

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

COMMISSIONERS

APPOINTERD BY
SIERRA COUNTY
LILA HEUER – VICE CHAIR
SHARON DRYDEN
PAUL ROEN
TERRY LEBLANC - ALTERNATE

APPOINTED BY
THE COMMISSION
PAUL CUETO

APPOINTED BY
CITY OF LOYALTON
SUSAN MCILRAVY – CHAIR
JOY MARKUM
NANCY ROGERS
BILL MERTTON - ATERNATE

WEDNESDAY
MAY 14, 2025
10:00 A.M.

305 SOUTH LINCOLN
SIERRAVILLE, CA

This meeting will be open to in-person attendance and available to the public via teleconference.

The public may observe and provide public comments by using the Teams options below:

By Phone: 1-323-892-2486
Access Code: 754942201#
Meeting ID: 284 142 577 88
Passcode: ZddH37
By PC: <https://tinyurl.com/SCTC-meeting>

In compliance with Section 202 of the Americans with Disabilities Act of 1990, and in compliance with the Ralph M. Brown Act, anyone requiring reasonable accommodation to participate in the meeting, including auxiliary aids or services, should contact the SCTC office at (530) 289-3201 at least 72 hours in advance of the meeting.

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 and Introductions - 10:00 A.M.**
- 2. Pledge of Allegiance**
- 3. Approval of Agenda**
- 4. Approval of Minutes of March 19, 2025**
- 5. Announcements**
- 6. Public Comment Opportunity**
- 7. Transit**

- A. Report on status of Transit Fund and Transit Services within Sierra County.
- B. Report of the Social Services Transportation Advisory Council.
- C. **10:10 a.m. Public Hearing** for identification of Unmet Transit Needs in Sierra County.
- D. Resolution establishing the definition of those transit needs that are reasonable to meet during FY 25/26.
- E. Resolution approving FY 25/26 Transit Operation Budget.
- F. Resolution authorizing the purchase of one (1) transit vehicle.

8. Overall Work Program

- A. Report on the status of the Overall Work Program budget for the current fiscal year.
- B. Resolution approving a budget amendment to the FY 24/25 Overall Work Program.
- C. Resolution approving FY 25/26 Overall Work Program and approving OWP Agreement (OWPA) as well as Certifications and Assurances.
- D. Resolution approving FY 25/26 SCTC Administrative Budget.

9. Regional Transportation Planning Agency

- A. Resolution approving agreement for Federal Apportionment Exchange Program Funding, California Department of Transportation, Regional Transportation Planning Agency agreement X25-6150(043).

10. Planning, Programming and Monitoring

- A. Agreement for professional services between MGE Engineering, Inc. and the Sierra County Transportation Commission for consulting services related to Planning, Programming & Monitoring for FY 25/26 in an amount not to exceed \$25,000.

11. Audits

- A. Report on the status of the FY 23/24 ISCS financial audit.

12. Local Roadway Safety Plan

- A. Resolution approving the Sierra County Local Roadway Safety Plan.

13. Regional Transportation Plan

- A. Amendment to Agreement 2024-03 between Green DOT Transportation Solutions and the Sierra County Transportation Commission for services required to update the 2025 Regional Transportation Plan.

14. CALTRANS Report

[North Region Projects Viewer \(arcgis.com\)](https://arcgis.com)

15. Project Updates

16. Other Transportation Issues

- A. Informational speed zone justification report from the Department of Transportation, District 3 pertaining to Loyalton speed zones.
- B. Update regarding the final order for speed zones and proposed speed management improvements for Sierra City.

17. Schedule Next Meeting

18. Adjourn

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

COMMISSIONERS

APPOINTEE BY SIERRA COUNTY

LILA HEUER – VICE CHAIR
SHARON DRYDEN
PAUL ROEN
TERRY LEBLANC - ALTERNATE

APPOINTED BY THE COMMISSION

PAUL CUETO

APPOINTED BY CITY OF LOYALTON

SUSAN MCILRAVY – CHAIR
JOY MARKUM
NANCY ROGERS
BILL MERTTON - ALTERNATE

WEDNESDAY
MARCH 19, 2025
10:00 A.M.

305 SOUTH LINCOLN
SIERRAVILLE, CA

MINUTES

1. **Call to Order:**

This meeting was called to order at 10:01 a.m. by Chair McIlravy

Roll Call:

Commissioner Present: Rogers, Dryden, Heuer, Gerow, McIlravy

Commissioner Absent: Roen and Cueto

A Quorum was established.

Staff Present: Bryan Davey, Executive Director; Kaylon Hall, Transportation Planner and Suzanne Smith, Executive Secretary.

Also in Attendance: Yolanda Cookson, Field Representative, Senator Megan Dahle's Office, Dawson Stroud, Regional Liaison, Caltrans – District 3 (Remote); Erik Toraason, Transportation Coordinator, Incorporated Senior Citizens of Sierra County (Remote); Nathaniel Redmond, Senior Transportation Planner, Green DOT Transportation Solutions; and one member from the public.

2. **Pledge of Allegiance:** Led by Commissioner Rogers

3. **Approval of Agenda**

Commission Action: Commissioner Dryden motioned to approve the agenda; seconded by Commissioner Heuer; motion carried by consensus.

4. **Approval of Minutes**

Commission Action: Commissioner Dryden motioned to approve the minutes of January 15, 2025; seconded by Commissioner Heuer; motion carried by consensus.

5. **Announcements:** Commissioner Dryden complimented Mr. Davey for his report at the Sierra County Board of Supervisors Public Hearing pertaining to the Sierra City and Sierraville speed zone justification reports from the Department of Transportation, District 3. Commissioner Heuer included that Mr. Davey did a fantastic job. Mr. Davey thanked the Commissioners and explained there was a lot of effort put in by many people.

6. Public Comment Opportunity: No public comment was given.

7. Transit

Report on status of Transit Fund and Transit Services within Sierra County.

A fund estimate spreadsheet was distributed showing the ongoing tabulations of the Local Transportation Fund (LTF), State Transit Assistance (STA) and State of Good Repair (SGR). Miss Hall reported that the 1/4% Local Sales and Use Tax (LTF) year to date is \$63,341.34, the STA year to date is \$17,192.00 and the SGR year to date is \$3,339.05 noting that the STA/SGR funds are for capital purchases and the FTA fund is for operating expenses although, the STA and SGR funds may also be used for expenses. Two quarter payments have been received and two more are expected for this fiscal year. The SB125 funds balance is \$480,716.00. Miss Hall continued with the transit providers payments reporting that it has been decided to pay the remainder of funds allocated to each; Golden Rays Senior Citizens of Sierra County, Inc., 42,918.82 and Incorporated Senior Citizens of Sierra County, \$69,388.95 which is the fourth quarter payments. Mr. Davey explained that this is the first year that the transit provider accounts are being reconciled with the submitted invoices stating that the 4th quarter payments will be reconciled with the 4th quarter expense reports noting that any unused funds would be deducted from the next quarterly payment. Mr. Davey continued to explain that historically the full contact amount has been paid to each transit provider allowing operating expenses to carry over if those funds were not expended. The FTA and Caltrans would like to see these funds reconciled to the reported operating expenses. Mr. Davey reiterated that this is the first year these funds will be reconciled with the actual operating expenses from Golden Rays Senior Citizens of Sierra County, Inc. and Incorporated Senior Citizens of Sierra County. Mr. Davey explained that both transit providers submit quarterly reports of their operating expenses noting again that this is the first year the transit providers will only receive the amount of funds actually reported on the quarterly expense reports making sure everyone is aware of the new change. Mr. Davey included that the fund payments to both transit providers are paid in advance.

Miss Hall reported that budgets have been received from Golden Rays Senior Citizens of Sierra County, Inc. and Incorporated Senior Citizens of Sierra County for fiscal year 25/26 stating that the transit operating budget was set at \$270,000. Golden Rays Senior Citizens of Sierra County, Inc. submitted an operating budget of \$107,225.10; Incorporated Senior Citizens of Sierra County submitted an operating budget of \$154,370.00; both budgets combined total \$261,595.10 which is \$8,404.90 under budget. Miss Hall explained that Golden Rays Senior Citizens of Sierra County, Inc. did not increase their budget from last year and that Incorporated Senior Citizens of Sierra County did increase their budget from last year since they are adding a third van to their program.

Commission Dryden introduced Field Representative, Yolada Cookson from Senator Megan Dahle's office who stated that she was interested in learning about what the Sierra County Transportation Commission is doing. At the pleasure of the Commission Mr. Davey expanded; the Sierra County Transportation Commission is a Regional Transportation Planning Agency (RTPA) for Sierra County and the City of Loyalton. The Commission manages an Overall Work Plan (OWP) for the County which is planning for transportation purposes with funding from the State Transportation Improvement Program (STIP), the federal gas taxes that is allocated directly to the County and the

City of Loyalton for transportation projects. The Commission also manages the Transportation Development Act (TDA) that covers the entire transit program. Sierra County has four (4) buses operated by two nonprofits. Mr. Davey explained that Sierra County is probably the only county in the state that operates a transit program in this manner. Sierra County contracts with the two senior citizen organization within the County that are nonprofit volunteer organizations that manage transit services. Golden Rays Senior Citizens of Sierra County, Inc. on the west side of the County and Incorporated Senior Citizens of Sierra County on the east side of the County. Mr. Davey continued explaining that there is a Regional Transportation Plan (RTP) that is a 20 year plan that gets updated every five years noting that the RTP is one of the Commissions main work products and sets the transportation goals for the County and the City of Loyalton. The Transportation Commission is separate from the County and the City of Loyalton being unique in that the County administers the staff of the Commission who are all County employees that administers to the Commission's activities and needs. The Commission consists of seven voting members; three (3) members appointed by the Board of Supervisors, three (3) members appointed by the City and one (1) member from transit agencies within Sierra County appointed by a simple majority of the remaining six members as defined in the Transportation Development Act (TDA). Mr. Davey further explained that as part of the annual transit programming process an annual unmet needs hearing and Social Services Transportation Advisory Council (SSTAC) meeting is held in advance of adopting the annual budget for the transit program giving the opportunity to the public to say what the transit needs are and what transit needs haven't been met for transit purposes. SSTAC then makes a determination of the unmet needs which will be presented to the Commission following the annual unmet needs hearing for adoption.

Resolution authorizing the inter-agency transfer of surplus vehicle, 2017 StarCraft to the Sierra Plumas Joint Unified School District.

Miss Hall reported that the 2017 StarCraft vehicle is the cutaway van that was replaced July 2024. Sean Snyder, Superintendent, Sierra Plumas Joint Unified School District has decided to move forward with obtaining the vehicle. An official request for the vehicle on school letterhead needs to be received from the district in order to complete the transfer to SPJUSD. Miss Hall reported that she is working with Cal Act, California Association for Connected Transportation through a purchasing Co-op expecting quotes from Model 1 which is where previous vans have been purchased.

Commission Action: Commissioner Dryden motioned to adopt Resolution 2025-04 authorizing the inter-agency transfer of surplus vehicle to the Sierra Plumas Joint Unified School District; seconded by Commissioner Heuer; motion carried unanimously by roll call vote.

Resolution approving Section 5311 Transit Grant application and authorizing Executive Director to execute application and related documentation including Programming of Project (POP) and authorizing County Counsel to execute Certifications and Assurances for FY 25/26 transit funding.

Miss Hall explained that the 5311 Transit Grant application is not available until May and that this resolution is preparing for the application process and staying ahead of the process due to our meeting schedule which will allow the submittal to be done as fast as possible. Mr. Davey noted that this is an annual process. Commissioner Dryden commended Kaylon for her efficiency. Chair McIlravy noticed a typo on the resolution to be amended.

Commission Action: Commissioner Dryden motioned to adopt Resolution 2025-05 as amended 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 FY 25/26 transit funding; seconded by Commissioner Heuer; motion carried unanimously by roll call vote.

