Commission (SCTC) is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The region is defined as Sierra County and the City of Loyaltan. Broad in scope, the purpose of the plan is to provide a transportation vision for the region, supported by goals, for 10- and 20-year planning horizons. This is accomplished by identifying transportation related needs and issues on a regional level, reaffirming the region's goals, objectives and policies, developing a list of improvements to the transportation system that meet the identified needs and prioritizing these improvements so as to create a financially constrained plan. A link to the Sierra County 2010 RTP (most current update) is posted on the SCTC website:

<http://www.sierracounty.ca.gov/index.aspx?NID=321>

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Sierra County region. To accomplish this, we are seeking the T si-Akim Maidu's input with regard to the Sierra County 2015 RTP. The RTPA does not anticipate that the 2015 update will include any capacity increasing transportation projects. However, it is important to insure that projects listed in the RTP will not affect Native American cultural places or tribal lands. We would be glad to set up a conference call to discuss any transportation-related issues you may have that pertain to the development of the Sierra County RTP. We are also attaching a survey which is being distributed as part of the public input process. If you have any other questions or comments, please do not hesitate to contact me.

Thank you for your time and consideration. Your participation in the Sierra County RTP development process is greatly appreciated.

Sincerely,

Genevieve Evans
Transportation Planner

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



November 20, 2014

Genevieve Evans
LSC
2690 Lake Forest Road, Ste C
Tahoe City, CA 96145

RE: SB 18 Consultation: Sierra County 2015 Regional Transportation Plan, Sierra County

2 Pages

~~FAX: 530-583-5966~~ MAILED

Dear Ms. Evans

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places in creating or amending general plans, including specific plans. Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above project.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. A *Sacred Lands File* search was not completed. Local governments should be aware that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address:
Katy.Sanchez@nahc.ca.gov.

Sincerely,


Katy Sanchez

**Native American Tribal Government Consultation List
Sierra County
November 19, 2014**

Greenville Rancheria of Maidu Indians
Kyle Self, Chairperson
P.O. Box 279 Maidu
Greenville , CA 95947
kself@greenvillerrancheria.com
(530) 284-7990
(530) 284-6612 Fax

Washoe Tribe of Nevada and California
Darrel Kizer, Chairperson
919 Highway 395 South Washoe
Gardnerville , NV 89410
ktrovato@washoetribe.us
(775) 265-4191 Office
(775) 265-6240 Fax

T' si-Akim Maidu
Grayson Coney, Cultural Director
P.O. Box 1316 Maidu
Colfax , CA 95713
akimmaidu@att.net
(530) 383-7234

T' si-Akim Maidu
Don Ryberg, Chairperson
P.O. Box 1246 Maidu
Grass Valley , CA 95945
(530) 274-7497

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3 and 65362.4, et seq.

genevieve@lsctahoe.com

From: genevieve@lsctahoe.com
Sent: Tuesday, December 02, 2014 6:11 PM
To: 'ufrwg@yahoo.com'
Subject: Sierra County Regional Transportation Plan Update

Hello-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Sierra County Regional Transportation Plan (RTP). The Sierra County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Sierra County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies and other potentially interested parties early in the regional transportation planning process. We would appreciate any input the Upper Feather River Watershed Group may have regarding the effect of transportation related improvements in Sierra County. Below is a link to the current 2010 RTP:

<http://www.sierracounty.ca.gov/DocumentCenter/View/221>

Please let me know if there is someone else I should contact.

Feel free to call me with questions.

Genevieve Evans, AICP

Planner



LSC Transportation Consultants, Inc.

PO Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California 96145
530-583-4053
genevieve@lsctahoe.com
www.lsctrans.com

genevieve@lsctahoe.com

From: Merrill Grant <mgrant@spjUSD.org>
Sent: Tuesday, December 09, 2014 1:31 PM
To: genevieve@lsctahoe.com
Subject: Re: Sierra County Regional Transportation Plan - School Input

I think the main issue around the City of Loyalton is a lack of basic curb infrastructure and proper crossing areas around intersections. Obviously this is a major cost for the City or other agency to remedy. Downieville is a very unique situation with the ingress/egress of student traffic. It all seems to work in DVL. I would like to see some work around Loyalton High and Elementary Schools as you approach from the south to the school yards—Merrill Grant

From: <genevieve@lsctahoe.com>
Date: Wed, 3 Dec 2014 12:11:25 -0800
To: Microsoft Office User <mgrant@spjUSD.org>
Subject: Sierra County Regional Transportation Plan - School Input

Merrill Grant –

LSC Transportation Consultants is working with Bryan Davey and the Sierra County Transportation Commission to conduct the 2015 update of the Sierra County Regional Transportation Plan (RTP). The Sierra County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway, speed feedback signs, to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Sierra County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

An important part of the process is to contact potentially interested parties for input. We would appreciate any input the Sierra County Office of Education may have regarding the need for transportation related improvements in Sierra County. Here are a few questions which may help to start a discussion:

What parts of the Sierra County transportation system (roadways, bike paths, pedestrian crossings) are a safety concern, particularly for students traveling to/from school? Examples: narrow shoulders, no crosswalks, high vehicle speeds...

What would you recommend to fix these problems?

Other thoughts?

Below is a link to the current 2010 RTP for reference:

<http://www.sierracounty.ca.gov/DocumentCenter/View/221>

Feel free to call me with any questions.

genevieve@lsctahoe.com

From: Sam Longmire <nsaqmd.sam@gmail.com>
Sent: Wednesday, October 22, 2014 11:16 AM
To: genevieve@lsctahoe.com
Cc: Gretchen Bennitt
Subject: Re: Sierra County Regional Transportation Plan Update

Hi Genevieve,

Nothing has changed in Sierra County since 2009 (the year of the air district's previous letter) regarding air quality attainment status or other relevant parameters. I can't think of anything else to add or modify.

You might find it useful to know that the air district has not developed greenhouse gas thresholds or Sustainable Communities Strategies, having no MPO and being exempt from the requirements of SB 375 throughout the district's jurisdiction.

Thank you for including the air district in the RTP development process.

Sincerely,
Sam Longmire, APCS

On Fri, Oct 17, 2014 at 4:44 PM, <genevieve@lsctahoe.com> wrote:

Sam-

LSC Transportation Consultants has been hired to conduct the 2015 update of the Sierra County Regional Transportation Plan (RTP). The Sierra County regional transportation system includes all types of transportation modes: roadways, public transit, bicycle paths, pedestrian facilities, airports, and other strategies to improve the flow and safety of the regional transportation system. The improvement projects identified in the RTP are capital projects or long-term investment projects that develop, improve, or maintain physical elements of the transportation system. RTP projects can range in size and scope from bike paths to adding passing lanes or turnouts on a state highway to purchase of new transit buses to installing new hangars at an airport. The RTP is only the first step in the actual construction of large capital transportation improvement projects in Sierra County. After a project has been identified in the RTP as a transportation need that is consistent with adopted goals and policies, additional engineering and environmental analysis, as well as public input, is required before the specific project is implemented.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input NSAQMD may have regarding the effect of transportation related improvements on air quality in Sierra County. I've attached a more formal letter requesting input along with input you provided for the previous 2010 RTP update. Please let us know what (if anything) has changed in the last five years and any other additional input you might have.

genevieve@lsctahoe.com

From: Bryan Davey <bdavey@sierracounty.ca.gov>
Sent: Tuesday, February 10, 2015 2:39 PM
To: genevieve@lsctahoe.com
Cc: Miriam Dines
Subject: FW: Comments on the Negative Declaration for the Sierra County 2015 Regional Transportation Plan (SCH#2015022023)
Attachments: RAREFIND-Sierra.pdf

Hi Genevieve,

Maybe we can discuss this tomorrow after our meeting.

Bryan
530-289-3201

From: Calderaro, Angela@Wildlife [mailto:Angela.Calderaro@wildlife.ca.gov]
Sent: Monday, February 9, 2015 4:56 PM
To: Bryan Davey
Cc: Wildlife R2 CEQA
Subject: Comments on the Negative Declaration for the Sierra County 2015 Regional Transportation Plan (SCH#2015022023)

Good afternoon Mr. Davey,

The Department has received and reviewed the Negative Declaration for the Sierra County 2015 Regional Transportation Plan (project) (SCH#2015022023). The Department appreciates the opportunity to review and comment on CEQA document. Please reply to let me know that you have received this email.

It is the Department's assessment that the negative declaration does not provide sufficient analysis to intelligently consider the environmental consequences of the project. The RTP includes goals, objectives and policies for guiding efforts and selecting projects under the RTP. The act of choosing projects or prioritizing where projects will occur and for what reasons, may result in impacts to environmental resources. Even though the RTP is programmatic in nature, the RTP may still result in impacts that cannot be analyzed and mitigated under subsequent project-specific CEQA analyses. For example under Objective 2.1.6, there is policy to "ensure that new roadway development and circulation improvements are designed with the goals of the "least possible" impact in mind. For example special standards should be used in the following areas: along waterways; adjacent to steep slopes which would require extensive cut/fill; adjacent to wetlands; where visually important specimen trees of tree standards exist; at existing bridges, especially to preserve historical one lane bridges of Downieville; along scenic highways." This selection criteria does not consider the biological resources that may occur at a site including but not limited to special-status species, critical habitat or migratory routes.

