

**SIERRA COUNTY TRANSPORTATION COMMISSION
P. O. BOX 98 – DOWNIEVILLE, CALIFORNIA 95936**

COMMISSIONERS

*PAUL ROEN –CHAIRMAN
SCOTT SCHLEFSTEIN
PETER W. HUEBNER
PATRICIA WHITLEY*

*MARIANNE MOORE-VICE CHAIR
ERNIE TEAGUE
MARK MARIN
JAMES BEARD, ALTERNATE*

**WEDNESDAY
MARCH 23, 2016
10:00 A.M.**

**SIERRAVILLE SCHOOL
305 SOUTH LINCOLN
SIERRAVILLE, CALIFORNIA**

AGENDA

Matters under the jurisdiction of the Commission, and whether or not on the posted agenda, may be addressed by the general public during the Public Comment Opportunity time. No action may be taken or substantive discussion pursued on matters not on the posted agenda.

- 1. Call to Order and Roll Call - 10:00 a.m.**
- 2. Pledge of Allegiance**
- 3. Election of 2016 Chair and Vice-Chair**
- 4. Approval of Agenda**
- 5. Approval of Minutes of October 29, 2015**
- 6. Announcements**
- 7. Public Comment Opportunity**

8. Transit Issues

A. Discussion and report on status of Transit Funds, including midyear fund estimate, and anticipated appropriation for transit providers of Local Transportation Funds, as well as current state of transit services

B. Resolution approving Program of Projects (POP) for 15-16 FTA 5311 Grant Funding

C. Resolution approving Section 5311 Transit Grant Application and authorizing Executive Director to execute application and related documentation and authorizing County Counsel to execute Certifications and Assurances for Fiscal Year 16 Transit Funding

D. Ratification of the schedule for annual Public Hearing to receive input on Unmet Transit Needs

E. Ratification of the Social Services Transportation Advisory Committee Roster for 2016

9. Overall Work Program

A. Report on status of the Overall Work Program Budget for the current fiscal year

- Page 21 B. Adopt resolution approving amended OWP of the Fiscal Year 2016
- Page 23 C. Report on status of draft Overall Work Program for Fiscal Year 2017
- Page 51 **10. STIP Update**
- A. Report on current state of State Transportation Improvement Program Funding
 - B. Discussion and direction on State Route 89 Turnout Project pertaining to the potential to have Caltrans advance funds for the project if it is deleted from the STIIP
- Page 54 C. Resolution opposing deletion of STIP Projects
- Page 66 D. Consideration and approval of letter to members of the California State Legislature regarding the transportation funding crisis
- Page 68 E. Discussion on California Road Charge Pilot Program
- Page 73 **11. Transportation Issues and Project Status Reports**
- A. Bicycle Trail Project and Smithneck Creek Road Rehabilitation
 - B. Discussion on prioritization of Campbell Hot Springs-Lemmon Canyon Road for potential paving including relationship between the Sierra Hot Springs development project and the condition of the road
 - C. Bridge Projects: Jim Crow, Salmon Lake Road, Packer Lake Road, Plumbago Creek
 - D. Low Water Crossing
 - E. State Route 89 Issues
 - F. Speed Feedback Signs
 - F.1 Correspondence from Lorie Horner and Community Members regarding speed feedback signs for City of Loyalton.
 - G. Other Transportation Issues
- 12. CALTRANS Report**
- 13. Schedule Next Meeting**
- 14. Adjourn**

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THURSDAY
OCTOBER 29, 2015
10:00 A.M.

SIERRAVILLE SCHOOL
305 SOUTH LINCOLN
SIERRAVILLE, CALIFORNIA

MINUTES

1. CALL TO ORDER AND ROLL CALL:

The meeting was called to order at 10:00 a.m. by Chairman Paul Roen. A quorum was established.

Roll Call

Commissioners Present: Huebner; Marin; Moore; Schlefstein; Teague; Roen

Commissioners Absent: Whitley

A Quorum was established.

Staff Present: Bryan Davey, Transportation Planner; Miriam Dines, Executive Secretary; Tim Beals, Executive Director

2. PLEDGE OF ALLEGIANCE: Led by Commissioner Huebner.

3. APPROVAL OF AGENDA:

Commission Action: Commissioner Huebner moved to approve the agenda; seconded by Commissioner Moore. Motion was approved unanimously by roll call.

4. APPROVAL OF MINUTES:

Commission Action: Commissioner Huebner moved to approve the June 23, 2015 minutes; seconded by Commissioner Moore. Motion was approved unanimously by roll call.

5. ANNOUNCEMENTS: Commissioner Schlefstein thanked the Commission for their flexibility in scheduling the meeting.

6. PUBLIC COMMENT: No public comment was given.

7. TRANSIT ISSUES:

Bryan Davey stated that normally he would present and update on transit funding, however due to a power outage he had no access to the report in order to present exact figures. He did state that funding is coming in at normal levels and everything is moving along in transit.

Commissioner Huebner questioned how the Commission or County might apply for a grant for Long Valley Road. Discussion ensued with the following points made: 1. It costs approximately \$1,000,000 per mile to pave a road; 2. Long Valley Road receives more attention than any other County road; and 3. The County is at a point with that road that they can't do any more maintenance wise.

Mr. Beals discussed the concept of having a meeting with the United States Forest Service regarding recreational traffic to Crystal Peak and Dog Valley, stating that it has good possibilities for a Federal Lands Access Program (FLAP) application. Apparently the USFS has requested that Sierra County consider relocating the County road to an upper road which was offered in a subdivision map in the 1980s (Pine valley Ranch). The road condition is poor, and the alignment is poor, and it is likely not a good option. Mr. Beals recommends that we start with the Board of Supervisors and try to schedule a meeting with the USFS regarding this road.

8. FINANCIAL WORKSHOP

Commissioner Whitley requested that the staff present an overview of available transportation funds. Mr. Davey presented an overview of available transportation funding prepared by Caltrans that lays out all funding sources.

Mr. Davey explained that what the SCTC has the most control over is the State Transportation Improvement Program (STIP) funds. Mr. Davey further explained other funds such as Rural Planning Assistance (RPA) funds which are used for our transportation planning such as the Regional Transportation Improvement Program, the Regional Transportation Plan, the Bicycle Plan and so forth, and discretionary programs and competitive grant programs such as Active Transportation Plan (ATP) which used to be Safe Routes to Schools. It used to be that there was a requirement that we had to spend a certain percentage of STIP funds on Transportation Enhancement (TE) projects, which is how the visitor centers were constructed, now, however, under MAP-21 it is all rolled together and we must compete for grants. Ten percent of the funds are set aside for very rural, frontier counties, but it is competitive and thus far we have not had success.

Mr. Davey explained transit funding sources which are the 1/4% sales tax and gas tax that goes into the Local Transportation Fund (LTF), as well as the Federal Transit Administration funds from which the transit program receives \$40,000 annually. LTF can be used for transportation projects (if we meet requirements of conducting unmet needs analysis every year) however there has not been any kind of funding surplus in LTF, therefore it has historically been a transit reserve.

Commissioner Schlefstein questioned the funding on the bike path project, regarding what happens when we get to the point where we're supposed to commence the project and we're underfunded. Mr. Davey explained that at this point there is \$1,049,000 that has not been programmed in the Regional Transportation Improvement Program. Apparently a FLAP application is better if a project is not already completely funded. Mr. Davey reported that he did finally receive some feedback on the SCTC's FLAP application from last April and it turns out that we were one spot away from an award. The recommendation was that we need to show more economic benefits in connection with the grant application.

Mr. Beals stated that annually the Board of Supervisors and City Council need to review project priorities. He also suggested that the budget be evaluated to determine if there are any funds to obtain a grant writer to secure funds for projects.

Discussion ensued regarding placing the concept of a grant writer on the next agenda for further discussion, as well as prioritizing for projects such as Lemmon Canyon Road, the Gold Lake Road.

In discussing how the County and City might help supported it was pointed out that transportation dollars are very lean, and that Sierra County's Road Department are working under very strained conditions with 1/3 of the personnel needed to do 1/2 of what they should be doing.

9. OVERALL WORK PROGRAM

Mr. Davey reported that work under the current OWP is progressing as expected and we're preparing to submit a 1st quarter invoice.

10. FEDERAL APPORTIONMENT EXCHANGE PROGRAM FUNDING

Mr. Davey explained the approximate \$27,000 in Federal Apportionment Exchange Program Funding, noted that we have used it thus far on speed feedback signs. The County has had many requests to get some speed feedback signs installed on Smithneck Creek Road and if the request is approved to utilize the next round of Federal Apportionment Exchange funding in this manner, the County will purchase and install the signs in advance of the funding, anticipating reimbursement when the funds come through.

Commission Action: Commissioner Huebner moved to adopt a resolution authorizing utilization of the Federal Apportionment Exchange Program Funding for a Highway Safety Project of installation of radar speed feedback signs on Smithneck Creek Road; seconded by Commissioner Schlefstein. Motion was carried unanimously by roll call.

11. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Davey stated that this had been thoroughly discussed during the earlier discussion on projects, and all funds available have been programmed and is either Planning, Programming and Monitoring (PPM) or the two currently prioritized projects. There is \$1,049,000 in unexpended funds, and at this point the California Transportation Commission is not allowing us to program, therefore the proposal for the next RTIP is essentially no change, except to add an additional year of PPM.

Commission Action: Commissioner Schlefstein moved to adopt a resolution approving the 2016 RTIP; seconded by Commissioner Huebner. Motion was carried unanimously by roll call.

12. PLANNING, PROGRAMMING AND MONITORING

Mr. Davey explained that the proposed agreement from the State of California is the funding agreement for the next round of PPM in the amount of \$16,000.00.

Commission Action: Commissioner Huebner moved to adopt a resolution approving the STIP Planning, Programming, & Monitoring Program Fund Transfer Agreement with the

State of California for PPM for Fiscal Year 2016; seconded by Commissioner Moore. Motion was carried unanimously by roll call.

13. TRANSPORTATION ISSUES AND PROJECT STATUS REPORTS

A. Bicycle Trail Project and Smithneck Creek Road Rehabilitation: Status covered under previous discussion.

B. Bridge Projects: Currently we have 5 bridges in the process of getting replaced or rehabilitated. All projects are progressing as planned.

C. State Route 89 Turnouts: The project has been pushed out a year by Caltrans due to financial constraints.

D. Speed Feedback Signs: Location of the signs to be installed on Smithneck Creek Road was discussed, and Mr. Davey reported that a woman in Sierra City wanted the County to move the sign on the east side of the community. It has been verified with Caltrans that the sign is within Caltrans Right of Way.

14. CALTRANS UPDATE: Commissioner Marin compliments Caltrans on the State Route 89 overlay toward Truckee.

Commissioner Schlefstein made inquiry as to what plans are in the works for rehabilitation State Route 70 from Vinton to 395. Dianira Soto will follow-up on this.

Mr. Beals questioned Ms. Soto on the Turnouts project, expressing dissatisfaction with the project being pushed out, and also the absence of communication of this to a project sponsor. SCTC dedicated \$750,000 to this project.

Commissioner Huebner stepped out of the meeting at 10:55 a.m.

Commission Action: Commissioner Moore moved to authorize a letter on behalf of the SCTC to Caltrans (Tom Brannon) regarding the turnout project delay, including the lack of communication on this cooperative project; Seconded by Commissioner Moore. Approved unanimously by roll call with Commissioner Huebner absent.

Commissioner Huebner returned to the meeting at 10:57 a.m.

Mr. Beals discussed the perception that District 3 seems to have floating standards, i.e., a different set of rules than other Caltrans districts.

Mr. Beals also discussed wild-life collections and deer kill rates and questioned the level of interest in possibly purchasing and installing signs with flashing lights about them to call attention to wildlife.

Commissioner Schlefstein discusses whether there could be Office of Traffic Safety funding available for a portable law enforcement speed trailer (that has text capabilities).

15. SCHEDULE NEXT MEETING

The next meeting will be conducted in Sierraville on December 17, 2015 at 1:00 p.m.

16. ADJOURNMENT

Commission Action: A motion to adjourn was made by Commissioner Huebner; Seconded by Commissioner Moore. Approved by acclamation the meeting was adjourned by Chairman Roen at 11:09 a.m.

Paul Roen, Chairman
Sierra County Transportation Commission

ATTEST:

Miriam B. Dines, Executive Secretary

Sierra County Transportation Commission
Meeting: March 23, 2016
Agenda Item 8 - Transit Issues

A. Discussion and report on status of Transit Funds, including midyear fund estimate, anticipated appropriation for transit providers of Local Transportation Funds, as well as current state of transit services. This is a standing agenda item, no action required.

B. Resolution approving Program of Projects (POP) for 15-16 FTA 5311 Grant Funding

Program of Projects (POP) is required yearly in order to program the funds we will request from the Federal 5311 Transit Assistance Program, which equates to \$40,000 in operating assistance. The POP is required to be approved by the SCTC.

Recommended Action: Adopt Resolution approving Program of Projects (POP) for 15-16 FTA 5311 Grant Funding. (Resolution 2016-01).

C. Resolution approving Section 5311 Transit Grant Application and authorizing Executive Director to execute application and related documentation and authorizing County Counsel to execute Certifications and Assurances for Fiscal Year 16 Transit Funding

The Federal Transit Administration makes funding available for purposes of reimbursement of operating expenses for the transit van operations. An authorizing resolution is required for each application cycle. This application is for funds for the 2015-2016 fiscal year.

Certifications and Assurances are a pre-application requirement for any entity that is intending to apply for federal funding, essentially affirming to the funding entity that the applicant is in compliance with 24 Federal programs if they are applicable. This also authorizes the Executive Director to execute the Certs and Assurances, which then must be signed by the applicant's attorney, in this case County Counsel, James Curtis.

Recommended Action: Adopt Resolution authorizing the Chairman or Executive Director to execute Federal Transit Authority Section 5311 applications, agreements, and payment requests, and authorizing County Counsel to execute Certifications and Assurances on behalf of the SCTC for Fiscal Year 2015 Transit Funding. (Resolution 2016-02)

Sierra County Transportation Commission
Meeting: March 23, 2016
Agenda Item 8 - Transit Issues Continued

D. Ratification of the schedule for annual Public Hearing to receive input on Unmet Transit Needs.

The Transportation Development Act charges SCTC with the responsibility of annually determining if there are transit needs that are unmet and could be reasonably met. To this end an “Unmet Transit Needs” hearing must be conducted each year, and there is a required 45 day public notice for this hearing.