8. Overall Work Program

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

Miss Hall reported that the draft 25/26 OWP was due to Caltrans February 28, 2025 for review/comments and anticipate having an approved OWP to adopt at the next Transportation Commission meeting. An OWP budget summary spreadsheet for the current fiscal year was handed out. Miss Hall reviewed the OWP budget summary pointing out that the total authorized budget was \$147K and the remaining balance to date is \$80K noting that this summary does reflect the third quarter information. The administration, development and monitoring of the OWP project development is budgeted at \$61K due to the 2025 RTP update explaining that is where most of the funds are budgeted this year. Next is the Regional Transportation Improvement Program (RTIP) that still has the budget amount of \$1K. Nothing done in the RTIP category as of yet. The Intergovernmental Review and Public Outreach has been used in the first and second quarters with a remaining balance of \$22K.

Mr. Dawson commented that he did complete his review of the 25/26 OWP and is waiting on headquarters comments and will return them as soon as comments are received.

9. Audits

Report on the status of the ISCSC FY 23/24 financial audit.

Mr. Davey explained that Incorporated Seniors Citizens of Sierra County has been having some issues with their auditor this year and are trying to get the issues resolved. Mr. Davey expressed that it will be important to get next year's audit started sooner so that the audit can be completed in a timely manner.

10. Planning, Programming and Monitoring

Agreement for professional services between MGE Engineering, Inc. and the Sierra County Transportation Commission for consulting services related to Planning, Programming & Monitoring for FY 24/25 in an amount not to exceed \$25,000.

Miss Hall explained that this agreement is an annual agreement that has fallen behind in scheduling noting that the contract is for FY 24/25, the contract for FY 25/26 will be presented at the next Transportation Commission meeting. Miss Hall continued to explain that MGE Engineering, Inc. provides consulting services related to preliminary project information such as the RTIP and study reports as well as any other requests that come from SCTC, Caltrans or the County and have been doing so since 2002. Mr. Davey added that the work MGE, Engineering, Inc. is contracted to do is basic engineering work for getting projects programmed and put into place for scope of services outside of the ability of County staffing. A short discussion ensued.

Commission Action: Commissioner Dryden motioned to approve Agreement 2025-02 for professional services with MGE Engineering, Inc. for consulting services related to PPM for FY 24/25; seconded by Commissioner Heuer; motion carried unanimously by roll call vote.

11. Regional Transportation Plan

Presentation of draft 2025 Regional Transportation Plan.

Miss Hall explained that the 2025 Regional Transportation Plan is a 20 year plan that gets updated every five (5) years outlining funding guidelines, future projects and an overall transportation vision to move forward for the next 20 years. Miss Hall turned the presentation over to Green DOT Transportation Solutions, Senior Planner, Nathaniel Redmond.

Mr. Redmond introduced himself and thanked the Commissioners for the invitation explaining that Green DOT Transportation Solutions is stationed in Chico, CA and does planning work throughout Northern California. Mr. Redmond presented the draft 2025 Sierra County Regional Transportation Plan along with the County's comprehensive four-year transportation improvement strategy addressing infrastructure needs, funding mechanisms and community priorities while aligning with state and federal transportation initiatives stating the RTP is stipulated by law. For California, each RTPA must update their plan every five years and basically show that the community is in line with what the planning department and RTPA wants to do pertaining to the County's transportation infrastructure. Mr. Redmond presented that the SCTC serves as the County's transportation planning authority, coordinating between municipalities and ensuring regional mobility needs are met through strategic planning and resource allocation. The key objectives are to prioritize safety improvements, sustainable transportation options, accessibility for all residents and economic development through enhanced connectivity. Addressing the Four-Year RTP Cycle ensures regular updates allowing for adaptation to changing conditions, emerging technologies, shifting priorities, and new funding opportunities in the transportation landscape. Existing conditions are that Sierra County's population has remained relatively stable at approximately 3,200 residents with notable aging trends. The dispersed rural settlement pattern presents significant challenges for efficient transit service delivery. Infrastructure challenges are limited transit options for car-free residents, increasing climate vulnerabilities and persistent funding shortfalls for maintenance. The action elements are mostly roadway improvements, bridge rehabilitation, public transit enhancements and active transportation such as recreational trails for mountain biking and equestrian activities. Financial element and funding sources are Federal Formula, State SB1, Regional RTPA, Competitive Grants and Local Measure to improve the County's transportation network in the future. Mr. Redmond presented that community engagement is an important component to this process. Two community workshops were held, 327 online survey responses helped shape the plan. Stakeholder feedback from 18 key organizations helped define transportation priorities, draft plan development from technical analysis and community input focused on bridge safety, transit expansion and wildfire evacuation routes. Two more community workshops will be held before the revision period to incorporate Commission feedback and then a final draft will be presented during a 45-day public review. A discussion ensued pertaining to the medium household income. Mr. Redmond concluded his presentation and thanked the Commission. (Presentation slide show is attached.)

CALTRANS Report

[North Region Projects Viewer \(arcgis.com\)](#)

Mr. Stroud reported that the two Sierra County projects are still in the program phase and stated he will route the draft 2025 Sierra County RTP to Caltrans internal partners for comments. Mr. Stroud stated he would be following up with Mr. Davey and Miss Hall regarding the speed zones. Mr. Davey updated the Commission that there was a consultation meeting with the Caltrans staff trying to get possible programming done to address the design needs within the communities where the speed zones are being affected noting this would be potential programs that Caltrans could help design changes within the Sierraville and Sierra City communities to address the high speed vehicles in the community. Mr. Stroud explained that the annual coordination meeting is May 13, 2025 encouraging any concerns within Sierra County to be brought to the meeting.

12. Project Updates

Plumbago Road Bridge Replacement over Kanaka Creek Project: Mr. Davey reported that the final approval from the Highway Bridge Program (HBP) to award the project has been received. The call for bids went out and the project is expected to be awarded to the contractor soon. Mr. Davey explained there is a mediation requirement from the California Department of Fish and Wildlife (CDFW) pertaining to the habitat and environmental aspects of the project. Trees will have to be removed to put in the new bridge. The mediation requirement is to plant new trees and monitor for five (5) years.

A discussion ensued regarding Gold Lake Highway and other road projects listed in the Draft 2025 Sierra County RTP and the different types of funding allocated for such projects.

13. Other Transportation Issues

Informational speed zone justification report from the Department of Transportation, District 3 pertaining to Sierraville speed zones.

Update on the speed zone justification report from the Department of Transportation, District 3 pertaining to Sierra City speed zones.

Commissioner Dryden thank Mr. Davey for conducting the two public hearings at the Board of Supervisor meetings pertaining to the speed zone issues in Sierra City and Sierraville. Commissioner Dryden further commended Mr. Davey for doing a great job representing the needs. Commissioner Dryden extended her thanks to Miss Hall as well and to everyone involved. Good job!!! Mr. Davey stated that it was impressive to see the level of support at the public hearings.

Mr. Davey reported that there has been three (3) consultation meetings with Caltrans stating that Caltrans' position is locked into a process that does not give the ability to do work outside of the engineering speed surveys. Mr. Davey expressed that the big contention is that there is legislation in place to address these types of issues which gives local agencies a standing. Mr. Davey further explained that the California Vehicle Code allows the existing speed zones or to create Business and/or Senior Districts to create a prima facie speed limit by local ordinance, unfortunately state

highways were exempt from these code sections. Mr. Davey noted that this is a difficult situation statewide and that Sierra County has engaged with local representatives along with CHP who has the most standing on these issues and have been given great feedback. Caltrans is engaging the possibility of road design improvement that could help reduce speeds. A lengthy discussion ensued pertaining to road designs, speed surveys and vehicle code sections.

14. Schedule Next Meeting

The next meeting is scheduled May 14, 2025 at the Sierraville School along with the unmet needs hearing. The SSTAC meeting to be held in April.

15. Adjourn

Chair McIlravy adjourned the meeting at 11:48 a.m.

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary



March 2025 Public Review - 2025 Sierra County Regional Transportation Plan

Presented by: **Nathaniel Redmond**

Organization: **Green DOT Transportation Solutions**

Date: **March 20, 2025**

This presentation outlines the draft 2025 Sierra County Regional Transportation Plan along with the county's comprehensive four-year transportation improvement strategy for Sierra County, addressing infrastructure needs, funding mechanisms, and community priorities while aligning with state and federal transportation initiatives.

Introduction & Purpose of the Regional Transportation Plan



Sierra County Transportation Commission

Serves as the county's transportation planning authority, coordinating between municipalities and ensuring regional mobility needs are met through strategic planning and resource allocation.



Key Objectives

The plan prioritizes safety improvements, sustainable transportation options, accessibility for all residents, and economic development through enhanced connectivity.



Four-Year RTP Cycle

Regular updates allow for adaptation to changing conditions, emerging technologies, shifting priorities, and new funding opportunities in the transportation landscape.



Existing Conditions Summary

Population & Demographics

Sierra County's population has remained relatively stable at approximately 3,200 residents, with notable aging trends. About 25% of residents are over 65, creating specialized transportation needs.

The dispersed rural settlement pattern (0.9 persons per square mile) presents significant challenges for efficient transit service delivery.

Infrastructure Challenges

- 47% of county bridges rated as structurally deficient
- Limited transit options for car-free residents
- Increasing climate vulnerabilities (wildfires, flooding)
- Persistent funding shortfalls for maintenance

Policy Element & Regional Goals



Safety Enhancements

Reduce collisions and improve emergency response



Multimodal Expansion

Enhance transit, cycling and pedestrian options



Economic Development

Strengthen access to jobs, goods and services



Climate Resilience

Prepare infrastructure for environmental challenges

Our plan aligns with federal IIJA and CAPTI initiatives, state legislation including SB 1 and SB 743, and regional priorities identified through community engagement and technical analysis.



Action Element & Priority Projects



Roadway Improvements

- SR 49 corridor safety enhancements
- Smithneck Creek Road reconstruction
- Downieville Main Street rehabilitation



Bridge Rehabilitation

- Salmon Creek Bridge replacement
- North Yuba River crossing upgrades
- Structural assessments of 6 priority bridges



Public Transit Enhancements

- Expanded dial-a-ride service areas
- Increased service frequency to Reno
- Electric vehicle transit pilot program