Migratory routes may be particularly important for roadway projects as it can not only affect the biological resources but the safety of the general public. The Department recommends comparing the proposed areas of transportation improvement in the county with the least cost corridors as identified in the California Essential Habitat Connectivity Project and the Northern Sierra Nevada Foothills project. More information can be found at <https://www.wildlife.ca.gov/Conservation/Planning/Connectivity> and: http://www.wildcalifornia.org/wp-content/uploads/2014/04/CEHC_Plan_MASTER_030210_3-reduced.pdf

Implementation of transportation improvements envisioned by the RTP may result in impacts to special-status plant and animal species. The negative declaration ignores any potential impacts as a result of the project and instead defers the impact analysis and mitigation to project-specific CEQA documents. The Department recommends that the SCTC consider the potential impacts from the project to biological resources.

The process the Department recommends for identifying and analyzing impacts to sensitive species and habitats begins with scoping, followed by surveys and mitigation development. Although the California Natural Diversity Database (CNDDDB) is one tool that may identify potential sensitive resources in the area, the dataset should not be regarded as complete for the elements or areas with the potential to be impacted. Other sources for identification of species and habitats near or adjacent to the project area should include, but may not be limited to, State and federal resource agency lists, California Wildlife Habitat Relationship (CWHR) System, California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations. In addition, CNDDDB is not a comprehensive database. It is a positive detection database. Records in the database exist only where species were detected and reported. This means there is a bias in the database towards locations that have had more development pressures, and thus more survey work. Places that are empty or have limited information in the database often signify that little survey work has been done there. I have attached a report which lists the special-status species with CNDDDB occurrence records within Sierra County.

Since this is a programmatic document, the mitigation measures do not need to be exhaustive to minimize potential impacts to biological resources. The Department recommends inclusion of the following measures which should be implemented for future transportation development pursuant to the RTP that would result in impacts to special-status animal and plant species.

Biological Resources Screening and Assessment. Because of the programmatic nature of the RTP and specific impacts for a given project are unknown at this time, on a project-by-project basis upon completion of final design, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment (BRA) or similar type of study to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The BRA shall evaluate the potential for impacts to all biological resources including, but not limited to special status species, nesting birds, wildlife movement, sensitive plant communities/critical habitat, and other resources judged to be sensitive by local, state, and/or federal agencies.

Pending the results of the BRA, design alterations, further technical studies (i.e. protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state, and federal agencies may be required. The following mitigation measures shall be incorporated, only as applicable, into the BRA for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the BRA where suitable habitat is present.

Special Status Plant Species Surveys. If completion of the project-specific BRA determines that special status plant species may occur onsite, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each segment (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species identified in the project-specific BRA. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than two years before initial ground disturbance. All special status plant species identified onsite shall be mapped onto a site-specific aerial photograph and topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency, and the CDFW and/or USFWS, as appropriate, for review and approval. If special status plants species cannot be avoided and will be impacted by a project implemented all impacts shall be mitigated at a minimum ratio of 2:1 (number of acres/individuals restored to number of acres/individuals impacted) for each species as a component of habitat restoration. A restoration plan

shall be prepared and submitted to the jurisdiction overseeing the project for approval. (Note: if a state listed plant species will be impacted, the restoration plan shall be submitted to the CDFW for approval).

Special Status Plant Species Avoidance, Minimization, and Mitigation. If State listed or California Rare Plant List 1B species are found during special status plant surveys, then the project shall be re-designed to avoid impacting these plant species, if feasible. Rare plant occurrences that are not within the immediate disturbance footprint, but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent, or other distance as approved by a qualified biologist, to protect them from harm. If special status plants species cannot be avoided and will be impacted by a project implemented

Endangered/Threatened Species Habitat Assessment and Protocol Surveys. Specific habitat assessment and survey protocol surveys are established for several federally and State Endangered or Threatened species. If the results of the BRA determine that suitable habitat may be present any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS protocols prior to issuance of any construction permits. If through consultation with the CDFW and/or USFWS it is determined that protocol habitat assessments/surveys are not required, said consultation shall be documented prior to issuance of any construction permits. Each protocol has different survey and timing requirements. The applicants for each project shall be responsible for ensuring they understand the protocol requirements.

Please let me know if you have any questions or concerns. I am available to meet and discuss if you have any concerns. Kindly,

Angela Calderaro

Senior Environmental Scientist (Specialist)
Habitat Conservation Branch
California Department of Fish and Wildlife, North Central Region
1701 Nimbus Road, Rancho Cordova CA 95670
Office: 916-358-2920
Fax: 916-358-2912
Angela.Calderaro@wildlife.ca.gov
www.wildlife.ca.gov

To report a violation please call 1-888-DFG-Caltip.

California Department of Fish and Game
Natural Diversity Database
Selected Elements by Scientific Name - Landscape
Sierra County

Scientific Name	Common Name	Element Code	Federal Status	State Status	Global Rank	State Rank	CNPS	CDFG
1 Accipiter gentilis	northern goshawk	ABNKC12060			G5	S3		SC
2 Antrozous pallidus	pallid bat	AMACC10010			G5	S3		SC
3 Asplenium viride	green spleenwort	PPASP02250			G4	S1	2B.3	
4 Astragalus agrestis	field milk-vetch	PDFAB0F090			G5	S2?	2B.2	
5 Astragalus lemmonii	Lemmon's milk-vetch	PDFAB0F4N0			G2	S2	1B.2	
6 Boechera constancei	Constance's rockcress	PDBRA06090			G2	S2	1B.1	
7 Botrychium lunaria	common moonwort	PPOPH01080			G5	S2	2B.3	
8 Botrychium minganense	mingan moonwort	PPOPH010R0			G4G5	S2	2B.2	
9 Botrychium montanum	western goblin	PPOPH010K0			G3	S2	2B.1	
10 Bruchia bolanderi	Bolander's bruchia	NBMUS13010			G3	S3?	4.2	
11 Buteo swainsoni	Swainson's hawk	ABNKC19070		Threatened	G5	S3		
12 Carex davyi	Davy's sedge	PMCYP033H0			G2	S2	1B.3	
13 Clarkia biloba ssp. brandegeae	Brandegee's clarkia	PDONA05053			G4G5T4	S4	4.2	
14 Corynorhinus townsendii	Townsend's big-eared bat	AMACC08010		Candidate Threatened	G3G4	S2		SC
15 Cryptochia excella	Kings Canyon cryptochian caddisfly	IITRI11010			G1G2	S1S2		
16 Darlingtonia Seep	Darlingtonia Seep	CTT51120CA			G4	S3.2		
17 Desmona bethula	amphibious caddisfly	IITRI77010			G2G3	S2S3		
18 Ecclisomyia bilera	Kings Creek ecclisomyian caddisfly	IITRI12010			G1G2	S1S2		
19 Empidonax traillii	willow flycatcher	ABPAE33040		Endangered	G5	S1S2		
20 Epilobium howellii	subalpine fireweed	PDONA06180			G4	S4	4.3	
21 Erigeron eatonii var. nevadincola	Nevada daisy	PDAST3M2U0			G5T4	S3	2B.3	
22 Erigeron lassenianus var. deficiens	Plumas rayless daisy	PDAST3M262			G3G4T2T3	S2S3	1B.3	
23 Eriogonum umbellatum var. torreyanum	Donner Pass buckwheat	PDPGN086U9			G5T2	S2	1B.2	
24 Euderma maculatum	spotted bat	AMACC07010			G4	S3		SC
25 Falco mexicanus	prairie falcon	ABNKD06090			G5	S4		
26 Farula praelonga	long-tailed caddisfly	IITRI13100			G1G2	S1S2		
27 Goeracea oregona	Sagehen Creek goeracean caddisfly	IITRI0X010			G3	S1S2		
28 Great Basin Sucker/Dace/Redside Stream With Cutthroat Trout	Great Basin Sucker/Dace/Redside Stream With Cutthroat Trout	CARC2331CA			GNR	SNR		
29 Grus canadensis tabida	greater sandhill crane	ABNMK01014		Threatened	G5T4	S2		
30 Gulo gulo	California wolverine	AMAJF03010		Threatened	G4	S1		
31 Haliaeetus leucocephalus	bald eagle	ABNKC10010	Delisted	Endangered	G5	S2		