Recommended Action: Motion to approved scheduled Unmet Transit Needs Hearing for May 25, 2016 at 10:10 am in Loyalton.

E. Ratification of the Social Services Transportation Advisory Council Roster for 2016

Legislation was passed in 1987 to establish a Social Services Transportation Advisory Council (SSTAC) per Section 99238 of the Public Utilities Code. The purpose of the Council is to provide input for the Unmet Needs process.

This group meets a minimum of once per year prior to the Unmet Transit Needs Hearing and serves as the Citizens’ Advisory Committee on transit and transportation needs.

1. Commissioner Patricia Whitley, SCTC
2. Commissioner Marianne Moore, Transit Representative
3. Lori Wright, Incorporated Senior Citizens Representative
4. Rodney Ferguson, Community Representative
5. John Funk, Golden Rays Senior Citizens Representative
6. Darden Bynum, Sierra County Human Services Representative
7. Tom Schumann, Community Representative
8. Bryan Davey, Transportation Planner
9. Miriam Dines, Executive Secretary SCTC

Recommended Action: Motion to approved current SSTAC Roster for 2016.

SIERRA COUNTY TRANSPORTATION COMMISSION
IN THE MATTER OF APPROVAL
OF THE PROGRAM OF PROJECTS FOR
PROGRAMMING FEDERAL 5311 TRANSIT ASSISTANCE
FOR FISCAL YEAR 2016

Resolution 2016-01

WHEREAS, the Program of Projects (POP) is required annually to program funds that will be requested from the Federal 5311 Transit Assistance Program; and,

WHEREAS, for Fiscal Year 15-16, \$48,000 in operating assistance funding is available; and,

WHEREAS, it is a requirement that the Sierra County Transportation Commission approve the Program of Projects for these transit funds.

NOW, THEREFORE, BE IT RESOLVED that the FY 2016 Program of Projects for Federal 5311 Transit Assistance Funding is hereby approved and staff is hereby authorized to submit the Program of Projects on behalf of the Sierra County Transportation Commission.

ADOPTED by the Sierra County Transportation Commission on the **23rd day of March, 2016**, by the following vote:

AYES: _____
NOES: _____
ABSTAINED: _____
ABSENT: _____

, CHAIRPERSON
Sierra County Transportation Commission

ATTEST:

Miriam B. Dines, Executive Secretary to the Commission



**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF RAIL & MASS TRANSPORTATION
Rural Transit and Intercity Bus Branch**

**FEDERAL TRANSIT ADMINISTRATION (FTA)
SECTION 5311 REGIONAL PROGRAM OF PROJECTS (POP)**

FEDERAL FISCAL YEAR 2016



All Section 5311, 5311(f), and Rural CMAQ Transit Applications and POPs are due April 15th, 2016.
However, if there are issues meeting the deadlines, please notify your HQ Liaison as soon as possible.

FEDERAL FISCAL YEAR 2016
Section 5311 Program of Projects (POP)

Regular 5311 JARC 5311 CMAQ

(A) Available Funding:

	Carryover:	(+)	<u>0</u>
	<i>Estimated</i> Apportionment [FFY 2016]:	(+)	<u>48000</u>
	(A) TOTAL FUNDS AVAILABLE:	=	<u>48000</u>

(B) Programming (POP): Complete Parts I and II

			<i>Federal Share</i>
Part I. Operating Assistance - Total:	(+)	<u>48000</u>	
Part II. Capital - Total:	(+)	<u> </u>	
(B) Total [Programmed]:	(=)	<u>48000</u>	

(C) Balance

			<i>Federal Share</i>
(A) Total Funds Available:	(+)	<u>48000</u>	
(B) Total [Programmed]:	(-)	<u>48000</u>	
* Balance:	(=)	<u>0</u>	

***BALANCE – Regional Apportionment Funds ONLY:**

- o Please Note -
 - funds must be programmed in subsequent year
 - final approval to be determined by the Department
- o Request/Letter to carryover funds should include -
 - justification for programming postponement
 - purpose and project plan
 - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAO, STP or Federalized STIP): Complete Part III (For reference only).

Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation will receive a conformation once the transfer is completed.

			<i>Federal Share</i>
(D) Part III. Flex Fund - Total:		<u> </u>	

FUNDING SUMMARY

			<i>Federal Share</i>
(B) Regional Apportioned - Total [Programmed]:	(+)	<u>48000</u>	
(D) Flex Fund - Total:	(+)	<u>0</u>	
GRAND TOTAL [Programmed]:	(=)	<u>48000</u>	

Contact Person/Title: Bryan Davey / Assistant Engineer Date: 2/23/2016
 Phone Number: 530-289-3201

PART IV. Vehicle Replacement Information

State Contract Local Purchase Piggyback Other Explain: _____

Vehicle Description							
Type	Number of Passengers	Fuel Type	Length	VIN. #	In Service Date	Current/End Mileage	Disposition Date

INSTRUCTIONS

PART I – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third party contracts must contain federal clauses required under FTA Circular 4220.1E and approved by the State prior to bid release. .
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.

- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1E and approved by DRMT prior to bid release.

PART III. Section 5311 FLEXIBLE FUNDS [i.e. CMAQ, STP, or Federalized STIP*] if applicable:

- Request for transfer will be applied for directly through the District - Local Assistance District Engineer, and Headquarters' Division of Local Assistance. Division of Rail & Mass Transportation (DRMT) will receive a confirmation once the transfer is completed.
- Funding split: 11.47% Local Share and 88.53% Federal Share. CMAQ may be funded up to 100% at the discretion of the Regional Planning Agency/MPO.

PART IV. Vehicle Replacement

- For each vehicle identified as replacement and/or expansion of fleet in sections II and/or III the following information is required: type (van, bus, trolley, type 1, 2, 3, 4, etc), vehicle identification number (VIN #), vehicle length (i.e. 35 ft.), passenger capacity, fuel type, in service date, current/end mileage, disposition date, and procurement type (i.e. State contract, local procurement, piggyback, etc).

FEDERAL FISCAL YEAR 2016: All Flexible (CMAQ) CAPITAL funded projects - a complete 5311 application is required at the time a POP is submitted. **POP and application should be submitted by April 15, 2016.** Part II of the application (Regional Certifications and Assurances) must be complete (i.e. signature, specific project programming information).

SIERRA COUNTY TRANSPORTATION COMMISSION

**IN THE MATTER OF
AUTHORIZING FEDERAL FUNDING APPLICATION
UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311) WITH
CALIFORNIA DEPARTMENT OF TRANSPORTATION
FOR OPERATING ASSISTANCE**

Resolution 2016-02

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and,

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and,

WHEREAS, the Sierra County Transportation Commission desires to apply for said financial assistance to permit operation of service in Sierra County; and,

WHEREAS, the Sierra County Transportation Commission has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED that the Sierra County Transportation Commission does hereby authorize Tim H. Beals, Executive Director, to file and execute applications on behalf of the Sierra County transportation Commission with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1) as amended.

That Tim H. Beals, Executive Director, is authorized to execute and file all certifications of assurances, contracts or Agreements or any other document required by the Department.

That Tim H. Beals, Executive Director, is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 project.

That Tim H. Beals, Executive Director, is authorized to submit and approve requests for reimbursement of funds from the Department for the Section 5311 project.

That Jim Curtis, Sierra County Counsel, is hereby authorized to sign the required certifications and assurances for the 2016 Fiscal Year FTA 5311 Funding.

PASSED AND ADOPTED by the Sierra County Transportation Commission on the **23rd day of March, 2016**, by the following vote:

AYES: _____
NOES: _____
ABSTAINED: _____
ABSENT: _____

, CHAIRPERSON
Sierra County Transportation Commission

ATTEST:

Executive Secretary to the Commission

PUBLIC HEARING NOTICE

The Sierra County Transportation Commission shall conduct a public hearing at 10:10 a.m. on Wednesday, May 25, 2016 at the Loyalton Social Hall, Loyalton, California for the purpose of:

1. Identification of ***UNMET TRANSIT NEEDS IN SIERRA COUNTY***; and
2. Establishing definition of those transit needs that are ***REASONABLE TO MEET*** during fiscal year 2016-2017.

The public is invited to attend and encouraged to participate.

Posted: March 24, 2016
Published: March 24, 2016

**Sierra County Transportation Commission
Meeting: March 23, 2016**

12. OVERALL WORK PROGRAM

- a. Discussion and report on status of the Overall Work Program Budget for the current fiscal year.**

This is a standing agenda item.

- b. Adoption of resolution approving budget amendment number 1 in order to make corrections to the 2014-15 SCTC Budget.**

The reason for the amendment is that after reconciliation of the current charges for the OWP we discovered that our original budget would need to be adjusted to conform to our actual expenses. Below is a summary of the changes and attached is the summary of actual expenses to date with the current budget and after the budget amendment.

Work Element 1 revised from \$16,000 to \$15,000
Work Element 3 revised from \$20,000 to \$3,000
Work Element 3 revised from \$3,000 to \$15,000
Work Element 6 revised from \$10,500 to \$10,000
Work Element 7 revised from \$35,000 to \$41,500

The end result of the adjustments is \$0 to the actual budget of \$125,500. The adjustment is neutral as each increase was offset by an equal decrease in other work elements.

Recommended Action: Adopt Resolution 2016-03 amending the 2015 OWP Budget as presented.

- c. Report on draft Overall Work Program for Fiscal Year 2017**

Draft OWP for 2017 has been submitted to Caltrans and is provided here for review. It will be presented to the Commission for final approval, incorporating any necessary corrections and revisions, on May 25, 2016.

SIERRA COUNTY TRANSPORTATION COMMISSION

**IN THE MATTER OF AMENDING THE
OWP and THE SCTC BUDGET
FOR FISCAL YEAR 2015/16**

Resolution 2016-03

BE IT RESOLVED that the Sierra County Transportation Commission hereby approve the Overall Work Program for 2015/16 as amended including amendment to the SCTC budget to correct and reflect budget expenditure categories with actual expenditures amounts as shown on the attached Exhibit "A" .

ADOPTED by the Sierra County Transportation Commission on the **23rd day of March, 2016** by the following vote:

AYES: _____
NOES: _____
ABSTAINED: _____
ABSENT: _____

, Chairperson
Sierra County Transportation Commission

ATTEST:

Miriam B. Dines, Executive Secretary to the Commission

2016 OWP Budget Summary

ESTIMATE OF AVAILABLE FUNDS FOR LTF & STA 2015 FY

(Based upon Sierra County Auditor 2015FY midyear estimate)

LTF (FUND 855)

2015 FY Ending Estimated Balance on1/12/2015	\$41,362	
2016FY Estimated LTF	\$40,000	
Total Estimate Fund 855		\$86,362

Other Transit Assistance (FUND 055)

Section 5311 2016 FY	\$40,000	
PTMISEA Capital	\$16,746	
Section 5339 Capital	\$89,867	
Total Estimate Fund 055		\$146,613

STA (FUND 854)

2015 FY Ending Estimated Balance on1/12/2015	\$36,959	
2016FY Estimated -STA	\$15,000	
Total Estimate Fund 854		\$51,595

Transit funds Balance \$284,934

TRANSPORTATION PLANNING (FUND 853)

Estimated OWPA fund for 2014 FY Rural Planning Assistance	\$125,500	
2013 FY Carryover of Rural Planning Assistance	0	
Sub Total RPA Funds		\$125,500

Estimated PPM - PPM is estimated at figure shown in 2014 STIP	\$16,000	
Prior years PPM - PPM fund not spent in previous years	\$27,000	
Sub Total PPM Funds		\$43,000

Total RPA & PPM Funds \$168,500

TOTAL ESTIMATED SCTC BUDGET \$453,434

	(RPA) 853	LTF 855	5311 055 PTMISEA	STA-854	PPM/STIP 853	Total all Accounts
Work Element 1	\$15,000	\$1,000	\$0	\$0		\$16,000
Work Element 2	\$40,000	\$1,000	\$0	\$0		\$41,000
Work Element 2.1	\$0	\$0	\$0	\$0	\$43,000	\$43,000
Work Element 3	\$3,000	\$0	\$0	\$0		\$3,000
Work Element 4	\$15,000	\$0	\$0	\$0		\$15,000
Work Element 5	\$1,000	\$0	\$0	\$0		\$1,000
Work Element 6	\$10,000	\$58,000	\$146,613	\$0		\$214,613
Work Element 7	\$41,500	\$1,000	\$0	\$0		\$42,500
TOTALS	<i>\$125,500</i>	<i>\$61,000</i>	<i>\$146,613</i>	<i>\$0</i>	<i>\$43,000</i>	\$376,113

Exhibit A

SIERRACOUNTY TRANSPORTATION COMMISSION



DRAFT

OVERALL WORK PROGRAM FOR TRANSPORTATION PLANNING

**FISCAL YEAR 2017
July 1, 2016 to June 30, 2017**

ADOPTED

May 25, 2016

**SIERRACOUNTY
TRANSPORTATION COMMISSION
Post Office Box 98
Downieville, CA95936**

**Telephone: (530) 289-3201
Facsimile: (530) 289-2828**

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FOREWORD

The Sierra County Transportation Commission serves as the Regional Transportation Planning Agency (RTPA) for the County of Sierra. Through coordination with the City of Loyalton, the County, Caltrans, and the communities of Sierra County, and in conformance with other plans and studies including the Sierra County General Plan-2012 and the City of Loyalton General Plan – 2012, the Sierra County Transportation Commission identifies transportation needs, proposes solutions and assists in implementation of projects conceived to create a balanced regional transportation system, while protecting the environmental, historical and cultural qualities of Sierra County.

Sierra County is located at the northern terminus of California's historic Mother Lode in the Sierra Nevada mountain range. The County's land area covers approximately 959 square miles with elevations ranging from 1,725 feet to 8,760 feet.

The County is bordered by Plumas and Lassen Counties to the north, Washoe County in the State of Nevada to the east, Nevada County to the south, and Yuba County to the west. Sierra County is divided by the crest of the Sierra Nevada Mountains into eastern and western sections.

