

2024 Regional Transportation Improvement Program



**Sierra County Transportation Commission
101 Courthouse Square
Downieville, CA 95936**

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

Insert executive summary narrative in the text field below.

The Sierra County Transportation Commission (SCTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Sierra County and the City of Loyalton, is responsible for selecting projects to receive a variety of state and federal funds. Projects which have been selected by the SCTC to receive funds over a five year period are included in the *Regional Transportation Improvement Program (RTIP)*. The RTIP is typically adopted every two years, with interim amendments made as needed. The RTIP serves two primary purposes: 1) a tool to assist in monitoring the delivery of state and federally-funded projects; and 2) the SCTC’s proposal to the California Transportation Commission (CTC) for the region’s share of funds from the State Transportation Improvement Program (STIP). Monitoring projects is especially critical due to the timely use of funds deadlines required by AB1012, SB45, the California Transportation Commission (CTC), and the Federal Highway Administration (FHWA) for most funding sources.

Section 2. General Information

Insert contact information in the text fields below.

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

Regional Agency Website Link:

<http://www.http://www.sierracounty.ca.gov/321/Transportation-Commission>

RTIP document link: [Regional Transportation Improvement Plan, SCTC](#)

RTP link: [Regional Transportation Plan, SCTC](#)

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

Name Bryan Davey
Title Executive Director
Email bdavey@sierracounty.ca.gov
Telephone 530-289-3201

- **RTIP Manager Staff Contact Information**

Name Suzanne Smith Title Executive Secretary
Address PO Box 98

City/State Downieville, CA
Zip Code 95936
Email ssmith@sierracounty.ca.gov
Telephone 530-289-3201 Fax 530-289-2828

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

Name Teresa Favila Title Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email teresa.favila@catc.ca.gov
Telephone 916-654-4254 Fax [Click here to enter text.](#)

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

A. What is the Regional Transportation Improvement Program?

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

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

SCTC develops the project list through the RTP process and programs the highest priority projects according to the criteria of the RTP and available County shares in the STIP. Using the RTP as a guide the Commission reviews projects and determines priorities based on available funding and the highest needs based on the current condition of the transportation system. It is the intention of the commission to program projects that have the best cost benefit ratio and will further the goals as defined in the RTP. The commission uses input from the public and the intimate understanding of the current conditions of the regional infrastructure to help develop the priorities. The Commission is very conscious of the limited RTP funds available and prioritizes projects that can leverage other funding sources to provide the greatest return on investment. This greatly extends the limited RTP funding and provides the greatest capital investment for this region. As set forth in the California Transportation Commission (CTC) STIP Guidelines, the RTIP is based on the regional transportation plan that has been developed and updated pursuant to deficiencies. While geographic equity is taken into consideration in development of the RTIP, as prohibited in the STIP Guidelines, programming in the RTIP was not based on a

formula distribution of the county share among agencies or geographic areas. **The 2024 RTIP is reflective of the Sierra County Regional Transportation Plan.**

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

No STIP projects have been completed during the 2022 RTIP cycle. SCTC did utilize the PPM funding to continue planning and monitoring to the RTIP, STIP and FTIP programs including the HBP and HSIP.

Project Name and Location	Description	Summary of Improvements/Benefits

Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

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

B. Public Participation/Project Selection Process

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

The public participation process starts in the development of the Regional Transportation Plan where all potential projects are considered in public meeting and surveys are circulated with stake holders and the general public. Once the RTP process is completed and projects have been prioritized in the public process the project section is then considered against available funding and the maximum benefit in

relation to the stated RTP goals, objectives, performance measures and policies. All SCTC meeting are public meetings with posted agendas. Projects are referred to advisory committees where public participation is used to develop project scope.

C. Consultation with Caltrans District (Required per Section 17)

Insert the Caltrans District Number in the text field below.