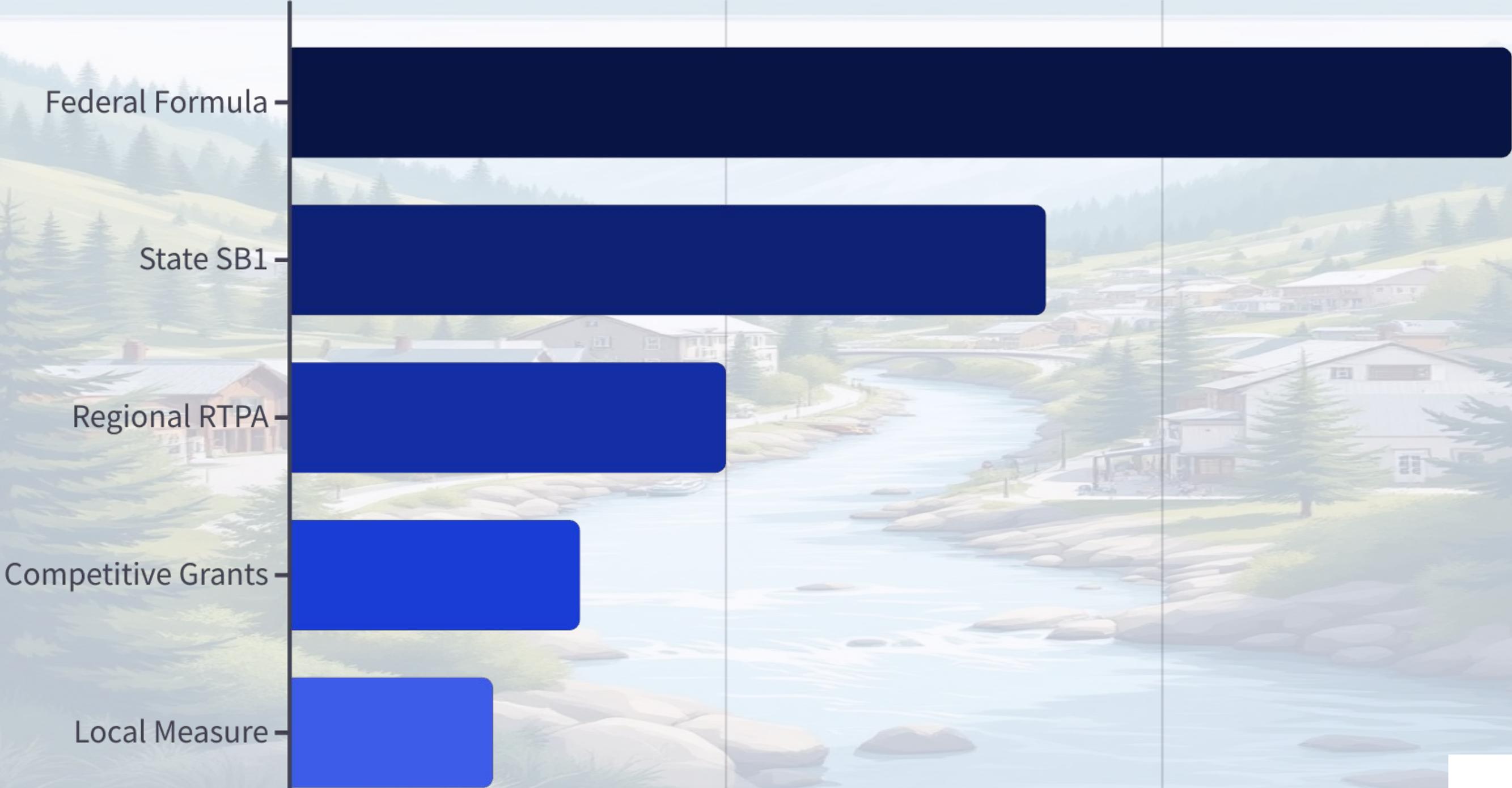


Active Transportation

- Sierra Valley bikeway network
- Downieville-Sierra City trail connection
- Safe Routes to School implementation

Financial Element & Funding Sources

Sierra County 2025 - Yuba
Regional Transportation Plan Update Meeting



Community Engagement & Next Steps



Public Outreach Completed

Six community workshops and an online survey with 327 responses shaped our plan.



Stakeholder Interviews

Feedback from 18 key organizations helped define transportation priorities.



Draft Plan Development

Technical analysis and community input focused on bridge safety, transit expansion, and wildfire evacuation routes.



Revision Period

Commission feedback is being incorporated during a 45-day public review, with two hearings planned.



Plan Adoption

Commission adoption of the final plan is

Thank You & Contact Information

Nathaniel Redmond

Principal Transportation Planner

Green DOT Transportation Solutions

Email:

nathaniel@greendottransportation.co

m

Phone: (530) 492-9775

Access the Full Draft RTP

The complete draft plan with technical appendices is available on the Sierra County Transportation Commission website.

www.sierracountytc.gov/2025-rtp

Tentative Meetings

April 12, 2025 - Loyalton Community Center

April 19, 2025 - Downieville Community Center

Both meetings begin at 6:00 PM

We appreciate the Commission's time and attention today. Your feedback is essential to refining this plan to best serve Sierra County's transportation needs. We welcome questions now or through our contact channels.



Sierra County Transportation Commission
Meeting: May 14, 2025
Agenda Item 7 – Transit

A. Report on status of Transit Fund and Transit Services within Sierra County.

This is a standing agenda item. No action required.

B. Report of the Social Services Transportation Advisory Council.

C. 10:10 a.m. Public Hearing for identification of Unmet Transit Needs in Sierra County.

Background: 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 and “Unmet Transit Needs” hearing must be conducted each year. The 45-day public notice requirement for this hearing has been met.

Recommended Motion: Sierra County Transportation Commission to Conduct Public Hearing.

D. Resolution establishing the definition of those transit needs that are reasonable to meet during 2024-25 FY.

Background: The Transportation Development Act charges the SCTC with the responsibility of annually determining if there are transit needs that are unmet and could be reasonably met.

Recommended Motion: Adopt Resolution 2025-06 establishing the definition of those transit needs that are reasonable to meet.

E. Resolution approving FY 25/26 Transit Operation Budget.

Background: Staff recommendation is to fund the transit program at \$262,912.10 to be divided between the Eastern County Program and Western County Program.

Recommended Motion: Adopt Resolution 2025-07 approving Transit Operation Budget for FY 25/26.

F. Resolution authorizing the purchase of one (1) transit vehicle.

Background: The transit van has been ordered; this resolution is specific action to confirm the intent of the SCTC to purchase the new transit vehicle.

Recommended Motion: Adopt Resolution 2025-08 authorizing the purchase of one (1) transit vehicle.

SIERRA COUNTY TRANSPORTATION COMMISSION

**In the Matter of
Unmet Transit Needs Finding FY 25/26**

Resolution 2025-06

WHEREAS, the Sierra County Transportation Commission is the Regional Transportation Planning Agency for the Sierra County Regional Area; and,

WHEREAS, the Transportation Development Act was enacted to improve transportation services for the public; and,

WHEREAS, the Sierra County Transportation Commission conducted a duly noticed public hearing in order to receive input from local citizens and claimants on transportation needs on May 14, 2025; and

WHEREAS, the transportation planning process has been identified as outlined in Section 99408, 99401.5 and 99401.6 of the Transportation Development Act as shown in the attached Exhibit A.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Sierra County Transportation Commission finds:
 - a) current transportation needs in both eastern and western Sierra County have been evaluated and are being adequately met by the existing program; and
 - b) unmet needs have been identified and considered; and
 - c) there are no additional transportation needs in either eastern or western Sierra County that can reasonably be met; and
 - d) the Sierra County Transportation Commission on May 14, 2025 has defined the terms “Unmet Needs” and “Reasonable to Meet”, as shown on attached Exhibit B.

The foregoing resolution was duly passed and adopted at a meeting of the Sierra County Transportation Commission on the 14th day of May 2025, by the following vote:

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

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

EXHIBIT "A"

I. GROUPS DEPENDENT UPON TRANSIT

WESTERN SIERRA COUNTY

Location: Western Sierra County, serving primarily the communities of Sierra City, Downieville, and Goodyears Bar.

EASTERN SIERRA COUNTY

Location: Eastern Sierra County, serving primarily the communities of Calpine, Sierraville, and Loyalton.

PERSONS WITH DISABILITIES

Elderly and Persons with Disabilities are included in the above groups. Except for wheelchair and motorized chair cases, other persons with disabilities are provided transportation on a space-available basis.

ECONOMICALLY DISADVANTAGED

The above groups include economically disadvantaged. The economically disadvantaged outside of those groups are provided transportation on a space-available basis.

II. ADEQUACY OF EXISTING SERVICES

The two existing van programs provide the only public transportation service available in Sierra County.

Each of the vans operates under the guidelines provided by the State of California, Department of Transportation.

At the present time, the service is adequate to serve the geographic needs of Sierra County, and expansion of these systems is not financially feasible.

III. ALTERNATIVES

Due to the isolation and scattered small populations in Sierra County, there are no alternative forms of public transportation.

EXHIBIT "B"

DEFINITION OF UNMET NEEDS

A lack of available transportation-related services supported by adequate and reasonable findings which restrict or prevent movement of people within Sierra County as identified in the Regional Transportation Plan. Due to Sierra County's geographical diversity, the cost of transit services are much higher than in an urban setting, insufficient funding and constrictive funding parameters are a need that has been identified as an unmet need. Priority should be given to persons with disabilities and the elderly (defined as age fifty-five and older) who do not have available transportation or transit, due to physical or financial reasons, and to levels of local services not presently provided or which are not provided at a desirable level.

REASONABLE TO MEET

- a) Any transportation service that offers equitable access to all persons including the young, economically disadvantaged, elderly and persons with disabilities, that when evaluated against such criteria as equity, timing, feasibility, economy, community acceptance and cost effectiveness, that service can generate the required five percent (5%) farebox recovery match.
- b) A transportation system, that when implemented, meets a five percent (5%) fare box return and does not exceed a yearly total operating cost in transit funds of \$262,912.10. This amount is the total programmed by Sierra County Transportation Commission for operation of the transit services within Sierra County to be divided between the geographic areas of Sierra County - east and west.

SIERRA COUNTY TRANSPORTATION COMMISSION

**In the Matter of Defining and Approving
Sierra County Transit Budget, FY 25/26 and
Defining County Share and City of Loyalton Share for
Eastern Sierra County Allocation**

Resolution 2025-07

WHEREAS, the Sierra County Transportation Commission is the Transportation Planning Agency for Sierra County in distributing transit funds.

NOW, THEREFORE, BE IT RESOLVED:

1. SCTC approves the expenditure of transit funds in the amount of \$262,912.10. from the County of Sierra share of funds reserved for unmet transportation needs for transit operational expenses in Sierra County.
2. The allocated transit funds will be divided equally for transit services offered in Eastern Sierra County and Western Sierra County.
3. SCTC approves the expenditure of transit funds in the amount of \$118,322.12 representing 76% from the County of Sierra share of funds reserved for unmet transportation needs for transit operational expenses of the Eastern County Transit Program.
4. SCTC approves the expenditure of transit funds in the amount of \$37,364.88 representing 24% from the City of Loyalton share of funds reserved for unmet transportation needs for transit operational expenses for the Eastern Sierra County Transit Van Program.
5. SCTC approves the expenditure of transit funds in the amount of \$107,225.10 from the County of Sierra share, for transit operational expenses for the Western Sierra County Transit Van Program.
6. The Executive Director of SCTC is hereby authorized to file the appropriate transportation claim and allocation instructions to the County Auditor for the proper transfer of funds.

PASSED AND ADOPTED by the Sierra County Transportation Commission on the 14th day of May, 2025, by the following vote:

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

**Susan McIlravy, Vice Chair
Sierra County Transportation Commission**

ATTEST:

**Suzanne Smith,
Executive Secretary to the Commission**

Senior Van Program Budget

2026 FY

	<i>Application Total</i>	<i>Golden Rays</i>	<i>Inc. Sr. Van Prog.</i>	
1) Total Operating Expenses				
Personnel Expenses (Salaries & Testing)	\$160,768.00	\$51,315.00	\$109,453.00	
Employer-Paid Taxes	\$15,630.00	\$4,995.00	\$10,635.00	
Taxes/Insurance	\$43,622.00	\$14,322.00	\$29,300.00	
Administration/Office Expenses	\$43,010.00	\$22,882.00	\$20,128.00	
Fuel, Maintenance, Repairs	\$34,035.00	\$25,625.00	\$8,410.00	
Total Operating Expenses	\$297,065.00	\$119,139.00	\$177,926.00	
2) Less Fare Box and Other Revenue	\$28,389.90	\$11,913.90	\$16,476.00	
3) Less AB2766 funding	\$5,763.00	\$0.00	\$5,763.00	\$34,152.90
3) Less Inkind donation (match)	\$0.00	\$0.00	\$0.00	
4) Net Project Cost	\$262,912.10	\$107,225.10	\$155,687.00	

Loyalton / Sierra County split for Inc. Sr. LTF	2020 census data	Pop %	Funding allocated by Population
Sierra County 26% LTF Allocated	\$0.00	3236	76% \$ 118,322.12 County Share
Loyalton 100% of LTF Allocated	\$0.00	740	24% \$ 37,364.88 Loyalton Share
			\$ 155,687.00

Total Operating Expenses:	\$297,065.00	
Pop 26 5311	\$62,400.00	5311 total
American Rescue Funds	\$50,000.00	\$112,400.00
SB125	\$150,512.10	
LTF	\$0.00	\$0.00
Fare box revenues	\$28,389.90	
AB2766 Funding	\$5,763.00	

Total Revenue	\$262,912.10
Eligible amount for 5311 55.33%	\$145,469.26

Full project

SIERRA COUNTY TRANSPORTATION COMMISSION

**IN THE MATTER OF AUTHORIZING PURCHASE
OF ONE NEW TRANSIT VEHICLE**

Resolution 2025-08

WHEREAS, the Sierra County Transportation Commission is the Transportation Planning Agency for Sierra County in distributing transit funds; and,

WHEREAS, the purchase of transit vehicles is allocated in the FY 24/25 budget utilizing SB 125 funding and a combination of SGR funds and State Transit Assistance (STA) funds.