State Route 49 provides primary access between these two sections traversing the Yuba Pass. Western Sierra County is characterized by dense forest on mountainous terrain divided by deep river canyons. Scenic beauty and peaceful solitude attract tourists, campers, hikers and fishermen. The topography of Eastern Sierra County is dominated by the Sierra Valley, a rich high altitude (5,000 feet) area known for cattle ranching and farming. Sierra Valley accounts for one tenth of the County's total acreage and over half of the county's population.

The mountainous terrain and limited accessibility cause Sierra County to be relatively isolated with one of the smallest population bases in California, 3,240 (2010 Census). The City of Loyalton, originally known as Smith's Neck and later Smithneck, is the only incorporated city in the County (1901) and has a population of 769 (2010 US Census) down from the 862 counted in the 2000 census. Loyalton is located in eastern Sierra County. The county seat resides in Downieville, located in western Sierra County with a population of 304. The remaining county population and physical improvements are concentrated into small towns or communities scattered throughout the county. As of November, 2014 there were 5,495 registered automobiles, trucks, and motorcycles, and 2,433 licensed drivers in Sierra County as of 2014. The number of vehicles has increased and the number of drivers has decreased slightly since last reported in 2013.

Slow growth in population and development mark the history of Sierra County following the end of the gold rush era of the mid-1800s. The federal government owns approximately 70 % of the land of Sierra County and only 30% is privately held. Forestry products, livestock and field crops are the leading commodities produced in the region. Recreation and tourism are becoming more important to the economy as the natural resource productions are in decline. The county currently has no large-scale employment centers or commercial zones. Sierra Pacific Industries (SPI), the only major private employer in Sierra County, permanently closed its milling operation in Loyalton in January, 2001 and is no longer a major employer in Sierra County.

The purpose and objectives of this Overall Work Program is to identify specific activities to be performed during the term of the OWP, with emphasis on identification of planning activities that implement the current Regional Transportation Plan (RTP), and those that can be utilized in development of the next RTP. In the process of development of the 2017 FY OWP, special consideration is given to the applicable California Planning Emphasis Areas (PEAs) For Program Year 2017 identified by the Federal Highway Administration. While these PEAs are specifically directed to MPOs many of these principles and goals apply to RTPAs as well. With the passing of Fixing America's Surface Transportation (FAST) Act this OWP will integrate the stated goals and policy direction of this new legislation and integrate with the transition from the MAP_21 legislation for a coordinated plan of action.

This OWP will identify Planning functions and the work necessary to advance these functions. The identified Performance Measures will be utilized to make sure projects and planning are focused and that resources invested in the regional, state and national goals. The State of Good Repair of the regional transit system is of great importance. SCTC will coordinate with transit providers, stake holders and the public to ensure that the proper mix of capital and operational investments meet the most critical community needs. The unidentified needs and current system will be evaluated so that proper management plans and future planning efforts can be seamlessly integrated in to the Regional Transportation Plan.

ORGANIZATION

Sierra County Transportation Commission

The Sierra County Transportation Commission (SCTC) is a local transportation commission (LTC) created pursuant to Title 3, Division 3, Chapter 2, Article 11, Section 29535 of the State of California Government Code. As the LTC for Sierra County the SCTC coordinates transportation planning for the City of Loyalton and the unincorporated area of Sierra County. The SCTC fulfills the responsibilities as the regional transportation planning agency (RTPA).

Technical Advisory Committee (TAC)

The Technical Advisory Committee consists of staff members from Sierra County, City of Loyalton, California Highway Patrol, the United States Forest Service, Caltrans District 3, and Local Transit Operators, and the Office of Emergency Services Coordinator.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC is prescribed by the Transportation Development Act (P.U.C. Section 99238). The SSTAC recommends action to the Commission relative to the unmet transit needs, and advises the SCTC on transit issues.

Advisory Bodies

Other advisory bodies to the Sierra County Transportation Commission include the Airport Advisory Committee, the Citizens Advisory Committee, the Productivity Committee, and the Operational Area Emergency Council which all meet ad hoc and provide technical input on transportation issues, and help ensure coordination and cooperation in the transportation planning process. All of these committees are formed on an as needed basis generally for specific issues not easily dealt with at the commission level. Members are selected by the commission and will usually include at least one commission member and technical people or stake holders of the issues to be addressed.

WORK PROGRAM

The work program summarizes the transportation planning activities that will be administered by SCTC during the 2017 FY. The eight elements of the work program identify the Core Planning Functions that provide direction and emphasis to specific elements of the planning process, and helps ensure that the process meets the needs and priorities of the region and state. The Work Program also provides a basis for budgeting revenues and expenditures for the eight elements of the Overall Work Program. The Core Planning Functions identified are:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Regional Transportation Improvement Plan
- Annual Listing of Projects

SCTC is an active agency collaborating with Federal, State, regional and local agencies, and the private sector in the transportation planning process. Working with consultants, advisory bodies such as the Airport Advisory Committee and seeking public opinion on work programs and projects through all stages of project development to contribute to the balance of planning for the different transportation needs of this rural region of Northern California.

SCTC continually conducts outreach efforts with communities, organizations, groups, and individuals that provides ample opportunity for their input throughout the transportation planning process when their cultural, religious and ancestral site may be impacted by transportation planning and projects. In addition, SCTC is employing a public participation process to reach other traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups.

The Work Elements of this OWP will identify activities required to meet the purpose and objectives of this OWP, including, but not limited to, the following:

- Implementation of the Regional Transportation Plan (RTP)-2015 which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each regional transportation component including integration of the RTP to other plans or policies
- Updating the Regional Transportation Plan as required every 5 years
- Discussion of regional issues being addressed regarding specific planning activity
- Interaction with the community through news media, community forums, the internet, and solicitation of participation in transportation planning processes
- Identification of partners and other participants including consultants in transportation planning process, as well as definition of their specific roles or expected contributions
- Participation with public agencies and committees within Sierra County is to incorporate transportation related aspects of disaster response, including transit, into the Sierra County Emergency Preparedness Plan and Community Wildfire Protection Plan
- Communication and participation with Caltrans on proposed projects in Sierra County, including review of the projects against the filter of the RTP policies and goals
- Coordination with the public agencies within Sierra County on legislation and statewide policy issues in order to ensure that the region receives appropriate attention and funding from the State of California and the Federal Government
- Participation in interregional planning projects and review of contiguous counties' RTPs to ensure that Sierra County projects are congruent with multi regional and statewide transportation goals, while validating the plans and policies of Sierra County
- Administration of TDA (Transportation Development Act) Funds, ensuring that all statutory requirements are met, including identification of the region's transit needs (*Only planning related activities i.e. unmet needs assessment, are funded with RPA funds*)
- Identification and funding of eligible transportation improvement projects based on those that are identified in the RTP and Regional Transportation Improvement Plan (RTIP)
- Identify those projects that are most effective and beneficial to the region and that reflect the current PEAs and current transportation legislation priorities
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders

WORK ELEMENT 1 – ADMINISTRATION

Purpose:

Ensuring that all administrative, review and planning responsibilities of the Sierra County Transportation Commission (SCTC) are met in a thorough and timely manner is the major objective of Work Element 1 (WE1). Achieving participation by the general public and interested organizations and agencies in all aspects of the of the regional transportation planning process, including providing information in an accessible format to the public.

The comprehensive planning process utilized in the development of the Sierra County Overall Work Program assures that funds expended on planning projects will implement the goals stated in the Regional Transportation Plan.

Management and operations are of primary importance in SCTC. The planning of project development and financing processes must have adequate oversight. In addition to the planning activities conducted, SCTC manages RTPA funds, including Transportation Development Act funds, to ensure that all statutory requirements are met. Administrative and financial support for the operation of the SCTC and its advisory committees are met through general services and communications, and administration of the TDA consistent with law for receiving, reviewing, and approving claims. Only the oversight of planning activities are captured in WE1 for reimbursement by Rural Planning Assistance (RPA) funds.

Continuing Work:

- Development and oversight of Overall Work Program and annual budgets (Mar 2016)
- Enter into and administer the Overall Work Program Agreements (OWPA) and Amendments (May 2016)
- Track legislation relative to the transportation planning process (please note that RPA funds will **not** be used to support lobbying efforts)
- Maintain Policy and Procedures Manual to reflect legislative changes for transportation planning functions
- Provide Liaison from SCTC to Sierra County Board of Supervisors and Loyalton City Council

Products:

- Overall Work Program Development
 - Tasks for 2016 FY OWP
 - Prepare final report and closeout OWP
 - Tasks for 2017 FY OWP
 - Complete budget amendments as necessary, -Continuing
 - Process reports and submit invoices to Caltrans – Quarterly
 - Conduct mid-year review and process amendment as necessary – January 2017

- Tasks for the OWP 2018 FY
 - Collect input from commission, supporting agencies and committees for 2018 OWP – October 2016 –January 2017
 - Prepare Draft 2018 FY OWP – February 2017
 - Approval of final OWP and submit to Caltrans June 2017

- Budget
 - SCTC staff \$20,000

- Sierra County Transportation Commission
 - Tasks SCTC
 - Generally we have 4-6 meeting a year. Preparation for each meeting includes agendas, meeting packets, resolutions, minutes, notices, and correspondence- Bi-monthly

 - Budget
 - SCTC staff \$7,500

- Other Tasks within WE 1
 - Executive Director’s Reports – As Needed
 - SCTC and Departmental staff training programs – As Needed
 - Press Releases – As Needed
 - Reports on legislative measures –Ongoing
 - Maintain transportation page on Sierra County website –Ongoing
 - Provide information for public dissemination for SCTC, SSTAC, and TAC through updated website, brochures, posted notices, and newsletters

Budget- Work Element 1-Administration

Revenue		
	Rural Planning Assistance (OWPA)	\$26,000
	Local Transportation Fund (LTF)	\$1,500
	Total Revenue	\$27,500
Expenses		
	Payroll	\$27,500
	Total Expenses	\$27,500

WORK ELEMENT 2 – Transportation Studies, Project Development & Financing

Purpose:

With the objective to continue to develop a transportation system that meets the unique transportation needs of this mountainous, rural county, Work Element 2 (WE2) includes studies and funding overviews of State Transportation Improvement Plan (STIP) and Federal Transportation Improvement Plan (FTIP) projects as well as ongoing transportation system management and planning.

Performance Management, Safety, Sustainability, State of Good Repair, and responsible stewardship of the environment are the driving core functions of the Sierra County Transportation Commission's planning efforts to include transportation projects that will meet current needs, and support the existing systems. With safety and performance management as the highest consideration, SCTC works to maintain opportunities for partnership and use of leverages to maintain all aspects of transportation in Sierra County, including rehabilitation/improvement projects, enhancement projects, and transit projects. SCTC continues to look for ways to improve connectivity between modes of transportation with the goals of improved energy conservation and preservation of the natural environment including the reduction of greenhouse gas emissions. The SCTC is dedicated to achieving these goals with significant coordination between County and City land use planning agencies to create a coordinated plan that fully realizes the vision of Sierra County and the City of Loyalton.

Goods movement in Sierra County is generally limited to the very short section of Interstate 80 of which is of great significance to our state and country but overall has a very little impact to Sierra County. Goods movement on State Routes 49 and 89 and Ridge Road are the backbone of our local commercial infrastructure. Additionally County Road A23 (Westside Road) and A24 (Beckwith Street) are often used as transfer roads connecting to SR 70 and SR 89/49 within Sierra County. The primary use for locally produced goods is agricultural and livestock commerce on the east side of the county and forestry products throughout the county. Ridge Road is a major collector and is the only access to the Pike and Alleghany communities for commercial traffic making it a strategic roadway for Sierra County.

Funding in this work element includes Rural Planning Assistance (RPA), and Local Transportation Funds (LTF). RPA funds are utilized for the planning portions of this element, the monitoring and project development activities of this overall work element are detailed in the sub work element 2.1 and funded with PPM funds.

Some of the general work activities to further the goals of the work element include:

- Developing applications for the Active Transportation Program (ATP) program in current transportation legislation and other federal funding opportunities
- Maintain Pavement Management System to ensure current information on road conditions, traffic counts and traffic sign maintenance and integrate this system into the performance measures for current transportation legislation

- Identify and analyze issues relating to integration of transportation and community goals and objectives in land use, recreation, tourism, economic development, social welfare and environmental preservation
- Identification of the right of way for construction of future transportation projects, including un-used right of way needed for future transportation corridors and facilities including, but not limited to airports and bicycle facilities
- Incorporation of intermodal transit facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate
- Execute the State Exchange Program Agreement and administer funds
- Ensure that projects developed at the regional level are compatible with statewide and interregional transportation plans and priorities
- Review the regional project screening process, ranking process, and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered throughout the planning process
- Implement performance measures for all proposed transportation projects and services and for transportation rehabilitation, operational and maintenance activities
- Develop, request, coordinate and administer transportation funding sources, as available
- Utilization of local media and presentations to local organizations including, Western Sierra Medical, Incorporated Seniors, Golden Rays Senior Citizens, Lions, Rotary, youth clubs and others to disseminate information and gather community response from all groups including groups traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and community groups to ensure these groups have input and are included in the planning process transportation projects and priorities
- Document outreach efforts and meetings to the communities of Sierra County including the traditionally under-represented and under-served populations
- Identify goods movement issues and increased needs within Sierra County and develop an action plan to address these needs
- Participate in continuing education opportunities offered by Caltrans and other educational facilities to improve planning skills of staff

Current Products:

- Update and maintain Pavement Management System
 - Conduct road surveys to determine pavement conditions and input data into PMS system - Monthly
 - Create scenarios to determine best possible funding options for future road improvements to maximize the road condition with available funding. Ongoing throughout the year - Quarterly
 - Ensure performance measures in the PMS are utilized in the planning and reporting for the current transportation priorities - Ongoing
- Implement, review and update the Sierra County Bicycle Plan
 - Continue to solicit input from interest groups, communities and the general public on way to implement and improve the Sierra County bicycle plan- Ongoing

- Conduct public outreach activities to collect needed data for various planning activities though out the year
- Coordinate with Caltrans for the future route of SR49 through Downieville
- Continue to coordinate with Caltrans to find ways to improve the safety of SR 49 through the Yuba Pass as related to commercial Traffic, motorcycles safety & bicycle conflicts with motor vehicles
- Review and plan new speed zone ordinances; Conduct speed surveys on county roads to support speed zones
- Continually identify core functions and priorities in relation to the current RTP and RTIP to confirm current projects and planning efforts are in alignment with the plans and desired outcomes of these plans.