Caltrans District: 3

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

SCTC met with Caltrans on May 23, 2023 for the Annual Coordination Meeting in order to coordinate the RTIP projects planned for inclusion of the 2024 RTIP. SCTC currently intends to program no new projects and will carryover all the unprogrammed county shares. Caltrans was supportive of the proposed funding plan.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

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

STIP Un-programmed Share Balance \$28,000

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

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring	Planning, Programming and Monitoring	\$40,000
Gold Lake Road, Sierra County	Road Rehabilitation	\$(300,000)

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

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

Notes: [Click here to enter text.](#)

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

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

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

The is no request for ITIP funding in the RTIP

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 20G)..

N/A

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

Not Applicable

[Click here to enter text.](#)

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

Not Applicable

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

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

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

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

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Not Applicable

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

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

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

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

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

[Click here to enter text.](#)

Section 12. Regional and Statewide Benefits of RTIP

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

Sierra County is a remote rural region with generally no traffic congestion. Therefore, the development of a regional transportation model is not justified in Sierra County, nor is there funding available. Traffic counts are limited to Caltrans data collected on state highway segments. Although some transit

performance measures are available, Sierra County does not have a fixed route transit system. Rather, specialized van services operate in two portions of the county, providing transportation to mainly elderly and disabled residents. A more effective method of analyzing the performance and cost effectiveness of the 2024 RTIP is a qualitative description of how projects relate to the performance goals in the STIP guidelines as well as Sierra County 2020 RTP goals and performance measures.

As stated in the guidelines, RTIP projects should be consistent with the Policy Element of the RTP. Listed below are RTP goals and objectives which are relevant to RTIP projects and/or performance goals.

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

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.***

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

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.

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.***

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.***

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.***

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.***

As Sierra County does not have any major traffic congestion issues, capacity-increasing projects are not a high priority in the region. Roadway maintenance and rehabilitation is a top priority. The Sierra RTP identified the maintenance emphasis alternative as the preferred course of action for the region. This alternative focuses on maintenance of the existing system – roadway, bridges, transit, non-motorized (bicycle) and aviation facilities and programs. New capital projects will be initiated only if justified by

their merit and/or financing does not significantly deflect funding for maintenance and rehabilitation projects. The 2024 RTIP projects integrate the goals and performance measures.

Linkage of RTIP Projects to RTP and Performance Measures

Smithneck Creek Road Reconstruction

This project includes the pavement rehabilitation of distressed pavement from SR49 to the Sierra Brooks Community. Smithneck Creek Road is the only year-round access the Sierra Brooks Community and is a major recreational access point for the Toiyabe and Tahoe National Forests. Long term usage, freeze/thaw cycles and general erosion have led to deterioration of the road surface. Inconsistencies in the road fill with water and freeze during cold months have significantly degraded the road condition. The result, black ice, creates hazardous driving conditions.

- This project satisfies RTP Objective 2.1.1 and Objective 2.1.4. by programming improvements to the transportation system which will increase safety and prevent further deterioration of the existing system.
- Safety – This project will provide improvements in this performance indicator category with the improved road surface. Eliminating potholes which contribute to black ice problems in the winter also increases safety on Smithneck Creek Road.
- Accessibility – Smithneck Creek Road is the only winter-maintained access to the community of Sierra Brooks. This project will be constructed in conjunction with the addition of a class I bike lane greatly increasing pedestrian and bicycle access. Providing a safe and reliable access route to important goods and services for Sierra Brooks residents is important.
- System Preservation – This project is important for system preservation. Smithneck Creek Road is eroding and susceptible to flood damage. Poor drainage leads to failure of the road surface, increased deterioration of the substructure and increased costs to repair.

In addition to the reconstruction of Smithneck Road this project will provide bicycle and pedestrian facilities between SR 49 and the Sierra Brooks Subdivision. An additional spur will provide connection to Smithneck Creek County Park, south of the subdivision. This project proposes to construct a bicycle route along Smithneck Road (County Road S860) between State Route 49 and Smithneck Creek County Park. The proposed route will be Class II between State Route 49 and Antelope Valley Road, Class III through the Sierra Brooks subdivision, and Class II between Bear Valley Road and Smithneck Creek County Park. Dependent upon selected alignment alternative, the project may also include installation of a pedestrian crosswalk with advance signage at or near the intersection of State Route 49 and Smithneck Road.