NOW, THEREFORE, BE IT RESOLVED that the Sierra County Transportation Commission hereby authorizes the purchase of one (1) transit vehicles in the amount of \$89K utilizing \$73,717.06 from the insurance settlement of the stolen/recovered vehicle Fund and \$15,282.94 from the State Transit Assistance (STA) Fund.

BE IT FURTHER RESOLVED that the Sierra County Auditor is authorized to make payment upon submittal of payment request for this purchase.

ADOPTED by the Sierra County Transportation Commission on the 14th day of May 2025, by the following vote:

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

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

Sierra County Transportation Commission
Meeting: May 14, 2025
Agenda Item 8 – Overall Work Program

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

This is a standing agenda item. No action required.

B. Resolution approving a budget amendment to the FY 24/25 Overall Work Program.

Background: This budget amendment is to increase WE7.

Recommended Motion: Adopt Resolution 2025-09 approving a budget amendment to the FY 24/25 Overall Work Program.

C. Resolution approving the Overall Work Program for FY 25/26 and approving OWP Agreement (OWPA) as well as Certifications and Assurances.

Background: OWP work elements have a separate budget with revenues and expenditures based upon estimated cost to do work described in the work element: i.e., administrative, clerical, capital, consultants, training, travel to meetings, etc. Budget summary tables are included in each work element. Overall Summary tables of revenues and expenditures are included in the OWP appendix.

Funding document is the Overall Work Program Agreement (OWPA). This is a contract between SCTC and CALTRANS based upon the adopted annual Overall Work Program (OWP). Budgeting in this document can also include funding from discretionary planning grants. Although all work being planned by SCTC is included in the OWP, only transportation planning funds which include Regional Planning Assistance (RPA) and any discretionary planning grant funds are included in the OWPA. Funds for work functions discussed in the OWP that do not fall under transportation planning come from other sources and are invoiced accordingly. All SCTC anticipated funds are included in the annual OWP budget.

The OWPA annual amount available to Sierra County is allocated by the California Transportation Commission (CTC).

Recommended Motion: Adopt resolution 2025-10 approving the OWP for FY 25/26 and approve agreement SCTC 2025- for the OWPA as well as Certification and Assurances.

D. Resolution approving FY 25/26 SCTC Administrative Budget.

Background: Every fiscal year a budget must be adopted as part of the OWP process.

Recommended Motion: Adopt resolution 2025-11 approving the Sierra County Transportation Commission administrative budget for FY 25/26.

SIERRA COUNTY TRANSPORTATION COMMISSION

**IN THE MATTER OF AMENDMENT #2 TO
THE FY 24/25 OVERALL WORK PROGRAM BUDGET**

Resolution 2025-09

BE IT RESOLVED that the Sierra County Transportation Commission hereby approves a budget amendment to the FY 24/25 Overall Work Program adding a total of \$51,000 to Work Element 7 - Transportation Studies and TDA Transit Activities Coordination.

ADOPTED by the Sierra County Transportation Commission on the 14th day of May, 2025 by the following vote:

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

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

2025 FY OWP Budget Summary Revenue

Amendment 2

ESTIMATE OF AVAILABLE FUNDS FOR LTF & STA
(Based upon Sierra County Auditor midyear estimate)

	SubTotal	Fund Total
<u>LTF (FUND 855)</u>		
Ending Estimated Balance	\$ 88,787	
Estimated LTF	\$ 65,000	
Total Estimate Fund 855		\$153,787
<u>Other Transit Assistance (FUND 055)</u>		
Section 5311	\$ 62,400	
Section 5311 COVID	\$ 77,731	
Total Estimate Fund 055		\$ 140,131
<u>STA (FUND 854)</u>		
Ending Estimated Balance	\$ 134,872	
FY Estimated -STA	\$ 41,000	
FY Estimated -SGR	\$ 5,300	
5339 Grant	\$ 160,240	
Total Estimate Fund 854		\$ 341,412
<u>SB125 (FUND XXX - wait to receive then set up 8560000)</u>		
SB125 Funding	\$110,000	
		\$ 110,000
Transit funds Balance		\$745,330
<u>TRANSPORTATION PLANNING (FUND 853)</u>		
Estimated OWPA fund	\$ 125,500	
Carryover RPA funds	\$ 21,965	
Sub total RPA funds		\$147,465
Estimated PPM FY2425	\$ 28,000	
Prior years PPM - PPM fund not spent in previous years	\$ 16,000	
Sub Total PPM Funds		\$44,000
Total RPA & PPM Funds		\$191,465
TOTAL ESTIMATED SCTC BUDGET		<u>\$936,795</u>

Expenses

SUMMARY SHEET ALL WORK ELEMENTS

	(RPA) 853	LTF 855	5311 055	STA - 854	PPM 853	Total all Accounts
Work Element 1 Administration	\$16,000	\$1,000	\$0	\$0	\$0	\$17,000
Work Element 2 Administration	\$15,000	\$0	\$0	\$0	\$0	
Work Element 3 Project Development	\$20,000	\$1,000	\$0	\$0	\$0	\$21,000
Work Element 3.1 Project Development PPM	\$0	\$0	\$0	\$0	\$ 28,000	\$28,000
Work Element 4 Regional Transportation Plan	\$61,965	\$0	\$0	\$0	\$0	\$61,965
Work Element 5 Regional Transportation Improvement Program	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Work Element 6 Aviation	\$1,000	\$500	\$0	\$0	\$0	\$1,500
Work Element 7 Transportation Studies	\$0	\$150,000	\$ 197,000	\$133,000	\$0	\$480,000
Work Element 8 Intergovernmental Review & Public Outreach	\$32,500	\$1,000	\$0	\$0	\$0	\$33,500
TOTALS	\$147,465	\$153,500	\$197,000	\$133,000	\$28,000	\$658,965

SIERRA COUNTY TRANSPORTATION COMMISSION



OVERALL WORK PROGRAM FOR TRANSPORTATION PLANNING

**FISCAL YEAR 2025-26
July 1, 2025 to June 30, 2026**

**ADOPTION:
May 14, 2025**

**SIERRA COUNTY TRANSPORTATION COMMISSION
Post Office Box 98
Downieville, CA 95936**

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

TABLE OF CONTENTS

Contents

SIERRA COUNTY TRANSPORTATION COMMISSION.....1

FOREWORD.....3

ORGANIZATION.....6

WORK PROGRAM.....6

WORK ELEMENT 1 – Administration9

WORK ELEMENT 2 – Development and Monitoring of the OWP.....11

WORK ELEMENT 3 – Transportation Studies, Project Development & Financing.....13

WORK ELEMENT 3.1 – Project Programming and Monitoring17

WORK ELEMENT 4 – Regional Transportation Plan19

WORK ELEMENT 5 – Regional Transportation Improvement Program22

WORK ELEMENT 6 – Aviation25

WORK ELEMENT 7 – Transit Studies and TDA Transit Activities Coordination27

WORK ELEMENT 8 – Intergovernmental Coordination and Public Outreach30

WORK ELEMENT 9 – Caltrans Regional Planning Activities34

FOREWORD

The Sierra County Transportation Commission (SCTC) has been serving as the Regional Transportation Planning Agency (RTPA) for the County of Sierra since 1972. The Sierra County Transportation Commission consists of an executive director, executive secretary, three representatives and one alternate for the City of Loyalton, three representatives and one alternate for the County, and one representative of transit that has been appointed by the Commission. 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 (2008), the Sierra County Transportation Commission works to address items on planning projects and goals. The mission of the SCTC as stated on the SCTC website, “is to achieve a coordinated and balanced regional transportation system. The intent includes, but is not limited to, streets and highways, public transportation, specialized transportation, equestrian, pedestrian, bicycle and aviation facilities and services.”

The Regional Transportation Agency (RTPA) jurisdiction boundary encompasses the entirety of Sierra County excluding unincorporated areas. 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 Mountain Range into eastern and western sections.

The SCTC’s decision-making for this plan is based on community goals, stakeholder involvement, state goals, and countywide plans. The primary focus of the SCTC in this overall work program is to identify transportation needs, propose solutions, and assist in the selection of projects conceived to create a balanced regional transportation system. Some of the key factors that the Commission considers in administrative decisions of transportation planning are the following: safety, infrastructure condition, congestion reduction, system reliability, economic vitality, and environmental, historical, and cultural qualities of Sierra County. Based on the thorough assessment completed through reviewing proposed projects and needed projects throughout Sierra County, the SCTC was able to decide on the projects identified in the OWP which was chosen in accordance with the General Plan.

Using the project selection criteria in the 2020 RTP document also helped guide the decision making for this document. The selection criteria includes assisting the SCTC in comparing outcomes of different alternative strategies, facilitating comparisons across modes and among strategies focused on different modes and facilitating assessment of priorities in the action element of the RTP, which would link to plan implementation through the RTIP. Comparing the need and the importance of the projects to the community at large, the SCTC completed this work element incorporating all community, local, County, statewide, and federal goals.

The County contains portions of two major highways, State Route 49 and State Route 89. 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. The scenic beauty and peaceful solitude attract tourists and recreationalists including

campers, hikers, mountain bikers, hunters, OHV users and fishers. 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 Sierra Valley has become a renowned location for birdwatching and road bicycling.

The mountainous terrain and limited accessibility of Sierra County causes it to be relatively isolated with one of the smallest population bases in California, 3,236 (2020 Census). According to the 2010 Census, it was the second least populous County in California. 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 740 (2020 US Census) down from the 769 counted in the 2010 census. Loyalton is in eastern Sierra County. The county seat resides in Downieville, located in western Sierra County with a population of 290. The remaining County population and physical improvements are concentrated in small towns or communities scattered throughout the County. As of December 31, 2023, there were 5,930 registered automobiles, trucks, and motorcycles, and 2,450 licensed drivers in Sierra County. The number of registered vehicles has decreased slightly, and the number of licensed drivers has increased slightly since last reported in 2021.

The land of Sierra County is the original home of the Nisenan, Miwok, Paiute, Maidu and the Washoe people. The Miwok Tribe mostly resided in the west side of the Sierra Nevada Mountain range within the County boundaries. The Washoe Tribe resided primarily in the eastern part of Sierra County. Today, four tribal groups are active in the County and have been included in the 2020 and the 2025 Regional Transportation Plan (RTP) process. The contacted groups include the Maidu Cultural and Development Group, the Tsi-Akim Maidu Corporation, the Greenville Rancheria of Maidu Indians, and the Washoe Tribe of Nevada. During the Gold Rush, their populations were pushed out or removed because of the miner's arrival. The mining towns that still remain in the County today are Alleghany, Downieville and Sierra City.

Slow growth in population and development marks 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. As the Gold Rush ended, the lumber industry began to take hold as a main economic driver for the County. There was an extensive railroad system that was used to transport lumber. Logging effects are still seen in today's forests with even age stands, reduced biodiversity, and higher fire risk throughout the County.

Forestry products, livestock and field crops are the leading commodities produced in the region today. Recreation and tourism are becoming more important to the economy as the natural resource productions have been 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 objective of this Overall Work Program is to identify specific planning 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. Our Master Fund Transfer Agreement has also been updated and will be effective through 2034. The MFTA sets forth the program administration requirements, allowable costs and reimbursements, travel and per diem reimbursement limits, documentation and audit requirements, and other similar terms that are

required to be satisfied to receive funding. The current America's Transportation Infrastructure Act (ATIA) and the new Bipartisan Infrastructure Investment and Jobs Act are considered in this OWP to integrate the stated goals and policy direction of this 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 are invested in the Local, 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, stakeholders and the public to ensure that the proper mix of capital and operational investments are made to 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 into the Regional Transportation Plan. With the passage of SB 125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program Sierra County has developed an innovative plan to incorporate the additional funding and increase transit services throughout Sierra County and the City of Loyalton.