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Scientific Name	Common Name	Element Code	Federal Status	State Status	Global Rank	State Rank	CNPS	CDFG
32 <i>Hemieva ranunculifolia</i>	buttercup-leaf suksdorfia	PDSAX0W010			G5	S2	2B.2	
33 <i>Hydromantes platycephalus</i>	Mount Lyell salamander	AAAAD09020			G4	S4		SC
34 <i>Hymenoxys lemmonii</i>	alkali hymenoxys	PDAST530C0			G3?	S2	2B.2	
35 <i>Ivesia aperta</i> var. <i>aperta</i>	Sierra Valley ivesia	PDROS0X011			G2T2	S2	1B.2	
36 <i>Ivesia aperta</i> var. <i>canina</i>	Dog Valley ivesia	PDROS0X012			G2T1	S1	1B.1	
37 <i>Ivesia sericoleuca</i>	Plumas ivesia	PDROS0X0K0			G2	S2	1B.2	
38 <i>Ivesia webberi</i>	Webber's ivesia	PDROS0X0Q0	Threatened		G1	S1	1B.1	
39 <i>Lasionycteris noctivagans</i>	silver-haired bat	AMACC02010			G5	S3S4		
40 <i>Lasiurus cinereus</i>	hoary bat	AMACC05030			G5	S4		
41 <i>Lepidostoma ermanae</i>	Cold Spring caddisfly	IITRI01050			G1G2	S1S2		
42 <i>Lepus americanus tahoensis</i>	Sierra Nevada snowshoe hare	AMAEB03012			G5T3T4Q	S2?		SC
43 <i>Lewisia cantelovii</i>	Cantelow's lewisia	PDFOR04020			G3	S3	1B.2	
44 <i>Lupinus dalesiae</i>	Quincy lupine	PDFAB2B1A0			G3	S3	4.2	
45 <i>Margaritifera falcata</i>	western pearlshell	IMBIV27020			G4G5	S1S2		
46 <i>Martes caurina sierrae</i>	Sierra marten	AMAJF01014			G5T3	S3		
47 <i>Meesia uliginosa</i>	broad-nerved hump moss	NBMUS4L030			G4	S3	2B.2	
48 <i>Mertensia oblongifolia</i> var. <i>oblongifolia</i>	sagebrush bluebells	PDBOR0N0G2			G5T4	S2	2B.2	
49 <i>Myotis evotis</i>	long-eared myotis	AMACC01070			G5	S3		
50 <i>Myotis thysanodes</i>	fringed myotis	AMACC01090			G4	S3		
51 <i>Myotis volans</i>	long-legged myotis	AMACC01110			G5	S3		
52 <i>Myotis yumanensis</i>	Yuma myotis	AMACC01020			G5	S4		
53 Northern Vernal Pool	Northern Vernal Pool	CTT44100CA			G2	S2.1		
54 <i>Ochotona princeps schisticeps</i>	gray-headed pika	AMAEA0102H			G5T2T4	S2S4		
55 <i>Oncorhynchus clarkii henshawi</i>	Lahontan cutthroat trout	AFCHA02081	Threatened		G4T3	S2		
56 <i>Oreostemma elatum</i>	tall alpine-aster	PDASTE020			G2	S2	1B.2	
57 <i>Packera indecora</i>	rayless mountain ragwort	PDAST8H1R0			G5	S2?	2B.2	
58 <i>Pekania pennanti</i>	fisher - West Coast DPS	AMAJF01021	Proposed Threatened	Candidate Threatened	G5T2T3Q	S2S3		SC
59 <i>Peltigera gowardii</i>	western waterfan lichen	NLVER00460			G3G4	S3	4.2	
60 <i>Penstemon personatus</i>	closed-throated beardtongue	PDSCR1L4Y0			G2	S2	1B.2	
61 <i>Penstemon sudans</i>	Susanville beardtongue	PDSCR1L620			G3	S3	1B.3	
62 <i>Polygonum polygaloides</i> ssp. <i>esotericum</i>	Modoc County knotweed	PDPGN0L1Y2			G4G5T3	S3	1B.1	
63 <i>Potamogeton praelongus</i>	white-stemmed pondweed	PMPOT030V0			G5	S1S2	2B.3	

California Department of Fish and Game
Natural Diversity Database
Selected Elements by Scientific Name - Landscape
Sierra County

Scientific Name	Common Name	Element Code	Federal Status	State Status	Global Rank	State Rank	CNPS	CDFG
64 <i>Potamogeton robbinsii</i>	Robbins' pondweed	PMPOT030Z0			G5	S3	2B.3	
65 <i>Pyrola chlorantha</i>	green-flowered wintergreen	PDPYR04030			G5	SH	2A	
66 <i>Pyrrocoma lucida</i>	sticky pyrrocoma	PDASTDT0E0			G3	S3	1B.2	
67 <i>Rana boylei</i>	foothill yellow-legged frog	AAABH01050			G3	S2S3		SC
68 <i>Rana sierrae</i>	Sierra Nevada yellow-legged frog	AAABH01340	Endangered	Threatened	G1	S1		SC
69 <i>Rhamnus alnifolia</i>	alder buckthorn	PDRHA0C010			G5	S3	2B.2	
70 <i>Rhyacophila spinata</i>	spiny rhyacophilan caddisfly	IITRI19080			G1G2	S1S2		
71 <i>Riparia riparia</i>	bank swallow	ABPAU08010		Threatened	G5	S2		
72 <i>Setophaga petechia</i>	yellow warbler	ABPBX03010			G5	S3S4		SC
73 <i>Stellaria obtusa</i>	obtuse starwort	PDCAR0X0U0			G5	S4	4.3	
74 <i>Strix nebulosa</i>	great gray owl	ABNSB12040		Endangered	G5	S1		
75 <i>Stuckenia filiformis</i> ssp. <i>alpina</i>	slender-leaved pondweed	PMPOT03091			G5T5	S3	2B.2	
76 <i>Tauschia howellii</i>	Howell's tauschia	PDAPI27050			G2	S2	1B.3	
77 <i>Taxidea taxus</i>	American badger	AMAJF04010			G5	S3		SC
78 <i>Trichodon cylindricus</i>	cylindrical trichodon	NBMUS7N020			G4G5	S2	2B.2	
79 <i>Viola purpurea</i> ssp. <i>aurea</i>	golden violet	PDVIO04420			G5T2T3	S2S3	2B.2	
80 <i>Viola tomentosa</i>	felt-leaved violet	PDVIO04280			G3	S3	4.2	
81 <i>Vulpes vulpes</i> <i>necator</i>	Sierra Nevada red fox	AMAJA03012		Threatened	G5T1T2	S1		



STATE OF CALIFORNIA
 GOVERNOR'S OFFICE of PLANNING AND RESEARCH
 STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G. BROWN JR.
 GOVERNOR

KEN ALEX
 DIRECTOR

March 9, 2015

Bryan Davey
 Sierra County Transportation Commission
 PO Box 98
 Downieville, CA 95936

RECEIVED
 BY _____

MAR 11 2015

SIERRA COUNTY
 DEPT. OF PUBLIC WORKS

Subject: Sierra County 2015 Regional Transportation Plan Update
 SCH#: 2015022023

Dear Bryan Davey:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 6, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
 Director, State Clearinghouse

Enclosures
 cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015022023
Project Title Sierra County 2015 Regional Transportation Plan Update
Lead Agency Sierra County

Type Neg Negative Declaration

Description The SCTC, as the Regional Transportation Planning Agency, is required by California law to adopt and submit an updated Regional Transportation Plan to the California Transportation Commission and to the California Department of Transportation every five years. The purpose of the RTP is to provide a vision of transportation facilities and services for the region, supported by transportation goals, for ten and twenty year horizons. The RTP documents the policy direction, actions and funding strategies designed to maintain and improve the regional transportation system. The RTP is a programmatic document containing general policies, guidelines, and lists of projects.

Lead Agency Contact

Name Bryan Davey
Agency Sierra County Transportation Commission
Phone 530 289 3201 **Fax**
email
Address PO Box 98
City Downieville **State** CA **Zip** 95936

Project Location

County Sierra
City
Region
Lat / Long
Cross Streets
Parcel No.
Township

Range **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3 N; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); Native American Heritage Commission; Tahoe Regional Planning Agency

Date Received 02/05/2015 **Start of Review** 02/05/2015 **End of Review** 03/06/2015



CLEAR
3-6-15
E



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board



26 February 2015

Bryan Davey
Sierra County Transportation Commission (SCTC)
PO Box 98
Downieville, CA 95936

CERTIFIED MAIL
7014 2120 0001 3978 0612

COMMENTS TO REQUEST FOR REVIEW FOR THE NEGATIVE DECLARATION, SIERRA COUNTY 2015 REGIONAL TRANSPORTATION PLAN UPDATE PROJECT, SCH# 2015022023, SIERRA COUNTY

Pursuant to the State Clearinghouse's 5 February 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Negative Declaration* for the Sierra County 2015 Regional Transportation Plan Update Project, located in Sierra County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

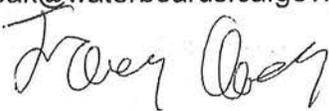
For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4199
FAX (530) 741-5346
TTY 711



*Flex your power!
Be energy efficient!*

March 20, 2015

Mr. Bryan Davey
Sierra County Transportation Commission
P.O. Box 98
Downieville, CA 95936

Dear Mr. Davey:

Thank you for the opportunity to review and comment on the Draft 2015 Regional Transportation Plan (RTP). We applaud the County for their efforts in preparing this essential plan in a timely manner. The following comments are based on the public draft RTP:

General Comments

We commend the Sierra County Transportation Commission's (SCTC) efforts in working proactively with Tribal Governments and Native communities that have ancestral lands and sacred places within the SCTC region.