Budget- Work Element 2-Project Development

Revenue		
	Rural Planning Assistance (OWPA)	\$40,000
	Local Transportation Fund (LTF)	\$1,000
	Total Revenue	\$41,000
Expenses		
	Training	\$1,000
	Payroll	\$29,000
	Professional Services	\$10,500
	Total Expenses	\$41,000

WORK ELEMENT 2.1 –Project Programming and Monitoring

Purpose:

With the objective to continue to develop a transportation system that meets the unique transportation needs of this mountainous, rural county, Work Element 2.1 is a sub group of work element 2 that is devoted to the project development and monitoring of the State Transportation Improvement Plan (STIP) as well as ongoing transportation system management and operation. Funding in this work element includes Programming and Monitoring (PPM), and Local Transportation Funds (LTF).

A Project Initiation Document (PID) is required for all major improvements to the State Highway System. These documents represent the bridge between planning and programming for capital project development. Given the State's fiscal climate, it is expected that resources for the development and oversight activities of PIDs will become more limited and it is imperative that the Sierra County Transportation Commission and Caltrans closely coordinate the selection of projects for which a PID will be developed.

Some of the general work activities to further the goals of the work element include:

- Provide planning, programming and monitoring of all RTIP projects in conformance with STIP Guidelines
- Review environmental documents for transportation projects
- Project tracking for various transportation planning related projects

Current Products:

- Jim Crow Bridge plan to program construction for 2016-2017
- Salmon Lake Road Bridge Replacement continuing PA&ED 2016-2017
- Plumbago Road Bridge Replacement continuing PA&ED 2016-2017
- Packer Lake Road Bridge Replacement continuing PA&ED 2016-2017
- Smithneck Creek Bike Pathway start work on PA& ED 2016-2017
- Smithneck Creek Road Rehabilitation start work on PA& ED 2016-2017
- Independence Lake Road Low Water Crossing start work on PA& ED 2016-2017e

Budget- Work Element 2.1-Project Programming and Monitoring

Revenue		
	Local Transportation Fund (LTF)	\$0
	PPM	\$37,000
	Prior Years PPM	\$0,000
	Total Revenue	\$37,000
Expenses		
	Training	\$1,000
	Payroll	\$17,000
	Professional Services	\$16,000
	A87	\$3,000
	Total Expenses	\$37,000

WORK ELEMENT 3– Regional Transportation Plan

Purpose:

The Sierra County Transportation Commission will work within the parameters of the State of California planning requirements to develop a comprehensive regional transportation planning document which includes the actions, funding recommendations and policy direction necessary to meet the needs of each transportation system component in the region. The implementation and refinement of the 2015 RTP will be the major focus of this work element for 2016-2017 FY. The implementation of this document is accomplished by recognizing it and utilizing the priorities, objectives and goals in all transportation planning decisions. Note that the ground access component of the Aviation CIP and circulation element component of the general plan update are the only portions of those products funded with RPA funds.

The new plan considers both short and long term goals, presents clear and concise policy guidance to help local and state officials implement these goals and objectives.

Some of the general work activities to further the goals of the work element include:

- Incorporation of results of studies into the RTP and ongoing evaluation of transportation alternatives for continuing RTP modification and updates, for motorized and non-motorized users
- Implementation of the Regional Transportation Plan-2015
- Define solutions and implementation issues in terms of the multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources)
- Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions; coordinate these issues with the transit providers within Sierra County
- Coordination of the transportation planning with land use and development planning process within the region, including conducting outreach efforts to traditionally under-represented and under-served populations such as elderly, disabled, low-income, and minority community groups and their leaders
- Work with Airport Advisory Committee on needs and improvements
- Update and maintain RTP databases
- Review the information in Highway Performance Monitoring System (HPMS) (CHP SWITRS accident database) for safety projects analysis
- Conduct community meetings and workshops as part of regular SCTC meetings to help refine the necessary components and priorities for the RTP
- Professional services will be used for necessary consultant costs associated with the development of the products included in the work element i.e. scoping reports, engineering services, cost estimation and studies

Products:

- RTP – 2015 implementation-\$1,500
- Current Aviation Capital Improvement Plan update-\$500
- Continue outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders \$1,000
- Coordinate with Sierra County Planning Department to determine that the 2020 General Plan and the RTP priorities and policies are compatible as appropriate-\$3,000.
 - Partnership with Local Government to facilitate coordination of the current RTP goals and objectives with the General Plan
 - Make necessary amendments and updates to the RTP resulting from coordination efforts on the Bicycle Plan and General Plan
- Conduct community outreach to coordinate and implement the community goals and objectives-\$4,000
 - Conduct outreach efforts to develop transportation goals and find unmet needs especially for the user groups, including traditionally under-represented and under-served populations such as elderly, disabled, low-income, and minority community groups
 - Conduct surveys and studies of transportation systems to determine if current projects are appropriate or if additional projects should be included in the 2015 RTP to meet transportation needs

Budget- Work Element 3- Regional Transportation Plan

Revenue		
	Rural Planning Assistance (OWPA)	\$10,000
	Local Transportation Fund (LTF)	\$0
	Total Revenue	\$10,000
Expenses		
	Travel/Per Diem	\$0
	Payroll	\$10,000
	Professional Services	\$0
	Total Expenses	\$10,000

WORK ELEMENT 4 – Regional Transportation Improvement Program

Purpose:

The Sierra County Transportation Commission will implement and update a new Regional Transportation Improvement Program (RTIP) to be approved in 2016. The new plan is consistent with the 2015 Regional Transportation Plan and will be modified if required during the development of the new RTIP. State guidelines will be utilized and State requirements will be met in the development of these planning documents. Considerable time may be involved with modification resulting for the current funding shortfall statewide. There is a potential that programmed projects may be deleted for the current plan.

The RTIP ensures that all transportation projects are prioritized for current and future funding and programming. Inclusive approaches that integrate and balance safety, maintenance, performance, community, aesthetic and environmental values with transportation goals will be utilized in accordance with the 2015 RTP.

SCTC tracks current and new legislation and statewide policy issues to ensure that this rural region receives appropriate attention and funding from the State of California and the Federal Government. The current funding crisis will need to be addressed as all RTPAs and MPOs struggle to keep their project programmed. SCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects. No RPA funds are used for lobbying purposes.

Some of the general work activities to further the goals of the work element include:

- Development of Regional Transportation Improvement Plan, on a biennial basis, that is consistent with the Regional Transportation Plan. The 2016 RTIP was submitted in 2015
- Development of the component of the Regional Transportation Improvement Plan for FTIP programming. Projects that are federally eligible and not included in the State only funded projects (Bridge Replacement Projects, Forest Highways)
- Work with Department and CTC staff to process STIP amendments as needed
- Work with Departments and local agencies to identify projects for future STIP cycles
- Work with jurisdictions to monitor RTIP project status
- Utilize Regional Future Development and Transportation Project lists to develop long range RTIP recommendations
- Maintain information for Highway Performance Monitoring System (HPMS) (CHP SWITRS accident database) for safety projects analysis
- Assess distribution of benefits and adverse environmental impacts at both the plan and project level to improve performance measures
- Develop, request, coordinate and administer transportation funding sources, as available (HSIP, ATP, FLAP)
- Identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare,

environmental justice and environmental preservation, to integrate with the 2017 PEAs (Core Planning Functions, Performance management and State of Good Repair)

- Conduct planning activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the Federal State Transportation Improvement Program (FSTIP), including monitoring correspondence from Caltrans for calls for projects and determining if any of the projects identified in the various planning programs such as ATP or FLAP fit the available programs
- Conduct community meetings and workshops focusing on transportation needs and deficiencies as part of regular SCTC meetings
- Professional services will be used for necessary consultant costs associated with the development of the products included in the work element i.e. scoping reports, engineering services, cost estimation and studies

Products:

- Implement the 2016 RTIP -\$3,000
- Update the Five Year Transportation Project List-\$1,000
- Process amendment of additions for any new projects identified for additional funding programs for both state and federal opportunities-\$1,000

Budget- Work Element 4-Regional Transportation Improvement Program

Revenue		
	Rural Planning Assistance (OWPA)	\$5,000
	Local Transportation Fund (LTF)	\$0
	Total Revenue	\$5,000
Expenses		
	Travel/Per Diem	\$0
	Payroll	\$4,500
	Professional Services	\$500
	Total Expenses	\$5,000

WORK ELEMENT 5 – Aviation

Purpose:

The Sierra County Transportation Commission will meet the state aviation planning requirements, including a current comprehensive and updated regional aviation transportation planning document. Aviation has been addressed in the 2015 Regional Transportation Plan as well as in the County General Plan. Aviation planning will include consideration of and coordination of safety, access, development, economic opportunity, emergency services, and alternate modes of transportation to the Sierraville-Dearwater Airport. This work element will utilize RPA funds in the ground access planning for the Sierraville-Dearwater Airport.

Some of the general work activities to further the goals of the work element include:

- Update project list for the 20 year Airport Capital Improvement Program (CIP) Element of the California Aviation System Plan
- Amend and implement a Capital Improvement Plan
- Process applications for funding of projects and evaluate identified needs for improvements to the County airport at Sierraville-Dearwater Field
- Update data, charts, maps and narratives included in the 2015 RTP as necessary
- Review and update Division of Aeronautics’ inventory of existing aviation facilities
- Compare federal and state forecasts provided by Division of Aeronautics including any local forecasts
- Work with Airport Advisory Committee and Economic Development Committee to evaluate identified needs for uses of and improvements to the Sierraville-Dearwater Airport including ground access to and from the airport
- Attend Technical Advisory Committee meetings

Products:

- Capital Improvement Plan for Sierraville-Dearwater Airport-\$500
- Implementation of the Aviation Element in the 2015 RTP-\$1,000

Budget- Work Element 5 – Aviation

Revenue		
	Rural Planning Assistance (OWPA)	\$1,000
	Local Transportation Fund (LTF)	\$500
	Total Revenue	\$1,500
Expenses		
	Travel/Per Diem	\$0
	Payroll	\$1,500
	Professional Services	\$0
	Total Expenses	\$1,500

WORK ELEMENT 6 – Transit Studies and TDA Transit Activities Coordination

Purpose:

Sierra County Transportation Commission authorizes two van transportation transit programs which are operated by local non-profit senior citizen organizations to serve elderly and disabled population groups of Sierra County, as well as the general public. Demographics substantiate that a high percentage of elderly and disabled in Sierra County are also low income. SCTC staff provides communication, support and coordination for the transit programs which provide non-emergency, yet critically important transportation to these groups, as well as all other transit users within the region.

SCTC annually conducts the “Unmet Transit Needs” identification process, and monitors the activities of contiguous regions to review potential interregional mobility and access. This process define the transit services that will be provided utilizing the FTA 5311 operations funds, Local transportation Fund and the State Transit Assistance available in a fiscal year. The Transportation Development Act controls most of these processes and is strictly adhered to in the development of the transit plans annually.

Coordination of transit planning, land use and transportation planning is critical to the goal of increasing ridership and reducing vehicular traffic. By reducing vehicle traffic and increasing safety on the traveled ways the environmental impacts caused by traffic are lessened.

By nature, rural transit agencies’ opportunities for growth and increase in ridership may be limited, however SCTC annually seeks potential opportunities to conduct outreach efforts, with the goal of increasing ridership and serving a cross section of user groups, including traditionally under-represented and under-served populations such as elderly, disabled, low-income, and minority community groups. In addition, improved accessibility for people, core planning functions, performance management, safety, state of good repair, are planning emphasis areas of FAST that are addressed by this work element.

Researching sources of revenue for operation expenses and capital purchases is crucial to the continued successful operation of the transit programs in Sierra County.

Some of the general work activities to further the goals of the work element include:

- Administer and coordinate Social Services Transportation Advisory Council (SSTAC) (RPA)
- Development of Social Service Transportation Action Plan and analyses of same for implementation(RPA)
- Implement and verify that Title VI plan protects individual civil rights and no persons rights are infringed upon
- Actively pursue coordination of transportation programs with Social Service Providers, both non-government and government (RPA)
- Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs(RPA)
- Conduct transit needs assessments and prepare transit development plans and transit marketing plans as appropriate (RPA)
- Investigate methods to reduce vehicle travel and methods to expand and enhance travel services in the region (RPA)
- Coordinate transit activities with County Safety and Risk Management programs
- Coordinate transit activities in relation to County Emergency Preparedness Planning, including coordination with CalOES (RPA)
- Act as liaison for transit programs (RPA)
- Annual public hearing for definition and determination of “Unmet Needs Which are Reasonable to Meet” (RPA)
- Develop Sierra County Pedestrian Plan (RPA)
- Complete study for development impact fees
- Prepare update to the Short Range Transit Plan (RPA)
- Conduct programs that encourage fare box returns of at least 10% of transit programs
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders (RPA)
- Continual analysis of recommendations of the Coordinated Public Transit-Human Services Transportation Plan (RPA)

Products:

- Unmet needs definitions-\$2,000
- Agreements with transit providers within Sierra County for transit services-\$2,000
- Annual public hearings held and attended by all interested parties-\$2,000
- Transit system that meets the needs identified as reasonable to meet-\$98,000
- Coordination with nonprofit service providers for transit services-\$3,000
- Completion of transit studies-\$1,000

Budget- Work Element 6-Transit Studies

Revenue	
Rural Planning Assistance (OWPA)	\$5,000
Local Transportation Fund (LTF) 855	\$55,000
State Transit Assistance	\$0
FTA Section 5311 OPR ASST 853	\$48,000
Total Revenues	\$108,000
Expenses	
Elderly & Handicapped Van Operation	\$98,000
Payroll	\$5,000
Equipment	\$0
Professional Services	\$0
A87	\$5,000
Total Expenses	\$108,000

WORK ELEMENT 7 – Intergovernmental Coordination and Public Outreach

Purpose:

The Sierra County Transportation Commission actively promotes increased coordination and communication between all state, local, regional, inter-regional, governmental and non-governmental agencies into the State Planning System.