ORGANIZATION

Sierra County Transportation Commission

The Sierra County Transportation Commission 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, 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 Disaster 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 stakeholders of the issues to be addressed.

WORK PROGRAM

The work program summarizes the transportation planning activities that will be administered by SCTC during the 2025 FY. The eight elements of the work program incorporate the Core Planning Functions and provide direction and emphasis to specific elements of the planning process, and helps ensure that the process meets the needs and priorities of the City, County, 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 Social Services Transportation Advisory Council 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 remote region of Northern California.

SCTC continually conducts outreach efforts with communities, organizations, groups, and individuals that provides ample opportunity for input throughout the transportation planning process when cultural, religious and ancestral sites may be impacted by transportation planning and projects. In addition, SCTC employs 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 identify activities required to meet the purpose and objectives of this OWP, including, but not limited to the following:

- Integration of the Regional Transportation Plan (RTP)-2020 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
- Completing the 2025 RTP
- Discussions 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 the transportation planning process, as well as definition of their specific roles or expected contributions
- Participation with public agencies and committees within Sierra County 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)
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders

The Overall Work Program is developed with the principles and focus of the 10 federal planning factors in mind. The table matrix below outlines how these factors are integrated into each of the work elements of this OWP.

Planning Factor	WE1	WE2	WE3	WE4	WE5	WE6	WE7	WE8
Support the economic vitality of the metropolitan area (rural region), especially by enabling global competitiveness, productivity, and efficiency.		X	X				X	X
Increase the safety of the transportation system for motorized and non-motorized users.		X	X	X	X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users.			X				X	X
Increase the accessibility and mobility of people and for freight.			X			X	X	X
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing and economic development patterns.		X	X	X		X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		X	X		X	X	X	X
Promote efficient system management and operation.	X	X	X	X	X	X	X	X
Emphasize the preservation of the existing transportation system.			X	X	X	X	X	
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.			X	X				X
Enhance travel and tourism.			X	X			X	X

WORK ELEMENT 1 – ADMINISTRATION

Purpose

Ensuring that all administrative, review and planning responsibilities of the Sierra County Transportation Commission are met in a thorough and timely manner is the primary objective of Work Element 1 (WE1). Achieving participation by the general public and interested organizations and agencies in all aspects 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 include the goals and objectives stated in the Regional Transportation Plan. Management and operations are of primary importance in SCTC

Previous Work

1. Continuous process, including but not limited to: preparation of regular commission meeting packets.

Tasks	Products	Schedule
Track legislation relative to the transportation planning process (please note that RPA funds will not be used to support lobbying efforts); The SCTC does not engage in any lobbying efforts	Reports to SCTC on legislative matters	Quarterly
Maintain Policy and Procedures Manual to reflect legislative changes for transportation planning functions	Updates to Policy and Procedures manual	As needed
Director and staff of the SCTC report to Sierra County Board of Supervisors and Loyalton City Council	Communication and reports as reflected in meeting minutes	Monthly
Sierra County Transportation Commission meeting preparation and participation (5-8 meetings a year); Track administrative costs (A87)	Meeting agendas and packets; minutes; agreements and resolutions	July 2025 - June 2026 (5-8 meetings per year)
Other Tasks: Prepare Executive Director’s Reports; Press releases	Executive Director’s Reports and Press Releases	Twice per year
Provide information for public dissemination for SCTC, SSTAC, and TAC through updated website, brochures, posted notices, press releases and newsletters	Press Releases	Annually
	Notices	Monthly

1: Contract for review and respond to fiscal and performance audits including Triennial Performance Audit. Note: that the Triennial Performance Audit will not be completed with RPA funds.	Audits	July 2025 - December 2026
2: Participate in continuing education opportunities offered by Caltrans and other educational organizations to improve planning skills of staff.	Training Certificates	As needed July 2025 - June 2026

Budget - Work Element 1 - Administration

Revenue		
	Rural Planning Assistance (OWPA)	\$22,000
	Local Transportation Fund (LTF)	
	Total Revenue	\$22,000
Expenses		
	Payroll	\$12,000
	Administrative Cost	\$10,000
	Total Expenses	\$22,000

WORK ELEMENT 2 – DEVELOPMENT AND MONITORING OF THE OWP

Purpose

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 WE2 for reimbursement by Rural Planning Assistance (RPA) funds.

Previous Work

1. Continuous process, including but not limited to: drafting, adopting, and amending OWP, OWP quarterly reports and invoices, and related correspondence
2. Preparation of draft and final Overall Work Program documents each year.
3. Ongoing oversight of Overall Work Program.
4. Submission of quarterly reports and final report of expenditures.

Tasks	Products	Schedule
1: Prepare closeout package and final OWP products for submission to Caltrans	Closeout Documents 2024 FY OWP 2025	August 2024
2: 2025 FY OWP-Preparation, enter OWPA, and administration of OWP including preparation and processing of budget amendments as necessary	Quarterly reports and invoices	Quarterly
3: Conduct Midyear Review and process amendments to Budgets as necessary	Midyear review	January 2025
4: 2026 FY Development and oversight of Overall Work Program and annual budgets which includes soliciting and receiving input from the commission, supporting agencies and committees, preparation of the draft OWP, and completion, adoption, and submittal of Final OWP 2026	Budget amendments and OWP Agreement amendments Documentation of input toward 2026 OWP from Commission and supporting agencies Prepare 2026 Draft OWP and budget Commission to agree to 2026 Adopted OWP and Budgets	As needed October 2025 through January 2026 January 2026 May - June 2025

Budget - Work Element 2 - DEVELOPMENT AND MONITORING OF THE OWP

Revenue		
	Rural Planning Assistance (OWPA)	\$21,000
	Local Transportation Fund (LTF)	\$0
	Total Revenue	\$21,000
Expenses		
	Payroll	\$21,000
	Total Expenses	\$21,000

WORK ELEMENT 3 – 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, remote County, Work Element 3 (WE3) 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.

The Core Planning Functions are the guiding factor in the development of this work element. Performance Management establishes important measures including Safety, Infrastructure Condition, System Reliability, Sustainability, Freight Movement and responsible stewardship of the environment, these are the core functions of the Sierra County Transportation Commission's planning efforts to include transportation projects that will meet current needs and support the existing transportation system. With safety and performance management as the highest consideration, SCTC works to maintain opportunities for partnership 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, preservation and enhancement of the natural environment, including the reduction of greenhouse gas emissions. The SCTC is dedicated to achieving these goals through 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.

Large Scale goods movement in Sierra County is generally limited to the very short section of Interstate 80, which is of great significance to our state and country but overall has 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 paved 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 work element are detailed in the sub work element 3.1 and funded with PPM or project specific funds.

Previous Work

1. Presented at Transportation Commission Meetings and kept them informed of previous work completed.
2. Pavement management subscription and review of information and pavement condition throughout the County.
3. Discussed with Caltrans developing a temporary detour and RW property relinquishment to continue talks of possibly implementing a state route through Downieville.

Tasks	Products	Schedule
<p>1: Monitor and report on funding opportunities and develop applications for programs in current transportation legislation and/or other federal funding opportunities to support Regional Transportation Planning. Funding that is acquired will go only towards the planning stage of Regional Transportation Planning Projects.</p> <p>Actively seeking transportation funding opportunities leads to the ability to develop plans for future transportation projects.</p>	<p>Funding applications for the planning elements of various transportation funding opportunities</p>	<p>As needed July 2025 - June 2026</p>
<p>2: Maintain regional planning effects to support the Pavement Management System to ensure current information on road conditions and traffic sign maintenance; integration of this system into the performance measures for current transportation legislation; conduct pavement surveys to determine pavement condition and input data into PMS system. The ability to assess roadways in need of improvements creates the opportunity to identify potential projects and priorities.</p> <p>Create scenarios to determine best possible funding options for planning of future road improvements to maximize the road condition with available funding</p> <p>Ensure performance measures in the PMS are utilized in the planning and reporting for the current transportation priorities.</p>	<p>Ongoing updates to PMS database</p> <p>Reports generated as needed for consideration in planning future priorities</p> <p>PMS Database</p>	<p>July 2025- June 2026</p> <p>July 2025 - June 2026</p> <p>July 2025 - June 2026</p>
<p>3: Identification and analysis of issues relating to integration of transportation with community goals and objectives in land use, recreation, tourism, economic development, social welfare, and environmental preservation</p>	<p>Best transportation objectives and direction is determined, reported to SCTC, and reflected in minutes</p>	<p>As needed July 2025 - June 2026</p>

<p>4: This task will be done under a Professional Services Contract</p> <p>Complete a parking and transportation study in the Downieville community to identify possible remedies to the congestion and user conflicts within the community and along State Highway 49 caused by seasonal influx of tourism</p>	Request for Proposals	2026
	Professional Services Agreement with consultant	2026
	Parking Study Report	July 2026 - June 2027
<p>5: Identification of 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, bicycles, and pedestrian facilities. This would be significant in providing the County with transit options and could alter SR-49 to implement future transit corridors and facilities.</p>	Right of way determinations and needs	As needed July 2025-June 2026
<p>6: Inclusion of intermodal transit facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate</p>	Included in plans and applications as appropriate	As needed July 2025 - June 2026
<p>7: Ensure that projects developed at the regional level are compatible with statewide and interregional transportation plans and priorities</p>	Integrated projects that include the great regional and State priorities are developed	July 2025 - June 2026
<p>8: Identify goods movement issues and increased needs within Sierra County and develop an action plan to address these needs</p>	Documented in SCTC Minutes and incorporated into RTP and RTIP as appropriate	As needed July 2025 - June 2026
<p>9: Review and collect speed feedback data; plan new speed zone ordinances; conduct speed surveys on County roads to support speed zones</p>	Collected data reports on speed feedback signs and reports from speed surveys	July 2025 - June 2026
<p>10: This task will be done under a Professional Services Contract</p> <p>Review and update the Sierra County Bicycle Plan which includes soliciting input from stakeholders, communities, and the general public on ways to apply and improve the Sierra County Bicycle Plan; Conduct public outreach activities to collect needed data for various planning activities related to this modality throughout the year</p>	Updated Bicycle Plan	July 2025 - June 2026

11: Coordinate with Caltrans regarding future State Route enhancements through Downieville/Sierra City and develop a focused plan	Consultation Report	2027
	Focused Plan	2027
12: 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	Reports completed during the planning & development of transportation projects	July 2024 - June 2025

Budget - Work Element 3 - Project Development

Revenue		
	Rural Planning Assistance (OWPA)	\$32,000
	Local Transportation Fund (LTF)	\$0
	Total Revenue	\$32,000
Expenses		
	Training	\$2,200
	Travel/Per Diem	\$2,200
	Payroll	\$20,000
	Professional Services	\$7,600
	Total Expenses	\$32,000

WORK ELEMENT 3.1 –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 3.1 is a subgroup of work element 3 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 Planning, 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
- Execute the State Exchange Program Agreement and administer funds

Tasks	Products	Schedule
1. Smithneck Road Rehabilitation Project	Planning for STIP projects.	
2. Plumbago Road Bridge Replacement	Start construction.	July 2025 - June 2026

Budget - Work Element 3.1 - Project Programming and Monitoring

Revenue		
	Local Transportation Fund (LTF)	
	PPM	\$28,000
	Prior Years PPM	\$0,000
	Total Revenue	\$28,000
Expenses		
	Training	\$1,000
	Payroll	\$20,000
	Professional Services	\$4,000
	A87	\$3,000
	Total Expenses	\$28,000

WORK ELEMENT 4– 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 execution and refinement of the 2025 RTP will be a task of this work element in 2025-2026 FY. The data collection and early planning for the new RTP will now start and the update process for the 2030 will begin although very little if any work for this will be done in the OWP cycle. The execution of the current RTP is accomplished by recognizing it and utilizing the identified priorities, objectives and goals in all transportation planning decisions.