Regarding the ***RTP Checklist***, it identifies page 8 as containing "a discussion describing the private sector involvement efforts that were used during the development of the plan [23 CFR 450.316(a)];" however, it appears the description of the private sector involvement is missing. Likewise, we could find no record of private sector involvement in the appendices. Please incorporate this information into the final version of the RTP.

Executive Summary

On page 1 under ***Demographics and Economics***, only 20 percent of the population that is age 65 or older is mentioned. Please describe the age characteristics of the remaining 80 percent of the population. Demographic information displayed in tabular format may provide a more comprehensive visual for those using this document.

We suggest identifying the RTP as a "planning document" rather than a "programmatic document" on page 8 under ***Environmental Impact***.

Chapter 1 – Introduction

We commend SCTC for including correspondence to affected agencies and the public and their responses. In addition, the information from the survey solicitation effort is commendable and appreciated.

Mr. Bryan Davey/SCTC

March 20, 2015

Page 2

In the *Truck Traffic Generators* section on page 8, data is provided about the seasonal average number of trucks in the County during early spring and late fall. Please advise which entity provided this data and confirm if this only includes the transport of cattle or whether it also includes agricultural crops.

For *Public Involvement* on page 11, a more detailed explanation of how the public is notified about the RTP comment period may be helpful. This information could include mediums used with examples of printed public notice material. This detailed information will strengthen and validate the planning process used when developing the RTP. Similarly, an agenda from the public meeting and the number of attendees would lend credence to the RTP development process.

We are encouraged that the RTP references how various modes of transportation are incorporated. Including “complete streets” language and a discussion of the Active Transportation Program (ATP) may also be warranted in this chapter. Doing so could provide the region more awareness of multi-modal transportation options and would demonstrate that SCTC is aggressively seeking funds to promote multi-modal accessibility for the region.

Regarding SB 391, this information should be referenced early to address the requirements of the Regional Transportation Planning Agency to develop an RTP. This would likely include measures for addressing congestion, mobility, and greenhouse gas (GHG) emissions within the appropriate context for Sierra County.

Chapter 2 – Existing Conditions

Regarding *Population* beginning on page 13, it is not clear why Sierra County and Plumas County are expected to experience a decrease in population. A brief explanation about the anticipated population decrease in the *Population Trends and Projections* section would be helpful.

The *Commute Patterns* section beginning on page 16 is very informative and provides specific census-related employment information for Sierra County residents. This information provides the good contrast for commute patterns in rural areas versus the larger metropolitan or urbanized areas of the state.

On page 26, the *Goods Movement Issues and Related Projects* section discusses bicycle and truck safety issues. Please consider including more detail on the strategies/improvements being implemented or planned to address bicycle and truck safety. This might include information on the recent legislation enacted that cites a minimum 3-foot buffer for bicyclists. A more detailed discussion of these activities could strengthen the discussion.

In summary of the *Traffic Accidents* discussion on pages 29 - 31, alcohol/drugs appear to be the

largest factor in crashes recorded in Sierra County. A discussion on how this factor is being addressed may be helpful.

Regarding the *Transit Services* section on page 36, we would like to reiterate our desire for consideration of alternative transportation modes should funding become available. Similar to our discussion during development of the 2010 RTP, we understand it is difficult to establish this service, but believe it is important to strive for alternative travel choices.

On page 36, the RTP highlights *Non-Motorized Facilities* and instances of safety concerns with bicycles and pedestrians on local roadways. We praise your recent bicycle planning effort (2012) to determine areas with the greatest need for bicycle facilities, awareness, and education.

Ridesharing was suggested during our review of the 2010 Draft RTP and it has been routinely cited as a method to reduce GHG emissions in the RTP; however, we are not aware of a plan in place that points toward implementation of such a program. Please consider implementing a formal ridesharing program for the County. This is especially important as nearby economic and population centers grow.

Chapter 3 - Policy Element

For *Table 11* on page 46, consider creating separate performance measures for the statement “reduce traffic congestion and improve safety with increasing capacity” under *Mobility and Accessibility*. Given that throughout the RTP congestion is cited as not being present in Sierra County, it seems appropriate to separate these items.

Objective 1.1.4 on page 49 provides the first reference to parking concerns within Sierra County’s activity centers. If improved parking is an objective, a discussion of these concerns in the *Existing Conditions* portion of the RTP will help support the policy objective.

Consider weaving the Strategic Highway Safety Plan (SHSP) into *Goal 2* beginning on page 50. This document informs the development of the Highway Safety Improvement Program among other things.

The California Transportation Plan (CTP), released March 2, 2015, includes two trends/challenges we believe tie into this RTP. Specifically, in Chapter 3 and 6 of the CTP, refer to “Sustainability in Rural Communities and Small Towns” and “Climate Change and Greenhouse Gas Reduction.” These trends/challenges may help enhance and align your goals/objectives. Refer to Chapter 6 to cross reference your goals, objectives, policies, and performance measures with Caltrans.

Chapter 4 - Action Element

Thank you for specifically identifying the inflation rate and underlying assumptions used in the

document. We appreciate that separate financially constrained and unconstrained projects lists and definitions of these categories were included in this RTP.

We found the performance measurement definitions to be informative and useful. The *Mobility/Accessibility (M/A)* performance measure on page 60 is especially helpful as it highlights the importance of public transit.

Regarding page 64 in the section discussing *Sierra County's Top Priority Transportation Projects* and in *Table 15* on page 65, we recommend using the term "truck turnouts" to describe the SR89 Truck Turnouts project (2014). Using the same term throughout the RTP will provide clarification and consistency.

The Independence Lake, Sierra City Downtown Renovation Project, and State Route 89 fiscally constrained projects in *Table 15* and *Table 16* do not identify the 2015 cost or the "adjusted for inflation" cost. If cost data cannot be provided, these projects should not be considered fiscally constrained.

Consider including a discussion in the *Airport Improvement Projects* section on page 73 to describe how the County would use the funding it is projected to receive for airport improvements. Updating the Airport Layout Plan instead of the Airport Master Plan may be a more cost effective and realistic option for the County's airport needs. Division of Aeronautics staff are available to answer questions about this option. If you are interested in additional information, please contact our office and we will direct you to the appropriate staff person.

On page 76, please update the citation for the requirement of a discussion of potential environmental mitigation activities so it reflects the "California Environmental Quality Act (CEQA)."

The implementation strategy requested in our comments for *Chapter 2 – Existing Conditions* for Ridesharing could also be discussed in the *Rideshare Program* section on page 78. Including your plans for implementation of a formal ridesharing program will further reinforce the benefits and strategies identified in the *Action Element*. Dial-A-Ride service is also another option that could be considered.

Chapter 5 – Financial Element

The descriptions and explanations of each funding source under the *Roadway Improvement Funding* section could be placed in the appendices.

The *Financial Element* explains the Active Transportation Program (ATP) and State Transportation Improvement Program (STIP) processes. Thank you for including this information.

Mr. Bryan Davey/SCTC
March 20, 2015
Page 5

If you have questions regarding these comments, please contact Shannon Culbertson by phone at (530) 741-5435 or by e-mail at shannon_culbertson@dot.ca.gov.

Sincerely,



SUSAN ZANCHI, Chief
Office of Transportation Planning – North

c: Shannon Culbertson, District 3 Planning
Nicholas Deal, District 3 Planning
Priscilla Martinez-Velez, HQ Office of Regional Planning
Michael Sidhu, HQ Office of State Planning
Colette Armao, HQ Division of Aeronautics



Sierra County Transportation Commission

WE NEED YOUR INPUT!

Sierra County 2015 Regional Transportation Plan Update

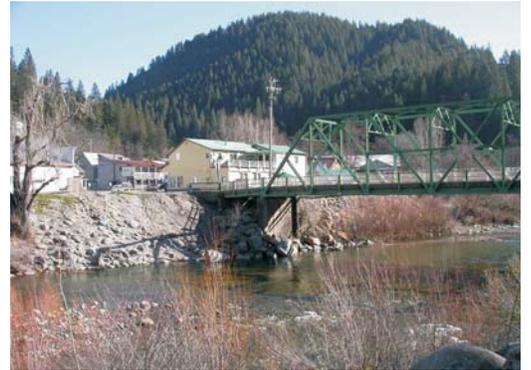
The Sierra County Transportation Commission is conducting a survey of Sierra County residents' opinions on transportation in the region as part of the Sierra County Regional Transportation Plan (RTP) Update. The RTP guides transportation projects and funding decisions in Sierra County for all types of transportation including:

- ✓ Roads
- ✓ Bike trails
- ✓ Sidewalks
- ✓ Public Transit
- ✓ Airport



The Sierra County Transportation Commission would like your opinion on what types of transportation improvements you think are the **most** important for our community. To participate in a five minute on-line survey, please go to the following website:

<https://www.surveymonkey.com/s/SierraRTP>



Alternative ways to provide input . . .