There is a focus on strengthening communication and coordination of public involvement efforts to serve all people and groups including the traditionally under-served and under-represented groups in the transportation planning process. As the coordination of non-emergency transportation and transit services have become a priority function a substantial effort will be made to integrate the established PEAs and Core Functions into this process and convey the intent of the priorities and goals through coordination and outreach efforts.

Continuing Work:

- Assess need and opportunity for improved coordination and communications with other agencies and implement those changes as they are developed
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority community groups, and document these efforts
- Participate in Rural Counties Task Force
- Participate in The North State Super Region
- Provide input regarding local level mandates
- Seek out opportunities to speak before public groups and interested parties to provide information on regional transportation issues
- Prepare news releases for the media on transportation issues and decisions
- Involve the public in the transportation planning process
- Perform analysis of County General Plan and City of Loyalton General Plan to determine impact of planned development on the regional transportation system and coordinate resolution of areas of potential discrepancy
- Coordinate County General Plan and City of Loyalton General Plan with existing and projected transportation needs to determine land development impacts on transportation
- Review options for improving information dissemination and involvement with the transportation planning process to minority, low income, senior and disabled, and other underserved populations
- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and implement policies, strategies, programs, and actions that maximize and implement the regional transportation infrastructure
- Create, strengthen and use partnerships to facilitate and conduct regional planning activities between California Department of Transportation (Caltrans), MPOs, RTPAs, transit districts, cities, counties, the private sector and other stakeholders
- Work with appropriate agencies and developers to reach agreement on proper mitigation measures, and strategies to finance, implement and monitor these

mitigation measures; after mitigation measures are implemented and determined to be effective, report status to project sponsors

- Use partners to identify and implement policies, strategies, programs and actions that enhance the safety, infrastructure condition, congestion reduction, system reliability, freight movement (economic vitality), environmental sustainability, and reduced project delivery delays of the transportation system
- Schedule public hearings with Sierra County Board of Supervisors and Loyalton City Council regarding transportation related matters
- Incorporate comments from interested participants into the RTP and other transportation plans
- Preserve existing transportation facilities by implementing methods to meet transportation needs utilizing existing transportation facilities more efficiently
- Bring together owners and operators of transportation facilities/systems to develop operational objectives and plans which maximize utilization of existing facilities
- Facilitate the early involvement of federal and state permit and approval agencies in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies to comply with California Environmental Quality Act (CEQA)
- Assess opportunities and need for coordination of ridesharing, bicycling, rail, transit, and air transportation
- Support activities of the SCTC advisory committees
- Administer and coordinate provisions of current federal transportation legislation
- Attend federal and state workshops and technical advisory committee meetings
- Facilitate communications with California Transportation Commission and Caltrans
- Participate in opportunities to provide new technology and encourage its use

Products:

- Improved coordination with transportation agencies and all levels, local state and federal-\$16,000
- Deliver outcome of coordination efforts to the respective originations and agencies so the interests of the Sierra County constituents are fairly represented in these efforts-\$16,000
- Present transportation planning information at public meetings as necessary-\$6,000
- Facilitate advisory meeting for the SCTC-\$1,500

Budget- Work Element 7-Intergovernmental Review & Public Outreach

Revenue		
	Rural Planning Assistance (OWPA)	\$38,500
	Local Transportation Fund (LTF)	\$1,000
	Total Revenues	\$39,500
Expenses		
	Travel/Per Diem	\$500
	Legal Notices	\$1,000
	Payroll	\$35,500
	Professional Services	\$2,500
	Total Expenses	\$39,500

WORK ELEMENT 8

**CALTRANS SYSTEM PLANNING ACTIVITIES
OVERALL WORK PROGRAM FISCAL YEAR 2015/16**

ACTIVITY	DESCRIPTION	PRODUCTS

2017 OWP Budget Summary

ESTIMATE OF AVAILABLE FUNDS FOR LTF & STA 2017 FY

(Based upon Sierra County Auditor 2016FY midyear estimate)

LTF (FUND 855)

2016 FY Ending Estimated Balance on 3/3/2016	\$17,391	
2017 FY Estimated LTF	\$45,000	
Total Estimate Fund 855		\$62,391

Other Transit Assistance (FUND 055)

Section 5311 2017 FY	\$48,000	
Total Estimate Fund 055		\$48,000

STA (FUND 854)

2016 FY Ending Estimated Balance on 3/3/2016	\$53,354	
2017FY Estimated -STA	\$13,000	
Total Estimate Fund 854		\$66,354

Transit funds Balance \$176,744

TRANSPORTATION PLANNING (FUND 853)

Estimated OWP fund for 2017FY Rural Planning Assistance	\$125,500	
2016 FY Carryover of Rural Planning Assistance	0	
Sub Total RPA Funds		\$125,500

Estimated PPM –2017 FY PPM is estimated at figure shown in 2016 STIP	\$37,000	
Prior years PPM - PPM fund not spent in previous years	\$0	
Sub Total PPM Funds		\$37,000

Total RPA & PPM Funds \$162,500

TOTAL ESTIMATED SCTC BUDGET \$339,244

	(RPA) 853	LTF 855	5311 055 PTMISEA	STA-854	PPM 853	Total all Accounts
Work Element 1	\$26,00	\$1,500	\$0	\$0		\$27,500
Work Element 2	\$40,000	\$1,000	\$0	\$0		\$41,000
Work Element 2.1	\$0	\$0	\$0	\$0	\$37,000	\$43,000
Work Element 3	\$10,000	\$0	\$0	\$0		\$10,000
Work Element 4	\$5,000	\$0	\$0	\$0		\$20,000
Work Element 5	\$1,000	\$500	\$0	\$0		\$1,000
Work Element 6	\$5,000	\$55,000	\$48,000	\$0		\$108,000
Work Element 7	\$38,500	\$1,000	\$0	\$0		\$39,500
TOTALS	<i>\$125,500</i>	<i>\$59,000</i>	<i>\$48,000</i>	<i>\$0</i>	<i>\$37,000</i>	\$269,500

OWPA

2016-2017 SCTC Resolution

**Sierra County Transportation Commission
Meeting: March 23, 2016**

10. STATE TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

- A. Report on current state of State Transportation Improvement Program funding**
- B. Discussion and direction on State Route 89 Turnout Project pertaining to the potential to have Caltrans advance funds for the project if it is deleted from the STIP**
- C. Resolution opposing deletion of STIP Projects**

The California Transportation Commission contacted Transportation Planning Agencies requesting that jurisdictions voluntarily remove projects from the STIP in an effort to reduce the funding liability by \$754,000,000. As Executive Director, Mr. Beals sent in a response to the request, stating the position that the SCTC will not voluntarily remove projects should be ratified by resolution. A proposed resolution is attached for consideration. As of March 11, 2016 jurisdictions throughout the state have voluntarily removed \$515,000,000 in projects from the STIP leaving a STIP short-fall of \$239,000,000.

Recommended Action: Adopted Resolution opposing deletion of STIP projects.

- D. Consideration and approval of letter to members of the California State Legislature regarding the transportation funding crisis.**

The Board of Supervisors on March 23, 2016 will be considering adoption of a resolution urging legislative action on stabilizing and restoring transportation funding. The California Transportation Commission has written to the State Legislature regarding this urgent issue, and RTPAs have been asked to support their position and urge action on this issue. A template has been provided and edited for consideration.

- E. Discussion on California Road Charge Pilot Program**

See attached information.

SIERRA COUNTY

Department of Public Works and Transportation

P.O. Box 98
Downieville, California 95936
530-289-3201
Fax 530-289-2828
publicworks@sierracounty.ws



Tim H. Beals
Director

March 10, 2016

Mr. Will Kempton, Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Dear Mr. Kempton:

The Sierra County Transportation Commission has identified many transportation needs for the region that cannot be addressed due to the current state of transportation funding availability. Working with the limited allocations available we submitted a Regional Transportation Improvement Program for 2014 that includes three projects as follows:

- PPNO -1705 - Truck turn outs on State Route 89, a cooperative project with Caltrans, wherein Sierra County committed \$750,000 toward important safety improvements on the state highway;
- PPNO - 1704 - Smithneck Creek Road Rehabilitation, wherein \$500,000 is committed; and,
- PPNO - 1706 - Smithneck Creek Bike Path to which \$600,000 is committed.

California Transportation Commission has determined that the STIP programming exceed the funding capacity, therefore necessitating a reduction in the State Transportation Improvement Program in the amount of \$754,000,000. CTC staff has contacted Sierra County requesting that we delete programmed projects. The Sierra County Transportation Commission will meet on March 23, 2016 and will consider this request and I am anticipating strong opposition to the removal of projects. We will not willingly delete any of these previously authorized projects from the STIP. In the scheme of transportation improvement in California, removal of these projects would have such a negligible net effect on the overall funding shortfall being addressed by the CTC that it is not reasonable to remove them. By deleting projects from the ultra-small RTPAs, essentially 100% of transportation improvement ability for these agencies for years to come is removed. Complete decimation of an RTPAs programming is unconscionable.

Should the California Transportation Commission make the determination to remove projects in the face of our strong opposition, the Sierra County projects should be prioritized for removal in the following order:

Mr. Will Kempton
California Transportation Commission
Page 2

1. Smithneck Creek Road Rehabilitation
2. Smithneck Creek Bike Path
3. State Route 89 Truck Turnouts

A *draft* resolution for the consideration of the Sierra County Transportation Commission on March 23, 2016 which will address this issue is enclosed. Again, this position must be ratified by the SCTC.

Thank you for your consideration.

Sincerely,

SIERRA COUNTY TRANSPORTATION COMMISSION



Tim H. Beals
Executive Director

THBmbd303

SIERRA COUNTY TRANSPORTATION COMMISSION

**IN THE MATTER OF
OPPOSITION TO DELETION OF PROJECTS
FROM SIERRA COUNTY STIP**

Resolution 2016-04

WHEREAS, the Sierra County Transportation Commission submitted a Regional Transportation Plan for 2014 which included 3 project which have been programmed including one cooperative project with Caltrans; and,

WHEREAS, the California Transportation Commission has determined that it must reduce the State Transportation Program by \$754,000,000 due to programmed projects throughout the state exceeding the funding capacity; and,

WHEREAS, the California Transportation Commission has requested that Sierra County delete a project or projects from the STIP; and,

WHEREAS, the total amount of projects programmed for Sierra County is equal to .02 percent of the proposed reduction of \$754,000,000 and any benefit to the STIP would be ultra-negligible, however deletion would reduce project activity by **100%** within the Sierra County RTPA thereby **obliterating** Sierra County's **entire** Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Sierra County Transportation Commission will not delete the projects that are currently programmed from the State Transportation Improvement Program, and in fact is strongly opposed to any action contemplated by the California Transportation Commission to delete any of the three programmed projects which include State Route 89 Turnouts, Smithneck Creek Road Rehabilitation and Smithneck Creek Bike Path.

BE IT FURTHER RESOLVED THAT should the California Transportation Commission determine to remove projects in the face of the strong opposition of the Sierra County Transportation Commission the projects should be prioritized for removal in the following order:

1. Smithneck Creek Road Rehabilitation
2. Smithneck Creek Bike Path
3. State Route 89 Turnouts

ADOPTED by the Sierra County Transportation Commission on the **23rd day of March, 2016**, by the following vote:

AYES: _____
NOES: _____
ABSTAINED: _____
ABSENT: _____

, CHAIRPERSON
Sierra County Transportation Commission

ATTEST:

Executive Secretary to the Commission

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
JAMES C. GHIEMMETTI
CARL GUARDINO
FRAN INMAN
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

State Transportation Funding Crisis Continues to Worsen

January 27, 2016

Members, California State Legislature:

This letter is to inform you of recent actions by the California Transportation Commission (Commission) that will reduce funding for state transportation projects by three-quarters of a billion dollars over the next five years. On top of an already significant shortfall in funding for repairs to our existing system, the Commission recently approved a reduced estimate of \$754 million to the funds expected to be available over the five-year State Transportation Improvement Program (STIP) period. This means that in addition to no new projects for the upcoming STIP, programmed projects must be deleted or delayed. The effect of this reduction on the state's transportation system will be nothing short of catastrophic. Attached is a list of those projects that may be delayed or removed from the new STIP in each legislative district.