The new 2025 Regional Transportation Plan considers both short and long term goals, presents clear and concise policy guidance to help local and state officials utilize these goals and objectives. The development of the 2025 RTP will continue this strategy beginning with an updated RTP this fiscal year.

Previous Work

1. The Regional Transportation Plan was updated in 2025 and included an in-depth community outreach process and stakeholder collaboration to identify priorities for the County.
2. The 2025 RFP was issued and the contract was awarded for the preparation and completion of the 2025 RTP.

Tasks	Products	Schedule
1: Implement the RTP and ongoing evaluation of transportation alternatives for continuing RTP modification and updates	Establish policy performance metrics to show implementation of the goals and vision of the RTP Monitor and report on established metrics	Monthly Quarterly
2: Define solutions and engagement 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)	Report to SCTC on new issues and projects to be included into 2025 RTP	Monthly

Tasks	Products	Schedule
<p>3: 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</p>	<p>Report to SCTC and to SSTAC on issues as they are identified</p>	<p>Monthly</p>
<p>4: 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</p>	<p>Reports on new issues to be included in 2025 RTP</p>	<p>Monthly</p>
<p>5: Work with Airport Advisory Committee on needs and improvements</p>	<p>Reports on new issues and potential projects to be included in 2025 RTP</p>	<p>Quarterly</p>
<p>6: Include findings from the SSTAC into the development of the 2025 RTP</p>	<p>SSTAC report to SCTC</p>	<p>Annual</p>
<p>7: Update and maintain RTP databases which include review of 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 gather data and refine the necessary components and priorities for the current RTP and development of the 2025 RTP</p>	<p>Reports on traffic conditions, safety data and community concerns to SCTC</p>	<p>Monthly</p>

Tasks	Products	Schedule
8: Incorporate comments from interested participants into the RTP and other transportation plans as needed throughout the year	<p>Log comments as they are received throughout the year</p> <p>Regional Transportation Plan 2025 Update with summary of updates at the beginning of the document and date of revision</p>	<p>As needed</p> <p>Annually</p>
9: 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) as needed throughout the year	<p>Participation in responsible transportation planning</p> <p>Communication records and reports to SCTC and Caltrans</p>	<p>Quarterly</p> <p>Quarterly</p>
10. Complete and Adopt the 2025 RTP. This will be done using Professional Services	Commission meeting agenda/resolution, all documents related to the RTP update.	July 2025.

Budget - Work Element 4 - Regional Transportation Plan

Revenue		
	Rural Planning Assistance (OWPA)	\$16,000
	Local Transportation Fund (LTF)	\$0
	Total Revenue	\$16,000
Expenses		
	Travel/Per Diem	\$0
	Payroll	\$0
	Professional Services	\$16,000
	Total Expenses	\$16,000

WORK ELEMENT 5– Regional Transportation Improvement Program

Purpose

The Sierra County Transportation Commission is currently working with the 2024 RTIP, which is consistent with the 2020 Regional Transportation Plan. The 2026 RTIP will be developed in the Fall of 2025 and submitted to the CTC by December 15, 2025 as required by State Law.

The RTIP ensures that all transportation projects are prioritized for current and future funding and programming. Inclusive approaches that integrate and balance safety, infrastructure condition, congestion reduction, community, goods movement and environmental values with transportation goals will be utilized in accordance with the 2025 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. With the passage of SB1 additional funding may become available to Sierra County and will need to be programmed. SCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects. SCTC does not engage in lobbying and no RPA funds will be used for lobbying purposes.

Previous Work

1. Developed and submitted the 2024 RTIP.
2. Worked with departments, local agencies, and community to identify priorities and projects to implement in prior RTIPs.

Tasks	Products	Schedule
1: Development of Regional Transportation Improvement Plan, on a biennial basis, that is consistent with the Regional Transportation Plan.	Present Regional Transportation Improvement Plan at SCTC meeting Submit RTIP to CATC	December 2025 December 2025
2: 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)	Regional Transportation Improvement Plan and any amendments	October 2025 – December 2025
3: Work with Department and CTC staff to process STIP amendments, this will only occur on an as needed schedule to be submitted at bi-monthly CTC meetings	STIP Amendments	As needed

<p>4: Work with Departments and local agencies to identify projects for future STIP cycles</p>	<p>Reflected in SCTC Meeting Minutes</p>	<p>Quarterly</p>
<p>5: Utilize Regional Future Development and Transportation Project lists to develop long-range RTIP recommendations</p>	<p>Recommendations for long range RTIP are reflected in SCTC Minutes</p>	<p>July 2025 – June 2026 (5-8 meetings per year)</p>
<p>6: Maintain information for Highway Performance Monitoring System (HPMS) (CHP SWITRS accident database) for safety projects analysis, this statistical data is collected annually.</p>	<p>Reports on traffic conditions, safety data and community concerns to SCTC</p>	<p>Annually</p>
<p>7: Assess distribution of benefits and adverse environmental impacts at both the plan and project level to improve performance measures, this is done annually during the development and review of performance measures</p>	<p>Report to SCTC</p>	<p>Annually</p>
<p>8: Develop, request, coordinate and administer transportation funding sources, as available (HSIP, ATP, FLAP) occurring in sync with programing cycles for individual programs.</p>	<p>Project reports to SCTC; potential funding applications</p>	<p>As needed July 2025 - June 2026</p>
<p>9: 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</p>	<p>Communications and correspondence with Caltrans related to these planning activities</p>	<p>As needed July 2025 - June 2026</p>
<p>10: Conduct community meetings and workshops focusing on transportation needs and deficiencies as part of regular SCTC meetings, approximately 5 to 8 meetings a year</p>	<p>Data reflected in SCTC Meeting Minutes</p>	<p>July 2025 – June 2026 (5-8 meetings per year)</p>

Budget - Work Element 5 - Regional Transportation Improvement Program

Revenue		
	Rural Planning Assistance (OWPA)	\$15,000
	Local Transportation Fund (LTF)	\$0
	Total Revenue	\$15,000
Expenses		
	Travel/Per Diem	\$0
	Payroll	\$15,000
	Total Expenses	\$15,000

WORK ELEMENT 6 – 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 2025 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.

Previous Work

1. Aviation projects have been identified in the 2025 Regional Transportation Plan and the County General Plan.

Tasks	Products	Schedule
1: Update project list for the 20 Year Airport Capital Improvement Program (CIP) Element of the California Aviation System Plan	Capital Improvement Plan for Sierraville- Dearwater	November 2025
2: Process applications for funding of projects and evaluate identified needs for improvements to the County airport at Sierraville-Dearwater Field	Application for Funding	As available
3: Review and update Division of Aeronautics’ inventory of existing aviation facilities	Updated Inventory of existing aviation facilities	May 2026
4: Compare federal and state forecasts provided by Division of Aeronautics including any local forecasts	Informational	May 2026
5: 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	Meeting minutes or report	May 2026

Budget- Work Element 6 – Aviation

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 7 – Transit Studies and TDA Transit Activities Coordination**Purpose**

Sierra County Transportation Commission currently contracts for 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 people 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 defines the transit services that will be provided utilizing the SB125 capital and operations funds, FTA 5311 operations funds, Local Transportation Fund, the State Transit Assistance and State of Good Repair funds 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 and safety is increased.

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, the core planning functions, performance management, safety, and state of good repair 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 program in Sierra County.

Previous Work

1. The Unmet Transit Needs analysis is conducted annually. Mobility and accessibility needs are evaluated for the County and sensitive groups each year.

Tasks	Products	Schedule
1: Administer and coordinate Social Services Transportation Advisory Council (SSTAC)	Unmet needs definitions Unmet Needs Process Certification	Mar 2026 May 2026
2: Review of Social Service Transportation Action Plan and analyses of same	Social Service Transportation Action Plan	Ongoing
3: Investigate methods to reduce vehicle travel and methods to expand and enhance travel services in the region	SSTAC Minutes SCTC Minutes	Annually July 2025 – June 2026 (5-8 meetings per year)
4: Coordinate transit activities in relation to County Emergency Preparedness Planning, including coordination with CalOES	SSTAC Minutes SCTC Minutes	Annually July 2025 – June 2026 (5-8 meetings per year)
5: Act as liaison for transit programs	Inform SCTC of findings	July 2025 – June 2026 (5-8 meetings per year)
6: Conduct annual public hearing for definition and determination of “Unmet Needs Which are Reasonable to Meet”	Annual public hearings held Agreements with transit providers within Sierra County for transit services	May 2026
7: Document outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders	Minutes and reports	July 2025 – June 2026 (5-8 times per year)
9: Continual analysis of recommendations of the Coordinated Public Transit-Human Services Transportation Plan	Updated Coordinated Public Transit-Human Services Transportation Plan	July 2025 – June 2026

Budget – Work Element 7 – Transit Studies and TDA Transit Activities Coordination

Revenue		
	Rural Planning Assistance (OWPA) 853	\$0
	SB125	\$260,000
	State Transit Assistance (STA) 855	\$195,000
	FTA Section 5311 (OPR ASST) 055	\$48,000
	Total Revenues	\$503,000
Expenses		
	Elderly & Handicapped Van Operation	\$263,000
	Payroll	\$3,000
	Equipment	\$220,000
	Professional Services	\$7,000
	A87	\$10,000
	Total Expenses	\$503,000

WORK ELEMENT 8 – 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. RPA funds will only be used to reimburse time for participation and attendance of various meetings mentioned in the work element such as board of supervisors, city council, NSSR and RCTF. Any activities or participation at these meetings that is not directly related to planning functions will not be reimbursed with RPA funds.

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 Core Functions into this process and convey the intent of the priorities and goals through coordination and outreach efforts.

Previous Work

1. This ongoing task has included coordination and communication with State, local, regional, inter-regional, governmental and non-governmental agencies. Input from agencies is documented at public meetings and implemented into priorities and transportation plans for the County.

Tasks	Products	Schedule
1: Assess need and opportunity for improved coordination and communications with other agencies and incorporate those changes as they are developed	Communications and coordination as needed	As needed (July 2025 – June 2026)
2: Partner with inter-governmental agencies to conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low- income, and minority community groups.	Reports to SCTC and to Caltrans	As needed (July 2025– June 2026)
3: Participate in Rural Counties Task Force monthly	Report to SCTC	Monthly
4: Seek out opportunities to speak before public groups and interested parties to provide information on regional transportation issues quarterly	Presentations of transportation planning information at public meetings	As needed (July 2025 – June 2026)

5: Prepare news releases for the media on transportation issues and decisions	Press Releases	Quarterly
6: Involve the public in the transportation planning process	SCTC page on Sierra County website for public use	Monthly (July 2025 – June 2026)
7: 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	Coordination meetings agenda and minutes	Quarterly (July 2025 – June 2026)
8: Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and fulfill policies, strategies, programs, and actions that maximize the regional transportation infrastructure	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	Monthly (July 2025 – June 2026)
9: 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	Coordination meetings, communication records, and reports	As needed (July 2025 – June 2026)
10: Work with appropriate agencies and developers to reach agreement on proper mitigation measures, and strategies to finance and monitor these mitigation measures; after mitigation measures are met and determined to be effective, report status to project sponsors	Coordination meetings, communication Records, and reports	As needed (July 2025 – June 2026)
11: 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 quarterly and bring together owners and operators of transportation facilities/systems to develop operational objectives and plans which maximize utilization of existing facilities	Coordination meetings, communication records, and reports	As needed (July 2025 – June 2026)

<p>12: Schedule public hearings with Sierra County Board of Supervisors and Loyalton City Council regarding transportation related matters</p>	<p>Present transportation planning information at public meetings</p>	<p>As needed (July 2025 – June 2026)</p>
<p>13: Attend federal and state workshops and technical advisory committee meetings</p>	<p>Participation in transportation planning process and an informed and capable staff</p>	<p>Quarterly (July 2025 – June 2026)</p>
<p>14: Facilitate communications with California Transportation Commission and Caltrans</p>	<p>Continually improving coordination with transportation agencies at all levels, local, state, and federal</p>	<p>As needed (July 2025 – June 2026)</p>
<p>15: Facilitate advisory meetings for the SCTC</p>	<p>Minutes and recommendations from meetings</p>	<p>As needed (July 2025 – June 2026)</p>
<p>16: Utilization of local media and presentations to local organizations including Sierra Frontier Medical Resources, Incorporated Seniors, Golden Rays Senior Citizens, Lions Club, Rotary Club, Sierra Plumas joint Unified School District 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 disadvantaged community groups to ensure these groups have input and are included in the planning process of transportation projects and priorities</p>	<p>Data collected is incorporated into planning decisions as reflected in SCTC Minutes and the Regional Transportation Plan.</p>	<p>As needed (July 2025 – June 2026)</p>
<p>17: Preparation and follow-up for each meeting SCTC (5-8 meetings per year) includes agendas, meeting packets, resolutions, minutes, notices, and correspondence</p>	<p>Commission direction and actions, SCTC minutes, resolutions, correspondence regarding transportation studies and project development, and allocation instructions</p>	<p>Bi-monthly (July 2025 – June 2026)</p>

Budget- Work Element 8-Intergovernmental Review & Public Outreach

Revenue		
	Rural Planning Assistance (OWPA)	\$55,000
	Local Transportation Fund (LTF)	\$0
	Total Revenues	\$55,000
Expense		
	Travel/Per Diem	\$1,000
	Legal Notices	\$1,000
	Payroll	\$50,500
	Professional Services	\$2,500
	Total Expenses	\$55,000

WORK ELEMENT 9 – Caltrans Regional Planning Activities

As the State Department of Transportation, Caltrans has numerous roles and responsibilities for planning, programming, constructing, operating, and maintaining the state’s transportation system.