To request a hard copy of the survey, participate in the survey over the phone, or provide input, please contact:

GENEVIEVE EVANS
LSC TRANSPORTATION CONSULTANTS, INC.
Email: Genevieve@lsc Tahoe.com Phone: 530-583-4053

<https://www.surveymonkey.com/s/SierraRTP>

You're Invited...

to Attend a Workshop on Coordinated Transportation for Seniors, People with Disabilities, and Low Income Residents

Voice your opinion!

Come provide your input on a plan being developed to better coordinate transportation for Sierra County residents



Date Wednesday, October 22, 2014

Time 1:00pm-2:30pm

Location Sierraville School
305 South Lincoln St.
Sierraville, CA

What We will discuss the update of the county's Coordinated Public Transit-Human Services Transportation Plan. Sierra County is encouraging the community to provide input on the new plan and share thoughts on social service transportation needs/issues

Human service agency representatives, bus riders, community residents, elected officials, transportation staff, and other interested parties are encouraged and welcome!

Please contact Bryan Davey at 530-289-3201 or bdavey@sierracounty.ca.gov in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance for the meeting. Best efforts will be made to accommodate you.

Can't Make It?



Over the Phone
Schedule to do the survey over the phone or request a paper survey

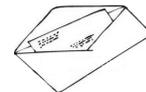
TOLL FREE NUMBER
844-462-9040



Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:

<https://www.surveymonkey.com/s/sierracpl4>

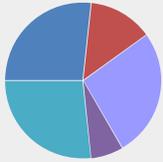


Mail Letters/Comments
Business Forecasting Center
3601 Pacific Avenue
Stockton, CA 95211

**All Comments due:
Friday, 11/7/2014**

Appendix E
Survey Summary

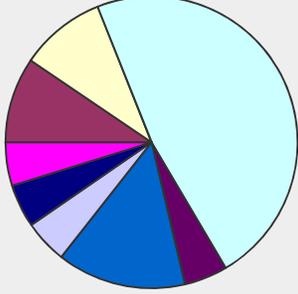
Q1. Are you a Sierra County resident?		
Answer Options	Response Percent	Response Count
Yes	100.0%	21
No	0.0%	0
If yes, how many years?		15
<i>answered question</i>		21
<i>skipped question</i>		0



If yes, how many years?

- 10-20
- 21-30
- 31-40
- 41-50
- 51-60

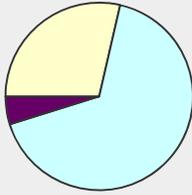
Q2. What community do you live in?		
Answer Options	Response Percent	Response Count
a) Alleghany	0.0%	0
b) Calpine	9.5%	2
c) Downieville	9.5%	2
d) Loyalton	47.6%	10
e) Pike	4.8%	1
f) Sattley	0.0%	0
g) Sierra City	14.3%	3
h) Sierraville	4.8%	1
i) Verdi	4.8%	1
j) Other	4.8%	1
Other		2
<i>answered question</i>		21
<i>skipped question</i>		0



What community do you live in?

- a) Alleghany
- b) Calpine
- c) Downieville
- d) Loyalton
- e) Pike
- f) Sattley
- g) Sierra City
- h) Sierraville
- i) Verdi
- j) Other

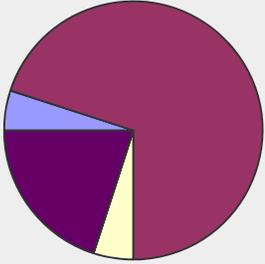
Q3. What is your age group?		
Answer Options	Response Percent	Response Count
a) 0-15	0.0%	0
b) 16-25	0.0%	0
c) 26-54	28.6%	6
d) 55-74	66.7%	14
e) 75+	4.8%	1
<i>answered question</i>		21
<i>skipped question</i>		0



What is your age group?

- a) 0-15
- b) 16-25
- c) 26-54
- d) 55-74
- e) 75+

Q4. What is your primary mode of transportation to work or school?		
Answer Options	Response Percent	Response Count
a) Bicycle	5.0%	1
b) Personal Vehicle	70.0%	14
c) Carpool	5.0%	1
d) Public Transit	0.0%	0
e) Other	20.0%	4
Other		4
Retired (3)		4
Disabled (1)		1
<i>answered question</i>		20
<i>skipped question</i>		1



What is your primary mode of transportation to work or school?

- a) Bicycle
- b) Personal Vehicle
- c) Carpool
- d) Public Transit
- e) Other

Q5. Approximately how many miles do you travel to work or school?	Response Percent	Response Count
Answer Options		
0 or n/a	33.3%	6
<10	16.7%	3
Between 10-20	22.2%	4
Between 21-30	11.1%	2
Between 31-40	0.0%	0
Between 41-50	11.1%	2
Between 51-100	5.6%	1
	<i>answered question</i>	18
	<i>skipped question</i>	3

Average Commute Distance (Miles)

- 0 or n/a
- <10
- Between 10-20
- Between 21-30
- Between 31-40
- Between 41-50
- Between 51-100

Q6. Approximately how long is your commute to work or school? (hours/minutes)	Response Percent	Response Count
Answer Options		
0 or n/a	33.3%	6
Less than five minutes	5.6%	1
Between 5-20 minutes	27.8%	5
Between 21-40 minutes	16.7%	3
Between 41-60 minutes	11.1%	2
More than one hour	5.6%	1
	<i>answered question</i>	18
	<i>skipped question</i>	3

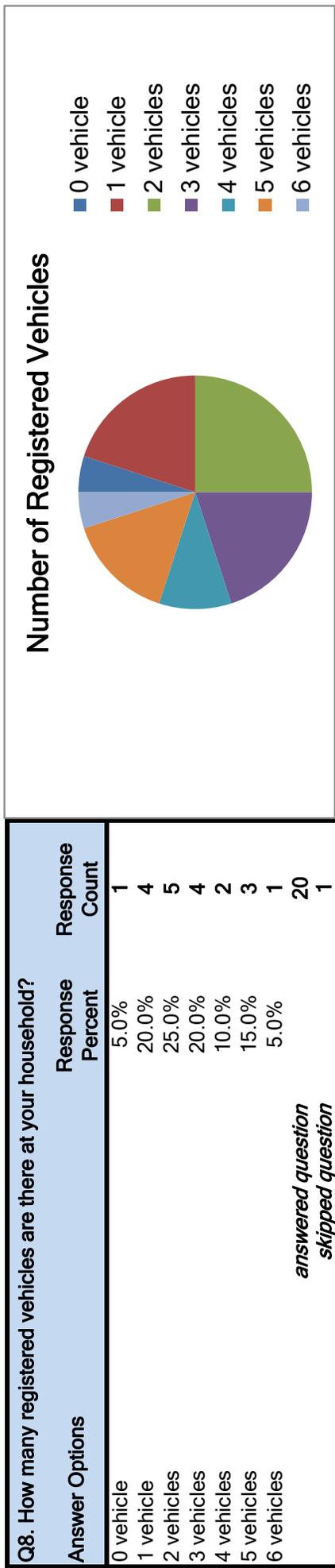
Average Commute Time

- 0 or n/a
- Less than five minutes
- Between 5-20 minutes
- Between 21-40 minutes
- Between 41-60 minutes
- More than one hour

Q7. What is your primary mode of transportation for non-work related trips?	Response Percent	Response Count
Answer Options		
a) Bicycle	4.8%	1
b) Personal Vehicle	66.7%	14
c) Carpool	0.0%	0
d) Public Transit	19.0%	4
e) Other	9.5%	2
Other		2
Senior Bus		
Motorcycle		
	<i>answered question</i>	21
	<i>skipped question</i>	0

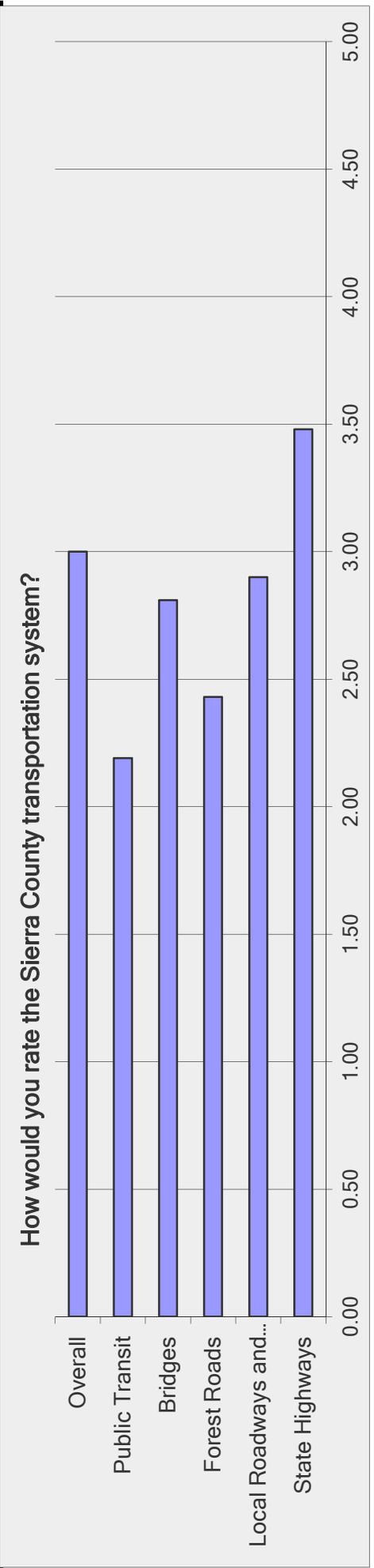
What is your primary mode of transportation for non-work related trips?