The Commission strongly urges legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Sincerely,

LUCETTA DUNN
Chair

BOB ALVARADO
Vice Chair

DARIUS ASSEMI
Member

YVONNE B. BURKE
Member

JAMES EARP
Member

JAMES C. GHIEMMETTI
Member

CARL GUARDINO
Member

FRAN INMAN
Member

CHRISTINE KEHOE
Member

JAMES MADAFFER
Member

JOSEPH TAVAGLIONE
Member

c: Brian Kelly, Secretary, California State Transportation Agency
Malcolm Dougherty, Director, California Department of Transportation
Executive Directors, Metropolitan Planning Organizations
Executive Directors, Regional Transportation Planning Agencies
Matt Cate, Executive Director, California State Association of Counties
Chris McKenzie, Executive Director, League of California Cities

CALIFORNIA TRANSPORTATION COMMISSION
State Transportation Improvement Program (STIP)
Projects at Risk for STIP Deletion or Delay

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Alameda	rail	Daly City BART Station Intermodal Improvements	*	200	19	11
Alameda	84	East-West Connector in Fremont	*	12,000	20	10
Alameda/Contra Costa	680	Freeway Performance Initiative, Phase 2	*	4,000	20,27	10,15
Alameda/Contra Costa	rail	BART Station Modernization Program	*	16,726	15,16	7,9
Alameda/Santa Clara	rail	Oakland to San Jose Double Track, Segment 2A	*	7,000	18,20, 27,28	9,10,15
Alpine	loc	Hot Springs Creek Bridge Replacement		265	71	38
Alpine	loc	Hot Springs Road Reconstruction		340	71	38
Amador	88	Pine Grove Improvements	*	3,951	5	8
Butte	loc	Midway Bridges Across Butte Creek, Replacement	*	1,499	3	4
Butte	70	Passing Lanes, Cox-Palermo, Segment 2	*	3,000	3	4
Butte	70	Passing Lanes, Palermo-Ophir, Segment 1	*	22,400	3	4
Calaveras	4	Wagon Trail Expressway	*	5,235	5	8
Calaveras	4	Wagon Trail Expressway (Programmed in Alpine)		1,400	5	8
Colusa	loc	Citywide, Various Locations, Rehabilitation and Pedestrian Safety		700	3,4	4
Contra Costa	rail	Walnut Creek BART TOD Intermodal Project	*	5,300	16	7
Contra Costa	rail	Hercules Railroad Station Building	*	5,100	15	9
Contra Costa	80	Central Ave Interchange, Phase 2 (Local Road Realign.)	*	2,000	15	9
Contra Costa	loc	Kirker Pass Rd, North Bound Truck Climbing Lane	*	2,650	14	7
Contra Costa	680	Southbound HOV Gap Closure, N Main-Livorna Road	*	15,557	16	7
Contra Costa	80	San Pablo Dam Road Interchange, Phase 2	*	9,200	15	9
Contra Costa	680	Route 4 Interchange, Widen Route 4, Phase 3	*	36,610	14	7
El Dorado	50	W Placerville Interchanges, Ray Lawyer Dr Interchange, Phase 2	*	5,542	7	1
Fresno	41	Excelsior Expressway, Widen to 4 Lanes	*	2,142	31	14
Fresno	180	New freeway, Segment 3: Smith Ave-Frankwood Ave	*	49,400	23	8,14
Glenn	loc	Lassen Street, Sycamore-Wood St, Reconstruction		503	3	4
Glenn	loc	County Roads 306-200-305, Rehabilitation		1,050	3	4
Glenn	loc	Sixth Street, South City Limit-North City Limit, Rehab.		350	3	4
Glenn	loc	Tehama Street, UPRR-Woodward Ave, Reconstruct		750	3	4
Glenn	loc	Road M 1/2, Route 32-Bryant Street, Reconstruct		630	3	4
Humboldt	101	Eureka-Arcata Corridor Improvement		30,000	2	2
Humboldt	loc	Highland and Koster Rehabilitation		400	2	2
Humboldt	loc	Hawthorne, Felt & 14th Street Rehabilitation		400	2	2
Humboldt	101	Eureka-Arcata Corridor-Mitigation		3,000	2	2
Imperial	8	Imperial Avenue Interchange, Reconstruct	*	33,650	56	40
Inyo	395	Olancho-Cartago 4-Lane Expressway		88,500	26	8
Inyo	loc	Seibu Lane, Paiute Reservation-Schools, Bike Path		480	26	8
Inyo	395	Olancho-Cartago Archaeological Pre-Mitigation		5,000	26	8
Kern	58	Westside Parkway Connector	*	33,001	34	16
Kern	46	Widen to 4 Lanes, Segment 4A, Lost Hill Rd-East of I-5	*	4,100	32	16
Kern	14	Kern, Freeman Gulch Widening, Segment 1	*	31,088	34	16
Kern	14	Kern, Freeman Gulch Widening, Segment 2	*	7,610	34	16
Kings	198	12th Avenue Interchange, Hanford, Landscaping		1,376	32	14
Lake	29	Widen to 4 Lanes, Segment 2C	*	24,027	4	2
Lake	loc	Lakeport Blvd at S. Main St, Improve Intersection	*	194	4	2
Lake	loc	S. Main Street, Lakeport-Route 175, Widen, Bike Lane	*	4,369	4	2
Lake	loc	Soda Bay Road, Route 175-Manning Creek, Widen, Bike Lane		662	4	2
Lassen	loc	County Rehab B (Pumpkin Center, Ash Valley Roads)	*	1,950	1	1

County	Route	Project Title	Total		
			Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Lassen	loc	City Street Rehabilitation	1,846	1	1
Lassen	loc	City Street Rehabilitation	955	1	1
Lassen	loc	City Street Rehabilitation	956	1	1
Lassen	loc	City Street Rehabilitation	2,320	1	1
Lassen	loc	Beaver Creek Bridge #7C-82 (Hwy Bridge Program Match), Replace *	254	1	1
Lassen	loc	Center Road, Route 395-Johnstonville Road, Reconstruct	2,890	1	1
Lassen	loc	New Main Street-Johnstonville Road Connection	100	1	1
Lassen	loc	Skyline Road East/Extension, Phase 2	3,900	1	1
Los Angeles	gsep	Burbank Airport/Rail Station Pedestrian Grade Separation *	7,000	43	25
Los Angeles	rail	Light Rail Vehicles *	102,400	41,48,49, 51,53,54, 59,62,63, 64,70	22,24,25, 26,30,32, 33,35
Los Angeles	138	Widening Segment 6, 87th Street E-96th Street E *	13,700	36	21
Los Angeles	138	Widening Segment 13, 190th Street E-Route 18 *	41,900	36	21
Madera	99	Madera, Ave 12-Ave 17, Widen to 6 Lanes *	5,845	5	12
Madera	99	South of Madera, Ave 7-Ave 12, Widen to 6 Lanes *	3,000	5	12
Marin	loc	Parkade Area Circulation Improvements	255	10	2
Mariposa	loc	Silva Road, Post Miles 10-11.092, Rehabilitation	531	5	8
Mariposa	loc	Triangle Road, Post Miles 11.8-14.11, Rehabilitation	838	5	8
Mariposa	loc	Merced Falls Road, Post Miles 10.00-12.50, Rehab., Phase 1	912	5	8
Mariposa	loc	Ben Hur Road, Post Miles 15.00-18.50, Reconstruction	1,115	5	8
Mendocino	loc	Laytonville, Branscomb Road, Multi-Use Bridge	385	2	2
Mendocino	bus	Revenue Vehicle Replacements, Six (6) *	88	2	2
Mendocino	loc	Gobbi Street/Waugh Lane Intersection, Traffic Signal	532	2	2
Mendocino	loc	Low Gap Road/N. Bush Street Intersection, Roundabout	703	2	2
Mendocino	loc	Ukiah Downtown Streetscape Improvements, Phase 1	1,155	2	2
Mendocino	101	N. State St Interchange Improvements, Roundabout, Phase 1	468	2	2
Mendocino	1	(Main St) Bike & Pedestrian Access Improvements	1,485	2	2
Mendocino	101	Willits Bypass Relinquishment *	3,442	2	2
Mendocino	101	Sherwood Road-Geometric Upgrade *	3,500	2	2
Mendocino	loc	East Side Potter Valley Road, Rehabilitation, Phase 1 *	3,150	2	2
Merced	99	Livingston 6-Lane Widening, Northbound and Southbound *	2,070	21	12
Merced	99	Livingston 6-Lane Widening, Southbound	34,250	21	12
Modoc	loc	County Road 55, Route 395-County Road 247A, Rehab. *	75	1	1
Modoc	loc	Pedestrian Improvements Alturas Central Business District	942	1	1
Modoc	loc	Oak and Juniper Streets, From Route 299 to 19th Street, Rehab.	890	1	1
Modoc	loc	County Road 87, in Adin, Route 299-County Road 91, Rehab.	632	1	1
Modoc	loc	County Road 111, Route 139-County Road 108, Rehab.	687	1	1
Modoc	loc	Alturas, on East Street, Modoc Street-4th street, Rehab.	962	1	1
Modoc	loc	County Road 114, Route 139-County Road 101, Rehab.	407	1	1
Modoc	loc	County Road 272, Lassen-Modoc Co Line to Day Road, Rehab.	196	1	1
Mono	loc	Meridian Roundabout and Signal Relocation	2,610	5	8
Mono	203	(W Minaret Rd), Sidewalk & Safety	575	5	8
Mono	loc	Airport Road, Rehabilitation	1,273	5	8
Mono	loc	Countywide Preventive Maintenance Program	1,100	5	8
Monterey	rail	Capitol Corridor Extension - Kick Start *	18,856	29,30	12,17
Monterey	1	Operational Improvements, Carmel *	3,000	29,30	12,17
Monterey	rail	Coast Daylight/Caltrain Track Improvements *	300	29,30	12,17
Monterey	bus	Monterey Salinas Transit Buses	2,000	29,30	12,17
Monterey	loc	Imjin Road Widening to 4 Lanes *	1,650	29,30	12,17

County	Route	Project Title	*	Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Monterey	101	South County Frontage Roads	*	5,000	29,30	12,17
Monterey	68	Corral de Tierra Intersection	*	1,700	29,30	12,17
Monterey	156	4-Lane Expressway, Castroville-Prunedale	*	28,000	29,30	12,17
Napa	loc	Devlin Road & Vine Trail Extension	*	1,665	4	3
Napa	loc	Eucalyptus Drive Extension	*	1,154	4	3
Napa	loc	California Avenue Roundabouts	*	1,070	4	3
Napa	128	Petrified Forest Road Intersection Improvements	*	475	4	3
Napa	loc	Hopper Creek Pedestrian Path, Oak Circle-Mission		500	4	3
Napa	loc	Airport Boulevard Rehabilitation	*	1,332	4	3
Nevada	49	La Barr-McKnight Widening	*	3,000	1	4
Orange	rail	Passing Siding, Laguna Niguel-San Juan Capistrano	*	3,000	73	36
Orange	5	Widening, Segment 1, Route 73-Oso Parkway	*	78,949	73	36
Orange	5	HOV Lane Buffer Removal/Continuous Access, Route 57-Route 91	*	3,600	65,69	29,32,34
Orange	57	Lambert Road Interchange Improvements	*	22,100	55	29
Orange	405	Auxiliary Lane Southbound, University-Route 133	*	15,851	74	37
Orange	5	HOV Lanes, Route 55-Route 57	*	36,262	69	34
Placer	rail	Sacramento-Roseville Track Improvements	*	3,000	6	1,4
Plumas	loc	Graeagle-Johnsonville Road Reconstruction		2,327	1	1
Plumas	loc	North Loop, Phase 1		2,581	1	1
Riverside	loc	CV Link, Palm Springs-Coachella, Multi-Use Path, Phase 1	*	2,000	42,56	28
Riverside	15	French Valley Parkway Interchange	*	41,545	75	28
Riverside	60	Truck Climb/Descend Lanes with Shoulders	*	31,555	42,61	23,31
Riverside	215	Southbound Connector (SHOPP)	*	8,975	67	24
Sacramento	loc	Grant Line Road, Waterman-Mosher, Widen, Signals	*	3,800	9	6
Sacramento	loc	ITS Master Plan, Phase 4 Implementation	*	2,312	9	6
Sacramento	loc	Green Valley Road, E. Natoma-Sophia, Widen, Bike	*	3,000	6,7	1
Sacramento	loc	Zinfandel Drive, Olson Dr-White Rock Rd, Improvements	*	700	8	4
Sacramento	loc	14th Avenue Extension, Power Inn-Florin Perkins	*	4,008	7	6
Sacramento	loc	Hazel Avenue, Sunset-Madison, Widen, Signals	*	7,000	6	1
Sacramento	loc	Old Town Florin Streetscape Improvements, Phase 2	*	3,328	9	6
Sacramento	5	HOV Lanes/Soundwalls, Route 50-Laguna Blvd, Phase 1	*	2,000	7,9	6
Sacramento	bus	39 CNG Replacement Buses, Spare Parts	*	18,500	7,8,9	1,4,6
Sacramento	loc	Laguna Creek Trail - North Camden Spur	*	500	8	6
Sacramento	51	Northbound Transition Lane, E Street-Elvas, Close E Street Onramp	*	900	7	6
Sacramento	51	Ramp Meters at Various Locations on Routes 51, 80, 99		11,500	7	6
San Benito	156	4-Lane Expressway, San Juan Bautista	*	38,881	30	12
San Bernardino	10	HOV Lanes Haven Avenue-Ford Street	*	39,745	31,35	20,23
San Bernardino	210	Highland Avenue-San Bernardino Avenue, Widen	*	25,000	40	23
San Bernardino	58	4-Lane Expressway, Kramer Junction, Phase 1	*	155,095	34	18
San Bernardino	215	Mt Vernon/Washington Street Interchange Improvement	*	38,523	47	20
San Bernardino	215	Barton Interchange Reconstruction	*	22,611	47	20
San Diego	rail	Del Mar Bluffs Stabilization	*	2,000	78	39
San Diego	5	Soundwalls, Manchester Avenue-Route 78	*	36,000	76	36
San Diego	5	HOV Extension, Manchester Avenue-Route 78	*	49,000	76	36
San Francisco	loc	Chinatown Broadway Complete Streets, Phase 4		1,910	17	11
San Joaquin	99	Turner Road Interchange Operational Improvements	*	3,061	9	5
San Joaquin	120	McKinley Avenue, New Interchange	*	12,300	12	5
San Joaquin	loc	Stockton Avenue, 2nd Street-Doak Blvd, Widen	*	1,000	12	5
San Joaquin	rail	Stockton to Escalon Double Track, Segment 4	*	23,000	12,13	5
San Luis Obispo	101/46	Interchange Improvements, Phase 3 Roundabouts	*	1,100	35	17
San Luis Obispo	46	Cholame, Convert to 4-Lane Expressway		55,200	35	17