- This project satisfies RTP Objective 1.1.1 and Objective 1.1.2 by programming this new facility in coordination with County and City priorities for to gain maximum benefits for residents of the region and reduce traffic impacts.
- This project satisfies RTP Objective 1.1.6 by creating a new trail that links a vital community with schools, services and recreation.

- Safety – This project will provide critical improvements of traffic separation for vehicles and non-motorized traffic including pedestrians. Eliminating these potential conflicts itself improves the safety on Smithneck Creek Road.
- Accessibility – Smithneck Creek Road is the only winter-maintained access to the community of Sierra Brooks. This project will greatly increasing pedestrian and bicycle access. Providing a safe and reliable access route to important goods and services for Sierra Brooks residents is important.

Overall Cost-Effectiveness

The greatest financial impact of the 2024 RTIP projects would be associated with not completing the roadway and bicycle rehabilitation projects. Without these projects, vital elements of the regional roadway network would become functionally obsolete, adding to local transportation costs and increasing travel impacts on the county roadway system.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		

	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

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

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

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

Section 14. Project Specific Evaluation (Required per Section 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

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

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

by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

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

Project Programming, Planning and Monitoring. This will be utilized to further the goals and objectives of the current RTP including researching alternative resources to continue the currently programmed and underfunded projects.

Smithneck Road Rehabilitation and Bike Path The project provides for the rehabilitation of Smithneck Creek Road from SR 49 to Antelope Valley Road (9,350 linear feet). The existing roadway is 26 feet wide (two 12 foot wide lanes) with 7 foot graded unpaved shoulders. The proposal is to pulverize, grade and compact the existing roadway section to a depth of 6 inches and place 0.35 feet of asphalt concrete, 28 feet wide. This will provide a 24 foot wide travelled way with two foot paved shoulders and five foot graded shoulders. Incidental work will include the installation of recessed centerline markers and a striped centerline and edge lines. See attached Map.

F. Appendices

Section 16. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

Section 17. Board Resolution or Documentation of 2024 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	01/04/2024 12:20:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		0323000216	0L04	Sierra County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sierra County						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Bryan Davey			530-289-3201	bdavey@sierracounty.ca.gov		
Project Title						
Planning, Programming and Monitoring						

Location (Project Limits), Description (Scope of Work)
 County wide planning, programming,

Component	Implementing Agency				
PA&ED					
PS&E					
Right of Way					
Construction	Sierra County Transportation Commission				
Legislative Districts					
Assembly:	1	Senate:	1	Congressional:	3
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)				07/01/2024	07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

Date 01/04/2024 12:20:49

Purpose and Need

Project Planning, Programming, and Monitoring

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	392

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Sierra County			0323000216	0L04

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Sierra County Transportation Commi
R/W									
CON	964	20	20	20				1,024	Sierra County Transportation Commi
TOTAL	964	20	20	20				1,024	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	964	28	29	29	29	27		1,106	
TOTAL	964	28	29	29	29	27		1,106	

Fund #1:	RIP - National Hwy System (Committed)	Program Code
		20.30.600.670

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Sierra County Transportation Commi
PS&E									\$71 CON voted 07/16/98
R/W SUP (CT)									\$68 CON voted 07/01/99
CON SUP (CT)									\$128 CON voted 04/03/03
R/W									\$100 CON voted 02/26/04
CON	964	20	20	20				1,024	\$21 CON voted 03/16/06
TOTAL	964	20	20	20				1,024	\$42 CON voted 09/07/06

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	964	28	29	29	29	27		1,106	\$43 CON voted 07/26/07
TOTAL	964	28	29	29	29	27		1,106	\$54 CON voted 09/25/08

Complete this page for amendments only

Date 01/04/2024 12:20:49

District	County	Route	EA	Project ID	PPNO
03	Sierra County			0323000216	0L04

SECTION 1 - All Projects

Project Background

adding PPM for 27/28 in 2024 RTIP

Programming Change Requested

Reason for Proposed Change

adding PPM for 27/28FY

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

adding PPM for 2024 RTIP

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/13/2023 14:05:12
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03			3212	Sierra County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sierra County					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Bryan Davey			530-289-3201	bdavey@sierracounty.ca.gov	

Project Title

Gold Lake Road Flap Match

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

In Sierra County near Sierra City, on Gold Lake Road from mile post 0.00 to the end mile post 7.92, full depth overlay of roadway for the entire width of the roadway, work include new traffic paint and signs as needed.