- a) Bicycle
- b) Personal Vehicle
- c) Carpool
- d) Public Transit
- e) Other



Q9. How would you rate the Sierra County transportation system? Very Poor (1) / Excellent (5)

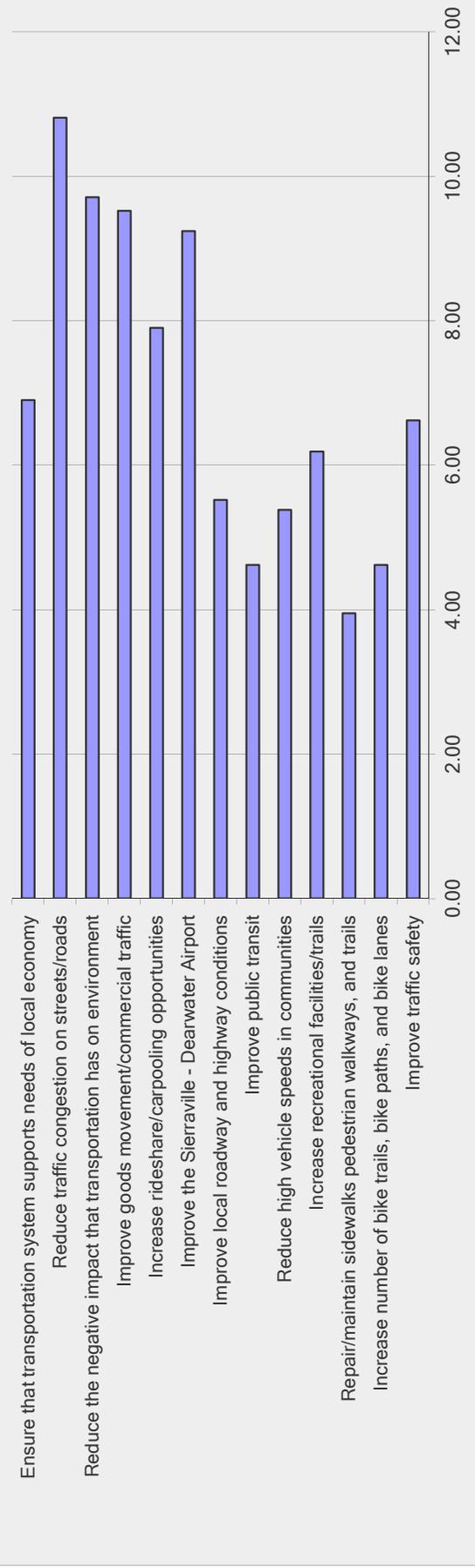
Answer Options	Not Sure	Very Poor	Poor	Fair	Good	Excellent	Rating Average	Response Count
State Highways	1	1	1	7	6	5	3.48	21
Local Roadways and Streets	1	1	4	8	7	0	2.90	21
Forest Roads	2	3	5	6	5	0	2.43	21
Bridges	3	2	0	7	9	0	2.81	21
Public Transit	5	5	2	3	2	4	2.19	21
Overall	1	1	3	8	6	1	3.00	20
							<i>answered question</i>	21
							<i>skipped question</i>	0



Q10. What do you think are the most important changes the region must make over the next twenty years to improve how all Sierra County residents get around? Rank in order of priority (1 = top priority, 13 = lowest priority):

Answer Options	1	2	3	4	5	6	7	8	9	10	11	12	13	Rating Average	Response Count
Improve traffic safety	1	1	6	1	0	2	1	2	1	1	1	3	1	6.62	21
Increase number of bike trails, bike paths, and bike lanes	5	2	2	5	2	1	0	1	0	0	0	1	2	4.62	21
Repair/maintain sidewalks pedestrian walkways, and trails	2	3	3	5	5	2	0	0	1	0	0	0	0	3.95	21
Increase recreational facilities/trails	1	2	1	3	3	3	1	1	3	1	0	1	1	6.19	21
Reduce high vehicle speeds in communities	2	0	6	1	1	3	4	2	0	0	2	0	0	5.38	21
Improve public transit	4	4	0	2	3	0	5	1	1	1	0	0	0	4.62	21
Improve local roadway and highway conditions	3	3	0	1	4	0	3	3	3	0	1	0	0	5.52	21
Improve the Sierraville - Deanwater Airport	1	0	0	0	0	3	1	2	3	5	0	3	3	9.24	21
Increase rideshare/carpooling opportunities	0	0	1	1	0	4	2	4	3	4	2	0	0	7.90	21
Improve goods movement/commercial traffic	0	0	1	0	0	0	1	3	3	4	9	0	0	9.52	21
Reduce the negative impact that transportation has on environment	0	1	0	0	1	1	2	1	2	3	2	5	3	9.71	21
Reduce traffic congestion on streets/roads	1	0	0	1	1	0	0	0	0	1	4	6	7	10.81	21
Ensure that transportation system supports needs of local economy	1	5	1	1	1	2	1	1	1	1	0	2	4	6.90	21
														<i>answered question</i>	21
														<i>skipped question</i>	0

What do you think are the most important changes the region must make over the next twenty years to improve how all Sierra County residents get around? Rank in order of priority (1 = top priority, 13 = lowest priority):



Q11. What do you see as significant transportation issues in the Sierra County region?	
Answer Options	Response Count
	<i>answered question</i> 20
	<i>skipped question</i> 1
Response Text	
<p>People have no idea that there are ANY options. We BADLY NEED real public transportation that runs an everyday schedule.</p> <p>Dependable times, safe bicycle paths</p> <p>Rides for medical & personal needs such as doctor appointments, medication, groceries, etc.</p> <p>No speed enforcement</p> <p>U. S. F. S. signage, trails and roadways</p> <p>Single lane bridges</p> <p>Provide bicycle lanes on state and county roads. Allow Green Sticker vehicles more access to OHV roads.</p> <p>Lack of Share the Road signs.</p> <p>Lack of bike lanes in western SC where the danger is greatest.</p> <p>Lack of pedestrian walkways in Sierra City.</p> <p>need good bike lanes on highways</p> <p>Lack of adequate access to public transportation and or ride sharing for the working poor. Difficult winter road conditions require vehicle in good repair and with winter tires. Need more not less support for Loyalton transportation systems. Get residents to meetings, courts and public services in Downieville. Doing a great job with the little given. Look at the economic situation in each community as well as the population to determine that Loyalton needs more transportation services for life sustaining activities of medical appts., jobs & shopping not just recreational.</p> <p>Public transit need is great, funding is threatened. 2. Funding for maintenance and rehab of roads is low. 3. Need local ordinances to allow OHV use of certain portions of certain County highways as a support to local economy and in fairness to users who pay green sticker taxes.</p> <p>Funding cuts to public transportation is affecting medical transportation</p> <p>The funding reductions in public transportation are eventually going to affect the services for medical transportation</p> <p>Public transportation is critical.</p> <p>Keep bikes off of major roads..it is dangerous. The Sierra Valley needs a bike lane.</p> <p>Need more workers on the road crews, so the work that needs to be done every year can be completed</p> <p>More deer crossing signs</p> <p>Lack of commuter transit to jobs outside of the county.</p> <p>No regular bus service from one side of county to the other.</p> <p>Migrating Deer</p>	
Q12. If you could fix one transportation problem in Sierra County, what would it be?	
Answer Options	Response Count
	<i>answered question</i> 19
	<i>skipped question</i> 2
Response Text	
<p>Street overlays</p> <p>More available transportation</p> <p>Enforcing speed in communities</p> <p>Increase forest access for recreation.</p> <p>Install two lane bridges</p> <p>Provide bicycle lanes on hways.</p> <p>Prioritize bicycle-related issues</p> <p>Inadequate funding</p> <p>Ordinance to allow OHV use of certain portions of certain county highways to connect trailheads for recreational purposes.</p> <p>Increase funding for public transportation that is already in place</p> <p>More funding for the public transportation that is already in place</p> <p>Funding for public transportation.</p> <p>Pave Dog Vally :)</p> <p>Bike lanes</p> <p>Open some roads to atv's</p> <p>Speeding on Smithneck Rd</p> <p>Bicycle lanes on roadways.</p> <p>Regular bus schedules through the county</p> <p>More passing lanes on HWY 49</p>	

Appendix F
Levels of Service

LEVELS OF SERVICE

The “level of service” (LOS) is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Six levels of service are defined for each type of facility for which analysis procedures are available. Each of six levels is given a letter designation from A to F. LOS A represents the best operating conditions and LOS F the worst.

Level of Service Definitions

In general, the various levels of service are defined as follows for uninterrupted flow facilities:

- **Level of Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- **Level of Service B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- **Level of Service C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
- **Level of Service D** represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- **Level of Service E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- **Level of Service F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level of service F is an appropriate designation for such points.