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
San Luis Obispo	46	Wye, Convert to 4-Lane Expressway	*	19,100	35	17
San Luis Obispo	101	Brisco Road Interchange Improvements/Auxiliary Lane	*	6,624	35	17
San Mateo	loc	Countywide ITS Improvements		4,298	19,22,24	11,13
San Mateo	1	Operational Improvements, Pacifica, Calera Parkway, Phase 1	*	6,900	22	13
San Mateo	loc	El Camino Real Grand Boulevard Initiative	*	1,991	19	13
San Mateo	92/82	Interchange Improvements	*	5,000	22	13
San Mateo	92	Route 101 Interchange Improvements	*	23,839	22	13
San Mateo	101	Willow Road Interchange Reconstruction, Phase 1	*	17,399	24	13
<i>Santa Barbara</i>	<i>rail</i>	<i>Siding Upgrade and Extension</i>	<i>*</i>	<i>12,450</i>	<i>37</i>	<i>19</i>
Santa Barbara	217	Fowler and Ekwil Streets Extensions	*	11,372	37	19
Santa Barbara	101	Carpenteria Creek-Sycamore Creek, Widen	*	15,890	37	19
Santa Barbara	246	East of Lompoc, Widen, Landscaping	*	390	37	19
Santa Clara	101	Adobe Creek Bike/Pedestrian Bridge	*	4,350	24	13
Santa Clara	rail	BART Extension, Berryessa - Santa Clara	*	14,672	25,27,28	10,15
Santa Clara	680	Soundwall, Capitol - Mueller		4,361	25,27	10,15
Santa Cruz	1	Harkins Slough Road Interchange	*	7,340	30	17
Santa Cruz	1	Freeway Service Patrol	*	150	29	17
Santa Cruz	1	Mar Vista Bike/Pedestrian Overcrossing	*	6,064	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 7	*	805	29	17
Santa Cruz	loc	Monterey Bay Sanctuary Scenic Trail, Segment 18	*	950	30	17
Santa Cruz	loc	Airport Boulevard Improvements	*	1,195	30	17
Santa Cruz	loc	Casserly Road Bridge Replacement	*	125	29,30	17
Santa Cruz	1/9	Intersection Modifications	*	1,329	29	17
Santa Cruz	1	41st-Soquel Auxiliary Lanes, Bike/Pedestrian Bridge	*	4,000	29	17
Shasta	loc	Browning Street, Canby Road-Churn Creek Road, Complete Street	*	275	1	1
Shasta	loc	Sacramento River Trail to Downtown, Multiple Street Pedestrian Improv.	*	400	1	1
Shasta	5	Redding-Anderson, Knighton-Churn Creek Overcrossing, 6-Lanes		12,122	1	1
Sierra	loc	Smithneck Creek Road Rehabilitation		500	1	1
Sierra	89	Truck Pull-Outs	*	750	1	1
Sierra	loc	Smithneck Creek Bike Path		500	1	1
Siskiyou	loc	South Oregon Street, Lawrence-4H Way		867	1	1
Siskiyou	loc	Oregon Street, Miner Street-North End, Rehabilitation		597	1	1
Siskiyou	loc	Lincoln Road, Union Avenue, Angel Valley Road, Rehab.		785	1	1
Siskiyou	loc	Rehabilitate 6th & Ridgeview		497	1	1
Siskiyou	loc	Vista Drive Rehabilitation		1,795	1	1
Siskiyou	loc	Ream Avenue Rehabilitation		242	1	1
Siskiyou	loc	South 9th Street Rehabilitation		340	1	1
Siskiyou	loc	Overlay & Rehabilitation of Various Streets		812	1	1
Siskiyou	loc	Big Springs Road Rehabilitation, Phase 1		2,700	1	1
<i>Siskiyou</i>	<i>loc</i>	<i>Dunsmuir Road Rehabilitation</i>		<i>188</i>	<i>1</i>	<i>1</i>
Siskiyou	loc	California Street Rehabilitation		130	1	1
Siskiyou	loc	Howell Avenue Rehabilitation		370	1	1
Siskiyou	loc	Matthews & Carlock Streets Pedestrian Improvements		376	1	1
Siskiyou	loc	Mount Shasta Boulevard Rehabilitation		184	1	1
Siskiyou	loc	Ager Road Rehabilitation		1,650	1	1
Solano	loc	Jepson Parkway, Leisure Town Road, Commerce-Orange		9,360	11	3
Stanislaus	132	4-Lane Expressway, Dakota Ave-Route 99, Phase 1A	*	9,641	21	12
Stanislaus	108	Widen McHenry Avenue, Route 108-McHenry Bridge	*	4,100	12	5
Stanislaus	99	Pelandale Avenue Interchange Reconstruction	*	4,336	12	5
Sutter	loc	Replace 5th Street Feather River Bridge, Improve Approaches	*	17,415	3	4
Tehama	loc	Kirkwood Road Bridge, Jewett Creek	*	265	3	4

County	Route	Project Title		Total		
				Programmed (\$ thousands)	Assembly District(s)	Senate District(s)
Tehama	loc	Baker Road at Brickyard Creek Bridge	*	130	3	4
Tehama	99	Los Molinos Enhancements, Phase 3		1,200	3	4
Tehama	loc	99W, Glenn County Line to City of Corning		3,055	3	4
Tehama	loc	99W, Gyle to South Main at I-5 Overcross		2,950	3	4
Tehama	99	Grant Street, Route 99-Baily Rd, Los Molinos Enhancements, Phase 3		1,200	3	4
Trinity	loc	Wildwood Road Reconstruction, Segment 1	*	60	2	4
Trinity	loc	Lewiston Road No. 202, Postmiles 4.8-5.84, Rehabilitation		400	2	4
Trinity	299	Weaverville, Route 299-Coffee Creek, Turnouts	*	850	2	4
Trinity	loc	Lewiston Road Bike/Pedestrian Lane	*	331	2	4
Tulare	65	Align Road 204, Route 65-Route 198, 4 Lanes	*	1,557	23	14,16
Tulare	99	Tulare, 6-lane Freeway, Prosperity Ave Interchange-Ave 200	*	4,000	23	16
Tulare	99	Tagus 6-Lane Southbound Widening		49,000	23	16
Tulare	99	Tagus 6-Lane Northbound Widening	*	10,250	23	16
Tuolumne	loc	Mono Way Operational Improvements	*	1,536	25	14
Tuolumne	108	Peaceful Oaks Road Interchange Ramps		8,311	25	14
Various	rail	Capitalized Maintenance (Capitol Corridor)		3,000		
Various	rail	Capitalized Maintenance (San Joaquin Corridor)		2,000		
Various	rail	Capitalized Maintenance (Surfliner)		2,000		
Various-MTC Region	80	Improved Bike/Ped Access to San Francisco Bay Bridge East Span	*	15,000	18	9
Ventura	rail	Seacliff Siding Upgrade and Extension		7,870	37	19
<i>Ventura</i>	<i>118</i>	<i>Widening, Los Angeles Avenue-Tapo Canyon Road</i>		<i>3,000</i>	<i>38,44</i>	<i>27</i>
<i>Ventura</i>	<i>101</i>	<i>HOV lanes, Moorpark Road to Route 33</i>		<i>14,000</i>	<i>37,44</i>	<i>19,27</i>
<i>Yolo</i>	<i>loc</i>	<i>Village Pkwy Extension, Stonegate-Pioneer Bluff bridge</i>	<i>*</i>	<i>2,500</i>	<i>4,7</i>	<i>3,6</i>
<i>Yolo</i>	<i>loc</i>	<i>Mace Blvd Complete Street, Blue Oak-Cowell Blvd</i>	<i>*</i>	<i>1,912</i>	<i>4,7</i>	<i>3,6</i>
<i>Yolo</i>	<i>loc</i>	<i>Third Street Improvements, A Street -B Street</i>	<i>*</i>	<i>3,292</i>	<i>4,7</i>	<i>3,6</i>
<i>Yolo</i>	<i>loc</i>	<i>East Main Street Improvements, East St-Pioneer Ave</i>	<i>*</i>	<i>580</i>	<i>4,7</i>	<i>3,6</i>
<i>Yuba</i>	<i>loc</i>	<i>Olivehurst Avenue Roundabout at Powerline/Chesnut</i>	<i>*</i>	<i>717</i>	<i>3</i>	<i>4</i>
<i>Yuba</i>	<i>loc</i>	<i>Powerline Road Safe Route to School, 9th-15th, Phase 2</i>	<i>*</i>	<i>500</i>	<i>3</i>	<i>4</i>
Total				2,004,014		

NOTES:

1. This list represents all STIP projects programmed in fiscal years 2016/17 through 2018/19 except Planning, Programming & Monitoring, and AB 3090 Reimbursement projects.
2. Projects in italics were proposed to be deleted from the STIP in the RTIPs and ITIP submitted to the Commission by December 15, 2015.
3. Route acronyms:
number = state highway
loc = local road
gsep = rail grade separation
rail = heavy or light rail project
bus = bus transit

* These projects leverage other funds.

Background Attachment:

The California Transportation Commission has a statutory responsibility to advise the Legislature on transportation policy matters. In our 2015 Annual Report, our primary recommendation to the Legislature was to approve additional funding to support the state's transportation program. This communication serves as a supplement to provide a clear and stark reminder of the magnitude of the program's funding shortfall and the urgent need to respond to this critical problem.

As stated previously, California faces a transportation funding crisis of significant and increasing proportions. We have underinvested in our transportation infrastructure for the past several decades and have failed to fund needed repairs to an aging and failing system that we rely on to move people and goods in this state. Further, we have little capacity to pay for necessary road, transit and rail improvements to meet the demands of a growing population and an expanding economy.

In his inaugural address last year, Governor Brown called attention to this problem and challenged the Legislature to respond. A number of bills were introduced in 2015 but little progress was made in moving this legislation. Over the summer, the Governor convened a special session for the purpose of resolving the issue, and, in late August, he proposed a plan of his own. The plan, subsequently incorporated into his 2016-17 budget proposal, includes new revenue and several reform measures sought by members of the Legislature. Over the fall, Legislative Leadership appointed a conference committee to consider solutions for addressing the funding shortfall.

Currently, there are two comprehensive bills pending in the Legislature (SB 1x1 by Senator Beall and AB 1591 by Assembly Member Frazier) along with the Governor's budget proposal. Each of these measures would provide more revenue and implement serious program reforms. The Governor and legislative authors are seeking a compromise for their proposals that can be supported by enough members to gain approval of a package that begins to address the state's crumbling transportation infrastructure.

While these proposals are appropriately focused on repairing our failing transportation facilities, the programmatic vehicle used to fund other state transportation projects is broken. The Commission previously advised you of the annual gas tax swap adjustment and how it affects the State Transportation Improvement Program (STIP, for short). The requirement for yearly adjustments created by the swap seriously exacerbates the funding picture by reducing transportation revenue at a time when we need to increase investment in our mobility system.

As the Commission considers the upcoming five-year STIP for 2016, the effect of this swap mechanism on a portion of the existing gas tax has been nothing short of catastrophic. As a result of reduced revenue due to the swap, a whopping \$876 million in 2015 alone, the 2016 Fund Estimate adopted by the CTC in August included virtually no money for new projects in the updated program. Now, the Department of Finance is estimating a further reduction in the excise tax for the coming year and that has prompted Caltrans to prepare a revised fund estimate reflecting the additional decline in revenue. The Commission adopted these revisions at its January meeting.

The revised estimate shows a negative programming capacity of more than \$750 million over the five-year STIP period. This means that in addition to no new projects for the upcoming STIP, existing projects already programmed must be deleted. To put this into context, the 2014 STIP included \$4.7 billion in programmed projects. The 2016 STIP will likely include only \$3.2 billion or less in programmed projects, and, in addition to deleting planned projects, it will be necessary to move many projects into the outer years of the five-year plan. The attached is a list of those projects that may be delayed or removed from the new STIP.

All three of the funding proposals before the Legislature include provisions to remedy the impact of the yearly swap adjustment on transportation funding, and the Commission supports any reform and revenue measure that will responsibly address the serious problems identified in this letter. We also recognize the difficult challenges facing the Legislature in coming to agreement on these issues and appreciate the efforts being expended by all parties to identify possible solutions to this enormous problem. While we will provide whatever assistance we can to support you in this task, we strongly urge legislators to work together to develop a compromise that will result in a significant down payment on our transportation infrastructure needs and provide for meaningful reforms to the state's transportation program. Failure to act and to act quickly will have serious consequences for the future of California.

Thank you for your urgent consideration of this important matter.

REVISED 2016 STIP FUND ESTIMATE

Calculation of Programming Targets

(\$1,000's)

County		
Alameda	3.46153%	-19,565
Alpine	0.10287%	-581
Amador	0.23362%	-1,320
Butte	0.69068%	-3,904
Calaveras	0.27831%	-1,573
Colusa	0.18487%	-1,045
Contra Costa	2.36889%	-13,389
Del Norte	0.17261%	-976
El Dorado LTC	0.48442%	-2,738
Fresno	2.60703%	-14,735
Glenn	0.19363%	-1,094
Humboldt	0.69597%	-3,934
Imperial	1.22915%	-6,947
Inyo	0.95664%	-5,407
Kern	3.51423%	-19,863
Kings	0.51569%	-2,915
Lake	0.30234%	-1,709
Lassen	0.44252%	-2,501
Los Angeles	20.93443%	-118,325
Madera	0.47975%	-2,712
Marin	0.64742%	-3,659
Mariposa	0.18094%	-1,023
Mendocino	0.64993%	-3,674
Merced	0.85589%	-4,838
Modoc	0.23612%	-1,335
Mono	0.71072%	-4,017
Monterey	1.23216%	-6,964
Napa	0.42624%	-2,409
Nevada	0.36644%	-2,071
Orange	6.45388%	-36,478
Placer TPA	0.87885%	-4,967
Plumas	0.26385%	-1,491
Riverside	5.70656%	-32,254
Sacramento	3.27901%	-18,533
San Benito	0.22693%	-1,283
San Bernardino	6.56094%	-37,083
San Diego	7.33455%	-41,456
San Francisco	1.75681%	-9,930
San Joaquin	1.77716%	-10,045
San Luis Obispo	1.30867%	-7,397
San Mateo	1.78783%	-10,105
Santa Barbara	1.47372%	-8,330
Santa Clara	4.11222%	-23,243
Santa Cruz	0.70825%	-4,003
Shasta	0.75799%	-4,284
Sierra	0.12532%	-708
Siskiyou	0.51970%	-2,937
Solano	1.07293%	-6,064
Sonoma	1.31912%	-7,456
Stanislaus	1.31465%	-7,431
Sutter	0.30298%	-1,712
Tahoe RPA	0.16089%	-909
Tehama	0.38534%	-2,178
Trinity	0.27317%	-1,544
Tulare	1.62384%	-9,178
Tuolumne	0.30193%	-1,707
Ventura	2.19267%	-12,393
Yolo	0.63327%	-3,579
Yuba	0.23192%	-1,311
Statewide Regional	100.00000%	(565,216)
Interregional		(188,405)
TOTAL		(753,621)

March 23, 2016

Members, California State Legislature

RE: Continuing Transportation Funding Crisis

Dear Honorable

We are greatly alarmed by the deletion of \$754 million in funding for critical transportation improvements from the State Transportation Improvement Program (STIP). Current law required the California Transportation Commission to revise the Fund Estimate for the STIP due to lower forecasted state gas tax revenues. The revenues are decreasing because Californians are buying less gas due to fuel efficiency gains) and cheaper prices (due to drop in price of gasoline).