Caltrans acts as a partner with SCTC, jurisdictions, tribal governments, and other agencies to implement their various responsibilities. One part of this effort is the Caltrans’ regional planning activities, which are described below:

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners consistent with the System Planning Work plan.	<ul style="list-style-type: none"> • Corridor Studies • Operational Studies • Preliminary Investigations
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) to be ready to program resources for capital projects.	Project Initiation Documents (PIDs), as indicated in the current Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies.	Participation in the following projects and studies: <ul style="list-style-type: none"> • Overall Work Programs (OWP) Development, Review, and Monitoring • Regional Transportation Plan (RTP) Development, Review, and Monitoring • Participation in Annual Coordination Meetings with Caltrans and Partners • Coordination with Caltrans via Technical and Policy Advisory Committees, and ad hoc meetings to discuss projects, plans, issues, etc. • Participation in Caltrans Headquarters Office of Regional Planning led meetings to discuss new and revised guidelines and updates to the Planning Program.
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System.	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State’s smart mobility goals.

Summary of FY 25-26 Overall Work Program

Work Element Number and Discription	(RPA) 853	RPA Carryover	LTF 855	5311/SB125 055	STA - 854	PPM 853	TOTAL
Work Element 1- Administration	\$22,000		\$0				\$22,000
Work Element 2- Development and Monitoring of the OWP	\$21,000						\$21,000
Work Element 3- Project Development	\$ 32,000.00						\$32,000
Work Element 3.1- Project Development PPM			\$0			\$28,000	\$28,000
Work Element 4- Regional Transportation Plan	\$ 16,000.00		\$0				\$16,000
Work Element 5- Regional Transportation Improvement Program	\$ 15,000.00		\$0				\$15,000
Work Element 6- Aviation	\$ 10,000.00						\$10,000
Work Element 7- Transportation Studies	\$ -		\$ -	\$ 308,000.00	\$ 195,000.00		\$503,000
Work Element 8- Intergovernmental Review & Public Outreach	\$ 55,000.00						\$55,000
Sub-Total	\$171,000	\$0	\$0	\$308,000	\$195,000	\$28,000	\$702,000
TOTAL		\$171,000	\$0		\$503,000	\$28,000	\$702,000

SIERRA COUNTY TRANSPORTATION COMMISSION

**In the Matter of
FY 25/26 Overall Work Program**

Resolution 2025-10

WHEREAS, the Sierra County Transportation Commission is the Regional Transportation Planning Agency for the Sierra County Regional Area; and,

WHEREAS, the current uniform Memorandum of Understanding was executed August 1988 by Sierra County Transportation Commission and CALTRANS; and,

WHEREAS, the Overall Work Program summarizes the transportation planning activities to be undertaken by the Sierra County Transportation Commission during the FY 25/26; and,

WHEREAS, no action in this Overall Work Program would preclude mobility opportunities or accessibility with regard to disadvantaged groups.

WHEREAS, in accordance with Federal Law and applicable regulations, as a condition to the receipt of OWP funding the Transportation Commission is required to execute certain certifications and assurances for FY 25/26, which are incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED that the FY 25/26 Overall Work Program and the FY 25/26 Overall Work Program Agreement, including certifications and assurances, are hereby approved and adopted.

BE IT FURTHER RESOLVED that Sierra County Transportation Commission authorizes the Chair or the Executive Director of the Sierra County Transportation Commission as the positions designated with the responsibility to execute the standard OWP Agreement and payment requests; the Executive Director as well as County Counsel are authorized by the Sierra County Transportation to sign the referenced certifications and assurances related to the OWPA.

ADOPTED by the Sierra County Transportation Commission on the 14th day of May, 2025, by the following vote:

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

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C.

§ 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2023, Pub. L. 117-328, div. E, tit. VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT

Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and

contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost

- Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
- (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
- (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2024 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: _____

The Applicant certifies to the applicable provisions of all categories: (*check here*) _____.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Cybersecurity Certification for Rail Rolling Stock and Operations

20 Tribal Transit Programs

21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature **Bryan Davey** Digitally signed by Bryan Davey Date: 2025.04.17 14:28:32 -07'00' Date: **4/17/25**

Name **Bryan Davey, Executive Director** Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): **Sierra County Transportation Commission**

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  Date: **4/17/25**

Name **Rhetta Vander Ploeg, County Counsel** Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.



FY 25-26 Draft OWP Comment Matrix – [SCTC]

Comment:	Agency Response	Caltrans Response/Review
General Comments:		
<ul style="list-style-type: none"> Caltrans commends SCTC for providing a OWP that captures the agency's transportation planning activities and coordination efforts in the region. SCTC is commended for its stakeholder engagement through use of local media and presentations to local organizations, and gather community response from all groups, including groups traditionally under-represented and under-served populations such as older people. We recommend the use of social media for additional communication in outreach and engagement In the Foreword section, please include brief discussion of the 2025 Master Fund Transfer Agreement. 	<p>Thank you for this comment at this time the Board of Supervisors has prohibited all departments except the Sheriff's office from utilizing social media. We will address the request and see if this policy could be revised for a broader use of social media amongst other departments. This policy is dated and was in place due to the inability from staffing resources to monitor comments on social media and protect against inappropriate content.</p> <p>The MFTA has been added.</p>	
Work Element Specific Comments:		
<p>WE 3 Transportation Studies, Project Development & Financing</p> <ul style="list-style-type: none"> It appears that no progress has been made on this work element since the Previous Work section and the Tasks have not changed from last FY. The Previous Work section must be updated each FY to identify the progress made, and list activities completed by the RTPA in carrying out the prior year's OWP. Please revise as needed. <p>Work Elements 4,7 and 8</p> <ul style="list-style-type: none"> In the budget tables for the work elements listed below, SCTC identifies an expense for "Professional Services," however, it is unclear which activities will be performed by a consultant. Per the Regional Planning Handbook section 2.05b, SCTC must identify the responsible entities 	<p>Many of the tasks in this work element are ongoing and carried over from the previous OWP, work is accomplished continuously without specific outcomes that would result in a deliverable and termination of this task. The product of this continuous work is represented in the quarterly reporting and the specific costs are provided in the invoice detailed backup.</p> <p>Professional services had been updated in each of the elements.</p>	



FY 25-26 Draft OWP Comment Matrix – [SCTC]

Comment:	Agency Response	Caltrans Response/Review
<p>for each task/product, including work that is contracted, in-house, sub-regional, etc. Please identify the task(s)/product(s) associated with the professional services.</p> <p>WE 4 Regional Transportation Plan WE 7 Transit Studies and TDA Activities WE 8 Intergovernmental Review and Public Outreach</p>		
FHWA/FTA Comments:		
<p>WE 5 Regional Transportation Improvement Program</p> <ul style="list-style-type: none"> Please update Previous Work to include the End Products completed or anticipated to be completed in the FY 24-25 Overall Work Program. <p>WE 6 Aviation</p> <ul style="list-style-type: none"> Task schedules must be revised to reflect the start and anticipated end schedule of specific tasks to be completed in the FY 25-26 OWP, in support of the end products. Please revise as needed. <p>Office of Federal Programming and Data Management</p> <ul style="list-style-type: none"> On page 18, please clarify is Task 2 and Task 3 are included in the 2024 Adopted STIP as the Planning, Programming and Monitoring projects. It seems the only project identified is Smithneck RD. 	<p>There weren't any products completed the previous fiscal year as the RTIP is done biannually and will be completed this year</p> <p>The dates on the task list have been updated to reflect the current FY.</p> <p>Task 2 and 3 were from the previous STIP and were removed. The task list has been updated to include Plumbago Rd Bridge as well.</p>	
Caltrans Recommendations:		
<p>Please ensure dates are corresponding to the correct Fiscal Years.</p>		



FY 25-26 Draft OWP Comment Matrix – [SCTC]

Comment:	Agency Response	Caltrans Response/Review

SIERRA COUNTY TRANSPORTATION COMMISSION

**In the Matter of
SCTC Administrative Budget FY 25/26**

Resolution 2025-11

WHEREAS, the Transportation Development Act authorizes the Sierra County Transportation Commission (SCTC) to give allocation instructions to the County Auditor for administration of SCTC; and,

WHEREAS, the Executive Director is authorized to instruct the County Auditor in the proper manner of allocation instructions upon resolution of the SCTC; and,

WHEREAS, the County Auditor is authorized to receive and pay any and all allocation instructions pursuant to the Budget for FY 25/26 that was approved by the SCTC.

NOW, THEREFORE, BE IT RESOLVED Sierra County Transportation Commission adopts the SCTC FY 25/26 Budget as shown in the approved Overall Work Program and summarized in the attachment identified as Exhibit “A” and incorporated by this reference; and,

BE IT FURTHER RESOLVED that Executive Director of the Sierra County Transportation Commission, is hereby authorized to instruct the County Auditor in regard to allocations of the Local Transportation Fund (LTF), the State Transit Assistance (STA) Fund, FTA 5311 funds, and RPA funds, as provided by law, pursuant to the approved budget for FY 25./26

PASSED AND ADOPTED by the Sierra County Transportation Commission on the 14th day of May 2025, by the following vote:

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

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

2026 FY OWP Budget Summary

Revenue

ESTIMATE OF AVAILABLE FUNDS FOR LTF & STA

(Based upon Sierra County Auditor midyear estimate)

	SubTotal	Fund Total
<u>LTF (FUND 855)</u>		
Ending Estimated Balance	\$179,000	
Estimated LTF	\$ 77,000	
Total Estimate Fund 855		\$256,000
<u>Other Transit Assistance (FUND 055)</u>		
Section 5311	\$ 48,000	
Section 5311 COVID	\$ 50,000	
Total Estimate Fund 055		\$ 98,000
<u>STA (FUND 854)</u>		
Ending Estimated Balance	\$224,007	
FY Estimated -STA	\$ 38,000	
FY Estimated -SGR	\$ 5,500	
Total Estimate Fund 854		\$ 267,507
<u>SB125 (FUND 856)</u>		
SB125 Funding	TBD \$ -	\$ -
Transit funds Balance		\$621,507
<u>TRANSPORTATION PLANNING (FUND 853)</u>		
Estimated OWPA fund	\$ 171,000	
Carryover RPA funds	\$ 10,000	
Sub total RPA funds		\$181,000
Estimated PPM FY2526	\$ 28,000	
Prior years PPM - PPM fund not spent in previous years	\$ 28,000	
Sub Total PPM Funds		\$56,000
Total RPA & PPM Funds		\$237,000
TOTAL ESTIMATED SCTC BUDGET		<u>\$858,507</u>

Expenses

SUMMARY SHEET ALL WORK ELEMENTS

	(RPA) 853	LTF 855	5311 055	STA - 854	PPM 853	Total all Accounts
Work Element 1 Administration	\$22,000	\$0	\$0	\$0	\$0	\$22,000
Work Element 2 Administration	\$21,000	\$0	\$0	\$0	\$0	
Work Element 3 Project Development	\$32,000	\$0	\$0	\$0	\$0	\$32,000
Work Element 3.1 Project Development PPM	\$0	\$0	\$0	\$0	\$ 28,000	\$28,000
Work Element 4 Regional Transportation Plan	\$16,000	\$0	\$0	\$0	\$0	\$16,000
Work Element 5 Regional Transportation Improvement Program	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Work Element 6 Aviation	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Work Element 7 Transportation Studies	\$0	\$260,000	\$ 48,000	\$195,000	\$0	\$503,000
Work Element 8 Intergovernmental Review & Public Outreach	\$55,000	\$0	\$0	\$0	\$0	\$55,000
TOTALS	\$171,000	\$260,000	\$48,000	\$195,000	\$28,000	\$702,000

Sierra County Transportation Commission

Meeting: May 14, 2025

Agenda Item 9 – Regional Transportation Planning Agency

- A. Resolution approving agreement for Federal Apportionment Exchange Program Funding, California Department of Transportation, Regional Transportation Planning Agency agreement X25-6150(043).**

Background: This is to approve the funding agreement with the State.