Appendix G
Bridge Inventory



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 03

03-PLA-049

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_003.05			JCT RTE 49													

03-NEV-049

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_000.00			PLACER CO LINE													
_003.61	17 0005	O	SOUTH WOLF CREEK	204			47.5	13.1	4	0			1958		PPPPP	
R013.66	17 0080	U	SOUTH GRASS VALLEY OC	205		GVY	47.5	19.4	2	4.54		1.5	1969	1989	PPPPP	
R014.46	17 0049	U	ROUTE 20/49 SEPARATION	505		GVY	41.5	25.5	1	5.1	1.5	0.2	1969	1984	PPPGO	
R014.47			JCT RTE 20			RTE 20 SPUR										
R014.47			BREAK IN ROUTE			AT R12.30										
R014.47			R1447 IS 1506			EQUATION										
_015.06			BREAK IN ROUTE			AT R17.40										
_015.06			JCT RTE 20			NEVC										
_021.24	17 0004	O	EXCELSIOR DITCH PUC	119			5.5	10.5	1	1.3			1918	1980	PPPPP	
R021.86	17 0007	O	SOUTH YUBA RIVER	205 502			312.7	17.1	16	0	1.5	1.5	1994		PPPPP	
_032.62			YUBA CO LINE													
R032.62	17 0009	O	MIDDLE YUBA RIVER	505			65.5	13.1	1	0			1994		PPPPP	

03-YUB-049

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_000.00			NEVADA CO LINE													
_009.37			SIERRA CO LINE													

03-SIE-049

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_000.00			YUBA CO LINE													
_002.51	13 0023	O	SIDEHILL VIADUCT	201			25.6	2.4	5	0			1981		PPPPP	
_002.65	13 0026	O	LAGER BEER SIDEHILL VIADUCT	201			53.0	4.9	8	0	1.2		1988		PPPPP	
R003.72	13 0002	O	NORTH YUBA RIVER	602			95.1	10.4	4	0	0.6	0.6	1964		PPPPP	
_004.58	13 0011	O	FIDDLE CREEK	204			31.4	9.3	3	0			1958		PPPPP	
_006.55	13 0022	O	SIDEHILL VIADUCT	101			40.8	2.4	1	0			1980		PPPPP	
_007.38	13 0019	O	SOUTH SIDEHILL VIADUCT	602			105.5	3.3	6	0			1976		PPPPP	
_007.47	13 0020	O	NORTH SIDEHILL VIADUCT	602			160.6	5.4	10	0			1976		PPPPP	
R012.24	13 0015	O	GOODYEARS CREEK	605			134.1	12.8	3	0			1972		PPPPP	
R012.79			R1279 IS 1321			EQUATION										
_015.69	13 0025	O	SADDLEBACK SIDEHILL VIADUCT	101			77.7	2.4	14	0			1986		PPPPP	
_016.75	13 0005	O	DOWNIE RIVER	310 302			43.3	4.2	2	0	0.1	0.1	1938	1992	XXXXX	
_024.03	13 0006	O	LADIES CANYON CREEK	302			7.0	8.3	1	0			1932	1947	PPPPP	
R032.90	13 0007	O	SALMON CREEK	205			76.8	10.6	3	0			1964		PPPPP	
R034.26	13 0010	O	HOWARD CREEK	119			8.8	11.0	2	0			1964		PPPPP	
_034.35			03435 IS 3442			EQUATION										



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 03

03-SIE-049

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_047.44			JCT RTE 89													
_047.44			BREAK IN ROUTE													
_047.45			BREAK IN ROUTE													
_047.45			JCT RTE 89													
_047.54	13 0008	O	SIERRAVILLE CREEK	500			10.4	14.6	1	0	0.1	0.1	1962		PPPPP	
_060.54	13 0013	O	SMITHNECK CREEK	219		LOY	13.7	12.8	3	0			1965		PPPPP	
_064.05			PLUMAS CO LINE													

03-YOL-050

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
_000.00			JCT RTE 80 EB													
_000.00			BET PM 0.0 &													
_000.00			3.16 IS SIGNED													
_000.00			AS BUS LOOP 80													
_000.20			JCT RTE 80 WB													
_000.35	22 0140R	U	ROUTE 80/50 SEPARATION	605	105	WSAC	121.6	12.5	4	5.23			1969		PPPPP	
_000.46	22 0141F	U	W80-E50 CONNECTOR OC	205		WSAC	480.4	10.4	14	5.21			1969		PPPPP	
_001.20	22 0108	U	HARBOR BLVD OC	505		WSAC	85.5	39.6	2	5.05	1.5	1.5	1969	2010	PPPGO	
_002.15			JCT RTE 275 EB													
_002.17	22 0102S	O	WESTACRE ROAD UC	201		WSAC	31.4	11.9	3	4.67	0.2		1966		PPPPP	
_002.18	22 0102	O	WESTACRE ROAD UC	201		WSAC	32.0	48.8	3	4.6			1951	1966	PPPPP	
_002.30			JCT RTE 275 WB													
_002.44	22 0129S	O	WEST SACRAMENTO OFF-RAMP SEP	402		WSAC	362.7	10.4	9	4.98			1966		PPPGG	
_002.46	22 0129S	U	WEST SACRAMENTO OFF-RAMP SEP	402		WSAC	362.7	10.4	9	4.98			1966		PPPGG	
_002.47	22 0103K	O	JEFFERSON BLVD UC	201		WSAC	24.1	10.1	2	4.72	0.6	0.6	1951		PPPPP	
_002.48	22 0106L	O	JEFFERSON BLVD UC	302	104	WSAC	139.9	16.2	4	6.35			1966		PPGOO	
_002.48	22 0106R	O	JEFFERSON BLVD UC	302	104	WSAC	129.2	16.2	4	4.88			1966		PPGGO *	
_002.49			JCT RTE 84													
_003.16			SACTO CO LINE													

03-SAC-050

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Min VC		Sidewalk Lt	Sidewalk Rt	Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr				Spans	over Rdway						
L000.00			YOLO CO LINE			SAC										
L000.00			BET PM L0.0 &			SAC										
L000.00			L2.48 IS													
L000.00			SIGNED AS BUS.													
L000.00			LOOP 80													
L000.01	24 0004L	O	SACRAMENTO RIVER VIADUCT	302		SAC	1934.3	16.2	39	5.33			1966	1971	PPGOO	
L000.01	24 0004L	U	SACRAMENTO RIVER VIADUCT	302		SAC	1934.3	16.2	39	5.33			1966	1971	PPGOO	
L000.01	24 0004R	O	SACRAMENTO RIVER VIADUCT	302		SAC	1934.3	16.2	39	4.74			1966	1971	PPGOO	
L000.01	24 0004R	U	SACRAMENTO RIVER VIADUCT	302		SAC	1934.3	16.2	39	4.74			1966	1971	PPGOO	
L000.01	24 4102	O	RAMP A2 - EB50 5TH STREET	302		SAC	207.6	10.4	5	5.01			1966		POOXX	



Structure Maintenance & Investigations



Log of Bridges on State Highways

October, 2014

DISTRICT 03

03-ED-089

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Lt	Rt					
R017.80	25 0105	○	EAGLE FALLS SIDEHILL VIADUCT	5502			103.6	4.7	4	0				1991		PPPPP	
_024.90	25 0019	○	MEEKS CREEK	119			7.6	10.4	2	0	1.5	1.5	1929		PPPPP		
_027.41			PLACER CO LINE														

03-PLA-089

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Lt	Rt					
_000.00			EL DORADO CO L														
_005.81	19 0034	○	WARD CREEK	201			15.8	10.2	2	0				1934		PPPPP	
_008.48	19 0033	○	TRUCKEE RIVER	104			37.2	10.2	4	0	0.2	1.5	1928		PPPPP		
_008.61			JCT RTE 28														
_013.06	19 0032	○	TRUCKEE RIVER	605			56.7	17.0	3	0				1990		PPPPP	
_014.21	19 0031	○	SQUAW CREEK	502			19.5	14.4	1	0	0.5	0.5	1958	1988	PPPPP		
_021.68			NEVADA CO LINE														

03-NEV-089

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Lt	Rt					
_000.00			PLACER CO LINE														
_000.13	17 0016	U	DONNER CREEK UP	111			7.6	0.0	1	4.24				1929			
_000.39	17 0015L	○	DONNER CREEK	104			8.2	12.2	1	0	0.3	0.3	1959		PPPPP		
_000.39	17 0015R	○	DONNER CREEK	104			8.2	12.2	1	0			1959		PPPPP		
R000.53	17 0029	U	ROUTE 80/89 SEPARATION	605			44.8	32.8	2	4.8				1991		PPPPP	
R000.53	17 0036	○	ROUTE 89/80 SEPARATION	605		TRK	68.3	19.8	2	5.01	1.5	1.5	1995		PPPPP		
_000.54			JCT RTE 80														
_000.54			BREAK IN ROUTE														
_000.55			BREAK IN ROUTE														
_000.55			JCT RTE 80 267														
_004.87	17 0078	○	PROSSER CREEK	204			39.9	13.3	3	0				1961	1991	PPPPP	
_008.70			SIERRA CO LINE														