The precipitous decline in fuel tax revenues is likely to result in the deletion of \$1.85 million currently programmed in the STIP for projects in our region. The table below provides a summary of projects that are at risk of deletion in our region.

- PPNO -1705 - Truck turn outs on State Route 89, a cooperative project with Caltrans, wherein Sierra County committed \$750,000 toward important safety improvements on the state highway;
- PPNO - 1704 - Smithneck Creek Road Rehabilitation, wherein \$500,000 is committed; and,
- PPNO - 1706 - Smithneck Creek Bike Path to which \$600,000 is committed.

The problem is with the structure of transportation funding. The downward revision to the STIP Fund Estimate is due to the estimated decrease to the price-based portion of the State gasoline tax that is currently the only fund source for the STIP. This is a volatile source of funding, since it is subject to adjustments based on fluctuations in the price of gasoline. The rate (established as part of the “fuel tax swap” enacted in 2010) is set annually by the Board of Equalization at a level that generates the same amount of revenue as would have been received if the sales tax on gasoline had remained in effect. The current rate was decreased from 18 cents to 12 cents as of July 1, 2015. Due to the price of gasoline in the past year, the Board of Equalization is expected to reduce the tax further to 10 cents at their next meeting this Spring. As such the CTC adopted a Fund Estimate at their January meeting that must factor the reduction in the price based tax for the five year STIP period starting in Fiscal Year 16/17 through FY 20/21. This decrease of \$754 million is leading to the current predicament of needing to delete the same amount in projects.

We urge the Legislature to take action to restore the STIP. Three current proposals provide a partial solution. Proposals by the Governor (proposed 2016-17 budget), Assembly Member Frazier (AB 1591), and Senator Beall (SB 1X-1) all propose removing the fuel swap mechanism

that has required the downward forecasts and restoring the price based excise tax to the 18 cent (or 17.3 cent) mark. All three proposals would also allow the excise tax rate to adjust for inflation every three years. The main difference is that the funds from the inflation adjustment remain in the STIP under the Frazier and Beall proposals, but are swept into a different Road Maintenance and Rehabilitation Account under the Governor's proposal.

Accordingly, we support restoring the price base excise tax to its former rate and allowing the STIP funding revenue to adjust with inflation. Californians are frustrated with the declining condition of their transportation system and want their leaders in Sacramento to act swiftly to provide funding needed to repair roads and bridges, reduce traffic congestion, expand transportation alternatives and make the system more sustainable. We believe that Californians understand and support the need to maintain continued investments in transportation infrastructure.

We respectfully request your support to work with fellow Legislators to help identify a timely solution to address this serious issue with transportation funding. Please contact me at 530-289-3201 if you have any questions or would to discuss further.

Sincerely,

SIERRA COUNTY
TRANSPORTATION COMMISSION

Tim H. Beals
Executive Director

cc: Members, Senate Transportation and Housing Committee
Members, Assembly Transportation Committee
Mr. Bob Alvarado, Chair, California Transportation Commission
Commissioners, California Transportation Commission
Mr. Brian Kelly, Secretary, California State Transportation Agency
Mr. Will Kempton, Executive Director, California Transportation Commission
Mr. Malcolm Dougherty, Director, California Department of Transportation
Mr. Bill Higgins, Executive Director, CalCOG
Mr. Sarkes Khachek, Moderator, Regional Transportation Planning Agencies

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
 P.O. BOX 942873, MS-49
 SACRAMENTO, CA 94273-0001
 PHONE (916) 654-6130
 FAX (916) 653-5776
 TTY 711

www.dot.ca.gov



*Serious Drought.
 Help save water!*

February 19, 2016

Tim H. Beals
 Executive Director
 Sierra County Local Transportation Commission
 Courthouse Annex, 101 Courthouse Sq.
 Downieville, CA 95936

RECEIVED
 BY _____
 FEB 23 2016
 SIERRA COUNTY
 DEPT. OF PUBLIC WORKS

Dear Tim H. Beals:

In the coming weeks and months, you and your partners will be hearing about the upcoming California Road Charge Pilot Program (Pilot). I am writing to provide information you may find useful as the Pilot begins recruiting 5,000 volunteers from around the state needed for a robust and useful study. The California Department of Transportation (Caltrans) is asking for your participation and assistance in ensuring the Pilot represents the diverse nature of California. In September 2014, the Legislature passed, and the Governor signed Senate Bill (SB) 1077 calling for a pilot program to assess the viability of mileage-based tax collection, as an alternative to the gas tax.

The Pilot program will inform the Legislature's decision on whether and how to move forward with a full-scale permanent road charge program. If approved by the Legislature, it could replace the existing gas tax. Although the payment method is different, the road charge is based on the same idea as a gas tax: the amount drivers pay to maintain our roads should correspond to the number of miles they drive. Over the past year, a Technical Advisory Committee (TAC) met publically throughout the state, soliciting and considering input from a broad, and diverse group of stakeholders, and the general public, to craft a Pilot that provides a robust and useful study of road charging.

On December 11, 2015, the TAC approved its recommendations report, which described a Pilot that will:

- Cost drivers nothing to participate.
- Offer drivers a choice in mileage recording methods.
- Protect drivers' privacy and personal information.
- Determine the impacts of a road charge on various income levels.
- Determine the impacts of a road charge on urban and rural drivers.
- Seek participation from at least 5,000 vehicles that represent the geographic, demographic and socioeconomic diversity of our state.

February 19, 2016
Page 2

The Pilot will go live in July 2016 and I trust that you will participate. Your leadership on this issue would be a validation of the initial intent of the Legislature, which is to explore fully, transparently and in an unbiased manner the potential of a mileage-based system for transportation funding.

Enclosed you will find a Fact Sheet about the Pilot, as well as the January 2016 California Road Charge Pilot brochure. More information on the Pilot as well as the volunteer page is available at:

www.californiaroadchargepilot.com

If you have any questions or wish additional information on the Pilot, or need outreach materials, please contact Carrie Pourvahidi, Road Charge Program Manager, California Department of Transportation, at 916-654-4227 or via email: carrie.pourvahidi@dot.ca.gov.

Sincerely,



MALCOLM DOUGHERTY
Director

Enclosures

c: Norma Ortega, Chief Financial Officer, California Department of Transportation

Exploring A Road Charge for California – One Mile at a Time *Gas Tax Alternative for Funding Road Maintenance and Improvements*

- WHO:** The California State Transportation Agency (CalSTA) through the California Department of Transportation (Caltrans) is launching a statewide pilot program to explore road charging as a potential long-term replacement for the gas tax. The purpose of the pilot is to study how a road charge funding model could work in California. The pilot's parameters were developed through the recommendations of a 15-member Technical Advisory Committee (TAC), composed of representatives from diverse interests. To develop the pilot, the TAC engaged in a robust yearlong stakeholder engagement process by holding 12 public meetings throughout the state, meeting and soliciting feedback from hundreds of groups of stakeholders, and gathering their input and feedback on the design of the pilot. The TAC and pilot program are a creation of Senate Bill 1077 (Statutes of 2014, De Saulnier).
- WHAT:** Road charging is a funding mechanism where drivers pay to maintain the roads based on the miles they drive, rather than the amount of gasoline they consume. The free pilot will give participants a variety of manual and technological choices for reporting the miles they travel, as well as a choice for submitting simulated payments. There will be no cost for volunteer participation in the pilot program. The pilot will also employ strict data security and privacy requirements to protect drivers' personal information.
- WHY:** The revenues currently available for highways and local roads are inadequate to preserve and maintain existing road infrastructure, reduce congestion and improve service. The gas tax cannot meet California's current and long-term transportation funding needs because it is ineffective and outdated, and will continue to generate less revenue as cars become more fuel efficient. By 2030 as much as half of the revenue that could have been collected from the gas tax will be lost to fuel efficiency. The state needs to explore a sustainable transportation funding model to generate adequate revenue for its road maintenance and improvement needs.
- WHEN:** The nine-month road charge pilot will be launched in the summer of 2016. At that time, 5,000 Californians will be part of the effort to test road charging as volunteers. At the conclusion of the pilot an independent third party will evaluate the pilot results, and CalSTA will submit a report to the Legislature, the California Transportation Commission (CTC) and the TAC by July 2017. This report will include the results of the pilot, a summary of the pilot volunteers' experience and stakeholder input received throughout the entire pilot program. The CTC will include recommendations regarding the pilot program to the Legislature in their December 2017 Annual Report. The Legislature will make the final decision on whether and how to enact a full-scale permanent road charge program.
- HOW:** Anyone interested in learning more about the program or who would like to sign up to participate in the free pilot study should visit www.CaliforniaRoadChargePilot.com.

California Road Charge Pilot Program

Exploring the Possibilities...
ONE MILE AT A TIME



Vehicles go farther with less fuel



Roads are fixed with fuel taxes at the pump

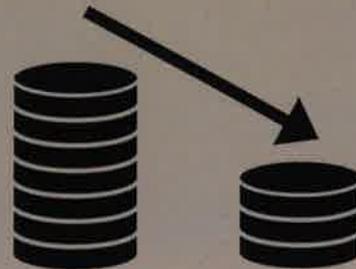


Roads and revenue to fix them are suffering

Why Study Road Charge?



Increased damage to all roads



Reduced buying power



California's economy

SIGN UP NOW! Limited Opportunity

Maintaining California's Economy **ONE MILE AT A TIME**

Background

An efficient transportation system is critical for California's economy and quality of life. The revenues currently available for highways and local roads are inadequate to preserve and maintain existing infrastructure and to provide funds for improvements that would reduce congestion and improve safety. Because of improving fuel economy, motor fuel taxes are ineffective methods of meeting California's long-term revenue needs; they will steadily generate less revenue as cars and trucks become more fuel efficient and alternative sources of power are identified. By 2030, as much as half of the revenue that could have been collected will be lost to fuel efficiency.

Senate Bill 1077

In an effort to address this problem, in 2014 the Legislature passed and the Governor signed into law Senate Bill (SB)1077. SB 1077 established the Technical Advisory Committee under the California Transportation Commission to formulate recommendations for design of a pilot project to explore the risks and benefits of road charging. The recommendations of this diverse statewide committee are currently being finalized and will be provided to the Secretary of the California State Transportation Agency for consideration and guidance in executing the pilot. The road charging pilot will illustrate firsthand the advantages, disadvantages, challenges, and opportunities of road charging.

Road Charge Pilot Program

The success of the Road Charge Pilot Program is contingent on **YOU**. To effectively evaluate the pilot program we need to recruit 5,000 volunteers to participate in this innovative and exciting 9-month study. The recruiting process has already started to ensure the pilot represents a broad cross-section of the population of California. With the Road Charge Pilot Program scheduled to commence in the summer of 2016, we need you to **participate in the pilot** and to **assist in the recruitment of volunteers**.

Go to the program website to find out more about the pilot efforts to date, provide feedback on the program, sign-up for updates, and most importantly volunteer and help us...**Improve our Roads – One Mile at a Time**.

www.CaliforniaRoadChargePilot.com

**Sierra County Transportation Commission
Meeting: March 23, 2016**

13. Transportation Issues and Project Status Reports

- A. Bicycle Trail Project and Smithneck Creek Road Rehabilitation
- B. Discussion on prioritization of Campbell Hot Springs-Lemmon Canyon Road for potential paving including relationship between the Sierra Hot Springs development project and the condition of the road
- C. Bridge Projects: Jim Crow, Salmon Creek Road, Packer Lake Road, Plumbago Creek
- D. Low Water Crossing
- E. State Route 89 Issues
- F. Speed Feedback Signs
 - F.1 Correspondence from Lorie Horner and Community Members regarding speed feedback signs for City of Loyalton
- G. Other Transportation Issues

MAR 18 2016

March 14, 2016

SIERRA COUNTY
DEPT. OF PUBLIC WORKS

To: Sierra County Transportation Commission

From: Lorie Horner and Community Members

I have noticed that throughout Sierra and Plumas Counties several flashing reduced speed limit signs have been placed. However, speed flashers are also needed at each end of the Loyalton city limits, on both the east and west side of town.

Many of us in the community have numerous concerns in regard to speeding vehicles. I myself have witnessed cars speeding past my house in town. I have concerns about my grandchildren's safety when they are playing in my driveway. Children in the community are crossing the streets for: play, shopping, school, church and other activities.

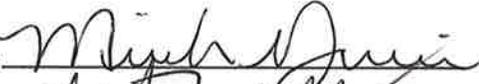
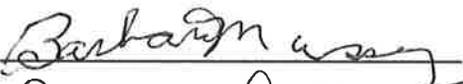
The flashing signs that are up and working are effective, reminding drivers to slow down. These signs would benefit the entire community in so many ways. Let's take care of this before tragedy occurs.

Thank you for your time and consideration.

1. Cher VanDamm2. Jan Van Dam3. Jarane Sei4. [Signature]5. Cindy Caudle6. Kim Jochim7. Joy Jochim8. Christy Jordan9. Kim Lombardi10. Deborah J. Jochim12. Kathy Baelling13. Nancy Rogers14. Kelly Massy15. Charles M. Buck16. Micia Barnum17. Melissa Bayly18. [Signature]19. Dana Martin20. Joe Martin21. [Signature]

To: Sierra County Transportation Commission (cont'd.)

- 22. 
- 23. 
- 24. Susan Whiffy
- 25. Kelly White
- 26. Jane Rakestraw
- 27. Joyce Cameron
- 28. Keith Cameron
- 29. Emma Haug
- 30. Adlene Carr
- 31. David Carr
- 32. Julie Lane
- 33. Karen Ball
- 34. Robert Ball
- 35. Elda Fae Ball
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- 39. 
- 40. 
- 41. Elia Miles
- 42. Carla Suckett
- 43. J. Pearcey
- 44. Lori Winger
- 45. Elna Hudson
- 46. 
- 47. Barbara A Weaver
- 48. 
- 49. A. White
- 50. Kimberly N. Johnson