The FLAP component of this project was not awarded, and the project is no moving forward

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

Legislative Districts

Assembly:	1	Senate:	1	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/01/2022
Circulate Draft Environmental Document Document Type CE/CE		
Draft Project Report		09/01/2022
End Environmental Phase (PA&ED Milestone)		09/01/2022
Begin Design (PS&E) Phase		09/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		09/01/2022
Begin Right of Way Phase		09/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		09/01/2022
Begin Construction Phase (Contract Award Milestone)	06/01/2026	06/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	11/30/2026	11/30/2026
Begin Closeout Phase	06/01/2027	06/01/2027
End Closeout Phase (Closeout Report)	08/01/2027	08/01/2027

Date 11/13/2023 14:05:12

Purpose and Need

Sierra and Plumas Counties were awarded a Federal Lands Access Grant for full reconstruction of Gold Lake Road. The funds programmed for this project is the required match to the FLAP grant. Gold Lake Road is the main access point to the Lake Basin area from both Sierra and Plumas County. This is an extremely popular recreation area in the Tahoe and Plumas National Forests. Gold Lake Road is degraded to a point of near failure in both counties and this project will restore the road to a new condition.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 3	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	7.92

Date 11/13/2023 14:05:12

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	46	54
			Rating	Good	Poor	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sierra County Transportation Commi
PS&E	10							10	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10							10	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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Date 11/13/2023 14:05:12

District	County	Route	EA	Project ID	PPNO
03	Sierra County				3212

SECTION 1 - All Projects

Project Background

The Federal Lands Access Program (FLAP) did not fund this project after the Project Selection Committee. The project is currently not funded and is not progressing at this time.

Programming Change Requested

Remove all programmed RIP funding for this project and return to County Shares

Reason for Proposed Change

FLAP project was not selected and there is not funding for this project.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

no funding

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Project is being de-obligated.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

2024 RTIP

Total County Share, June 30, 2022	5,081
Less 2021-2022 Allocation and closed projects	-41
Less projects Lapsed July 1, 2021 - June 30, 2022	0
Less Programmed Projects	0
Total County Share, June 30, 2023	5,040

Sierra

Agency	Rte	PPNO	Project	Total	Prior	2024 STIP					Project Totals by Component				R/W Sup	Con Sup	Total
						23-24	24-25	25-26	26-27	27-28	28-29	R/W	Const	E&P			
					0												
					0												
Highway Projects:																	
			3212 Gold Lake Road FLAP Match	-300					-300								
			3213 Smithneck Road Rehabilitation w/bike lane	4,631	631				4000								
Sierra LTC		OL04	Planning, programming, and monitoring	163		21	28	29	29		29		27				163
			Subtotal, Highway Projects	4,494		21	28	29	3,729			0	3,863				4494
COVID Programming, Sierra, Projects:																	
			3212 Gold Lake Road FLAP Match														
			3213 Smithneck Road Rehabilitation w/bike lane	219	219												
			Subtotal, COVID Projects	219	219	0	0					0	200				219
Balance of STIP County Share, Sierra																	
			Amount carried forward from 2022 RTIP	5,040													
			2024 STIP Fund Estimate Formula Distribution	1,106													
			Total de-programmed projects added to share total	-271													
			Total Now Programmed deducted from share total	4,494													
			Un-programmed Share Balance	1,652													
			Share Balance Advanced or Overdrawn	0													
COVID Programming, Sierra																	
			Target 24-25	229													
			Total Programmed or Voted Since Jul1, 2022	219													
			Recinded Shares as of June 30, 2023	-10													
			Share Balance	0													
Combined Balance of STIP County Share, Sierra																	
			Total Available Programming for 2024 RTIP	6,365													
			Total New Programming for 2024 RTIP	-271													
			Share Balance Advanced or Overdrawn	0													