03-SIE-089

Postmile	Bridge Number	OU	Structure Name or Route Information	Structure Types		City	Bridge Length	Width	Num Spans	Min VC		Sidewalk		Year Built	Year Wid/Ext	Permit Rating	P
				Main	Appr					over Rdway	Lt	Rt					
_000.00			NEVADA CO LINE														
_002.56	13 0009	○	LITTLE TRUCKEE RIVER	605			51.8	13.0	2	0				1982		PPPPP	
_015.06			JCT RTE 49 RT														
_015.30	13 0014	○	PERRY CREEK	101			5.5	6.8	1	99.99	0.2	0.2	1937		OOOOO		
_018.80	13 0021	○	TURNER CANYON	219			7.9	9.2	3	0	0.3	0.3	1975		PPPPP		
_019.96			JCT RTE 49 LT														
_022.70	13 0016	○	FLETCHER CREEK	219			9.1	14.8	3	0				1969		PPPPP	
_029.58			PLUMAS CO LINE														



Structure Maintenance & Investigations

Local Agency Bridge List

Sierra County

District 03

County of Sierra

October, 2014

Bridge Number	Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Suff Rating	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	On/Off Federal Aid System	On/Off NHS Highway	Permit Rating
13C0003	DOWNIE RIVER	PEARL STREET	DOWNIEVILLE	NBI Bridge	FO	47.8	72.44		1934	100	1	3.4	36	Off	Off	O0000
13C0006	NORTH FORK YUBA RIVER	NEVADA STREET	SOUTH OF SR 49	NBI Bridge	FO	43.4	69.84		1938	500	1	3.6	60	On	Off	O0000
13C0007	NORTH FORK YUBA RIVER	MOUNTAIN HOUSE RD	0.15 MI SOUTH OF SR 49	NBI Bridge		75.8	66.52		1936	100	1	3.7	66	On	Off	PPPPP
13C0017	ROCK CREEK	PORT WINE RIDGE RD	0.5 MI W JCT CNCL HILL RD	NBI Bridge		89.1	100		1961	25	2	5.5	9	Off	Off	PPPPP
13C0019	ROCK CREEK	PORT WINE RIDGE RD	10.6 MI N/E CHLNGE-LA PO	NBI Bridge		78.5	100		1961	25	1	4.3	9	Off	Off	PPPPP
13C0021	FIDDLE CREEK	BRANDY CITY ROAD	0.4 MI NORTH OF ROUTE 49	NBI Bridge		76.6	100		1959	150	2	6.7	32	Off	Off	PPPPP
13C0022	GOODYEARS CREEK	GOODYEARS CREEK RD	0.6 MI NORTH OF ROUTE 49	NBI Bridge		82.5	92.59		2007	50	2	7.3	23	Off	Off	PPPPP
13C0027	NORTH FORK YUBA RIVER	JIM CROW ROAD	JUST SOUTH OF ROUTE 49	NBI Bridge	SD	58.2	63.75		1963	50	1	4.2	23	Off	Off	PPPGG
13C0029	SALMON CREEK	PACKER LAKE ROAD	WEST OF GOLD LAKES ROAD	NBI Bridge	SD	50.5	61.5		1960	200	2	6.8	19	Off	Off	O0000
13C0031	NORTH FORK OREGON CREEK	MOUNTAIN HOUSE RD	9.9 MI SOUTH OF RTE 49	NBI Bridge		95.0	99.62		1966	75	2	7.1	16	Off	Off	PPPPP
13C0032	SOUTH FORK OREGON CREEK	MOUNTAIN HOUSE RD	9.94 MI SOUTH OF RTE 49	NBI Bridge		96.0	100		1966	100	2	7.1	11	Off	Off	PPPPP
13C0035	SOUTH BRANCH CARMAN CRK	WESTSIDE RD	NORTH OF CALPINE AREA	NBI Bridge		81.4	50		1950	670	2	0.0	10	On	Off	PPPPP
13C0036	MIDDLE BRANCH CARMAN CRK	WESTSIDE RD	5.9 MI N SR 89 & 49	NBI Bridge		92.4	66.67		1950	670	2	0.0	10	On	Off	PPPPP
13C0037	GOODYEARS CREEK	POST OFFICE SPUR	0.2 MI N OF SR 49	NBI Bridge		85.0	89.71		1954	50	2	7.3	31	Off	Off	PPPPP
13C0038	NORTH BRANCH CARMAN CRK	WESTSIDE RD	6.1 MI N SR 89 & 49	NBI Bridge		92.4	66.67		1950	670	2	0.0	19	On	Off	PPPPP
13C0039	EAST BRANCH SMITHNECK CR	RAILROAD AVENUE	1/4 MI SOUTH OF ROUTE 49	NBI Bridge	SD	89.9	100		1987	1000	2	9.8	9	Off	Off	PPPPP
13C0040	SAN JUAN CREEK	JIM CROW ROAD	0.8 MI FROM S.H 49	NBI Bridge	FO	46.2	66.26		1960	50	1	3.8	12	Off	Off	O0000
13C0042	LEMON CREEK	LEMON CANYON ROAD	1.4 MI E OF SH 49 NR SIE	NBI Bridge		84.9	100		1965	25	2	7.1	14	Off	Off	PPPPP
13C0043	WOODRUFF/ROCK CREEK	MOUNTAIN HOUSE RD	0.5 MI S OF S.H 49	NBI Bridge		65.1	74.7		1950	75	2	7.2	10	On	Off	O0000
13C0045	LAVEZZOLA CREEK	LAVEZZOLA ROAD	3.6 MI NORTH OF SR 49	NBI Bridge		75.4	98.45		1958	50	1	4.3	20	Off	Off	PPPPP
13C0046	NORTH FORK YUBA RIVER	WILD PLUM ROAD	0.7 MI EAST OF ROUTE 49	NBI Bridge	FO	48.3	98.93		1963	200	1	4.3	46	Off	Off	XXXXX
13C0048	WOODRUFF CREEK	MOUNTAIN HOUSE RD	0.5 MI S OF ROUTE 49	NBI Bridge		85.6	100		1970	110	2	7.3	13	On	Off	PPPPP
13C0050	ROCK CREEK TRIBUTARY	PORT WINE RIDGE RD	0.45 MI E COUNCIL HIL RD	NBI Bridge	SD	48.2	71.9	75	1970	25	1	3.9	7	Off	Off	PPPPP



Structure Maintenance & Investigations

Local Agency Bridge List

Sierra County

District 03

County of Sierra

October, 2014

Bridge Number	Feature Intersected	Facility Carried	Location	NBI Bridge	SD/FO Rating	Suff Rating	Health Index	PCI	Year Built	ADT	Lanes	Road Width	Length	On/Off Federal Aid System	On/Off NHS Highway	Permit Rating
13C0051	KANAKA CREEK	PLUMBAGO ROAD	1.6 MI SOUTH OF ALLEGHANY	NBI Bridge	FO	48.3	55.25	50	1985	20	1	2.7	29	Off	Off	XXXXX
13C0052	CEDAR GROVE RAVINE	PORT WINE RIDGE RD	0.3 MI S INTX ST LOUIS RD	NBI Bridge		68.2	58.25	50	1975	25	1	4.7	8	Off	Off	PPPPP
13C0053	SALMON CREEK	SALMON LAKE ROAD	JUST WEST OF GOLD LAKE RD	NBI Bridge	FO	50.0	60.93		1960	125	1	3.8	12	Off	Off	GGGGG
13C0054	CHEROKEE CREEK	BRANDY CITY ROAD	1.1 MI N INTX CR S490	NBI Bridge		72.8	89.23		1940	20	1	3.7	15	Off	Off	PPPPP
13C0055	DOWNIE RIVER	MAIN ST CR S500	IN DOWNIEVILLE	NBI Bridge	FO	76.6	100		1986	150	1	4.3	40	On	Off	PPPPP
13C0056	LITTLE TRUCKEE RIVER	OLD FIBREBOARD RD	S OF JACKSON MEADOW ROAD	NBI Bridge	SD	19.5	76.35		1986	300	1	3.7	17	Off	Off	XXXXX
13C0057	LITTLE TRUCKEE RIVER	HENNESS PASS ROAD	3 MI EAST OF WEBBER LAKE	NBI Bridge	FO	83.4	100		2002	340	1	4.9	27	Off	Off	PPPPP
13C0058	REIS RAVINE	SIERRA BUTTE ROAD	0.4 MI NORTH OF ROUTE 49	NBI Bridge		87.2	97.53		2005	150	2	7.3	15	Off	Off	PPPPP
13C0060	HOWARD CREEK	GOLD LAKE ROAD	JUST NORTH OF SR 49	NBI Bridge		97.9	100		2008	830	2	12.0	13	On	Off	PPPPP
13C0061	LITTLE TRUCKEE RIVER	OLD FIBREBOARD RD	S OF JACKSON MEADOW RD	NBI Bridge		99.2	100		2014	400	2	8.5	33	Off	Off	PPPPP

Appendix H
Caltrans Funding Chart

A Simplified Overview of Transportation Funding

Chart 1