Recommended Motion: Adopt Resolution 2025-012 approving agreement 2025-04 for RTPA agreement X25-6150(043).

SIERRA COUNTY TRANSPORTATION COMMISSION

**In the Matter of
Federal Apportionment Exchange Program
California Department of Transportation
Agreement X25-6150(043)**

Resolution 2025-12

WHEREAS, the Sierra County Transportation Commission (SCTC) is designated as the Regional Transportation Planning Agency (RTPA) for Sierra County; and,

WHEREAS, Sierra County Transportation Commission is authorized by Section 182.6 of the Streets and Highways code to assign apportionments made available to it for allocation to transportation projects, as modified in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program (RSTP) funds) in exchange for non-federal State Highway; and,

WHEREAS, Section 182.9 of the Streets and Highways Code requires the allocation of State matching moneys from the State Highway Account to County; and,

WHEREAS, this procedure is an annual means whereby the Sierra County Transportation is authorized to utilize its RSTP funds for projects on local streets and roads.

NOW, THEREFORE, BE IT RESOLVED that the Sierra County Transportation Commission hereby approves the Federal Apportionment Exchange Program – California Department of Transportation – Regional Transportation Planning Agency (RTPS) Agreement X25-6150(043) and designates the Executive Director or Chairman of the Commission to execute the agreement.

ADOPTED by the Sierra County Transportation Commission on the 14th day of May, 2025, by the following vote:

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

**Susan McIlravy, Chair
Sierra County Transportation Commission**

ATTEST:

Suzanne Smith, Executive Secretary

FEDERAL APPORTIONMENT EXCHANGE PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING AGENCY

District: 03
Agency: Sierra County Transportation Commission

Agreement No. X25-6150(043)
AMS Adv ID:0325000159

THIS AGREEMENT is made on _____, by Sierra County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of federal apportionments made available to STATE for allocation to transportation projects in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program [RSTP/RSTBGP] funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP/RSTBGP apportionment:

\$27,616.00 for Fiscal Year 2024/2025

The above referenced portion of RTPA's estimated annual RSTP/RSTBGP apportionment is equal to the estimated total RSTP/RSTBGP apportionment less (a) the estimated minimum annual RSTP/RSTBGP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP/RSTBGP minimum apportionment, and (c) those RSTP/RSTBGP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP/RSTBGP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Sierra County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance



Accounting Officer

| Date 03/19/2025 | \$ 27,616.00

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP/RSTBGP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$27,616.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP/RSTBGP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other public transportation agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP/RSTBGP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA
Department of Transportation

Sierra County Transportation Commission

By: _____
Office of Project Management Oversight
Division of Local Assistance

By: _____
Title: _____

Date: _____

Date: _____

Sierra County Transportation Commission

Meeting: May 14, 2025

Agenda Item 10 – Planning, Programming & Monitoring

- A. Agreement for professional services between MGE Engineering, Inc. and the Sierra County Transportation Commission to for consulting services related to Planning, Programming & Monitoring for FY 25/26 in an amount not to exceed \$25,000.**

Background: This is an annual agreement for consulting services related to PPM. Scope of services and duties include development of preliminary project information, assistance with Regional Transportation Improvement Program (RTIP), preparation of Project Study Reports (PSR), assistance with matters related to programming and funding requests to the California Transportation Commission, Caltrans, and other state/federal agencies.

Recommended Motion: Approve Agreement 2025-05 with MGE Engineering, Inc. for consulting services related to Planning, Programming & Monitoring for FY 25/26.

**AGREEMENT FOR
PROFESSIONAL SERVICES
Planning, Programming & Monitoring – MGE Engineering, Inc.**

THIS AGREEMENT for Professional Services (“Agreement”) is made as of the Agreement Date set forth below by and between the Sierra County Transportation Commission (SCTC) of the County of Sierra, a political subdivision of the State of California (“the SCTC”), and

MGE Engineering, Inc.
“CONTRACTOR”

In consideration of the services to be rendered, the sums to be paid, and each and every covenant and condition contained herein, the parties hereto agree as follows:

OPERATIVE PROVISIONS

1. SERVICES.

The CONTRACTOR shall provide those services described in Attachment “A”, Provision A-1. CONTRACTOR shall provide said services at the time, place and in the manner specified in Attachment “A”, Provisions A-2 through A-3.

2. TERM.

Commencement Date: July 1, 2025

Termination Date: June 30, 2026

3. PAYMENT.

SCTC shall pay CONTRACTOR for services rendered pursuant to this Agreement at the time and in the amount set forth in Attachment “B”. The payment specified in Attachment “B” shall be the only payment made to CONTRACTOR for services rendered pursuant to this Agreement. CONTRACTOR shall submit all billings for said services to SCTC in the manner specified in Attachment “B”.

4. FACILITIES, EQUIPMENT AND OTHER MATERIALS AND OBLIGATIONS OF SCTC.

CONTRACTOR shall, at its sole cost and expense, furnish all facilities, equipment, and other materials which may be required for furnishing services pursuant to this Agreement, except as provided in this paragraph. SCTC shall furnish CONTRACTOR only those facilities, equipment, and other materials and shall perform those obligations listed in Attachment “A”, Provision A-4.

5. ADDITIONAL PROVISIONS.

Those additional provisions unique to this Agreement are set forth in Attachment “C”.

6. GENERAL PROVISIONS.

The general provisions set forth in Attachment “D” are part of this Agreement. Any inconsistency between said general provisions and any other terms or conditions of this Agreement shall be controlled by the other terms or conditions insofar as the latter are inconsistent with the general provisions.

7. DESIGNATED REPRESENTATIVES.

Executive Director, Bryan Davey is the designated representative of the SCTC and will administer this Agreement for the SCTC. H. Fred Huang is the authorized representative for CONTRACTOR. Changes in designated representatives shall occur only by advance written notice to the other party.

8. ATTACHMENTS.

All attachments referred to herein are attached hereto and by this reference incorporated herein. Attachments include:

- Attachment A - Services
- Attachment B - Payment
- Attachment C - Additional Provisions
- Attachment D - General Provisions
- Attachment E - Form of Invoice

9. AGREEMENT DATE. The Agreement Date is March 27, 2024.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day here first above written.

SCTC
SIERRA COUNTY TRANSPORTATION COMMISSION

CONTRACTOR

 BRYAN DAVEY
 EXECUTIVE DIRECTOR

 H. FRED HUANG
 MGE ENGINEERING, INC.

ATTEST:

 SUZANNE SMITH
 EXECUTIVE SECRETARY

ATTACHMENT A**A.1 SCOPE OF SERVICES AND DUTIES.**

The services to be provided by CONTRACTOR and the scope of CONTRACTOR's duties include the following. Provide engineering and other technical support to the Sierra County Transportation Commission (SCTC) including:

- Development of preliminary project information for use in development priorities;
- Assistance with the development of the Regional Transportation Improvement Program (RTIP);
- Preparation of Project Study Reports (PSR);
- Assistance with preparation, submission and processing of programming and funding requests to the California State Transportation Commission, California Department of Transportation, and other state/federal agencies;
- Attendance at SCTC and other meetings as requested by the SCTC Executive Director; and
- Other engineering and professional services as requested by the SCTC Executive Director.

A.2. TIME SERVICES RENDERED.

July 1, 2025 through June 30, 2026

A.3. MANNER SERVICES ARE TO BE PERFORMED.

As an independent contractor, CONTRACTOR shall be responsible for providing services and fulfilling obligations hereunder in a professional manner. SCTC shall not control the manner of performance.

A.4. FACILITIES FURNISHED BY SCTC.

None

ATTACHMENT B

PAYMENT

SCTC shall pay CONTRACTOR as follows:

B.1 BASE CONTRACT FEE.

SCTC shall pay CONTRACTOR a contract fee not to exceed **twenty-five thousand and 00/100 dollars (\$25,000.00)**, on a time and materials basis in accordance with fee schedule attached as Exhibit 1.

CONTRACTOR shall submit requests for payment after completion of services or no later than the tenth (10th) day of the month following provision of services. Request for payment shall be substantially in the form of the invoice attached hereto as Attachment E. Payment shall be made within thirty (30) days after the Invoice is approved by the SCTC Contract Administrator. In no event shall total compensation paid to CONTRACTOR under this Provision B.1 exceed **\$25,000.00** without an amendment to this Agreement approved by the Sierra County Transportation Commission.

B.2 MILEAGE. Included in base proposal

B.3 TRAVEL COSTS. Included in base proposal

B.4 AUTHORIZATION REQUIRED.

Services performed by CONTRACTOR and not authorized in this Agreement shall not be paid for by SCTC. Payment for additional services shall be made to CONTRACTOR by SCTC if, and only if, this Agreement is amended in writing by both parties in advance of performing additional services.

B.5 SPECIAL CIRCUMSTANCES. SCTC shall reimburse CONTRACTOR for direct expenses such as sub-contractors, travel by commercial carrier, delivery, copying and reproduction costs at actual cost.

B.6 MAXIMUM CONTRACT AMOUNT. The maximum amount payable to CONTRACTOR under this Agreement shall not exceed the following:

B.1	Base Contract Fee	\$25,000
B.2	Mileage	Included
B.3	Travel Costs	Included
B.4	Authorization Required	0
B.5	Special Circumstances	0
	MAXIMUM CONTRACT AMOUNT	\$25,000

ATTACHMENT C
ADDITIONAL PROVISIONS

[NONE]

ATTACHMENT D**GENERAL PROVISIONS**

D.1 INDEPENDENT CONTRACTOR. For all purposes arising out of this Agreement, CONTRACTOR shall be an independent contractor and CONTRACTOR and each and every employee, agent, servant, partner, and shareholder of CONTRACTOR (collectively referred to as “The Contractor”) shall not be, for any purpose of this Agreement, an employee of SCTC. Furthermore, this Agreement shall not under any circumstance be construed or considered to be a joint powers agreement as described in *Government Code* Section 6000, et seq., or otherwise. As an independent contractor, the following shall apply:

D.1.1 CONTRACTOR shall determine the method, details and means of performing the services to be provided by CONTRACTOR as described in this Agreement.

D.1.2 CONTRACTOR shall be responsible to SCTC only for the requirements and results specified by this Agreement and, except as specifically provided in this Agreement, shall not be subject to SCTC’s control with respect to the physical actions or activities of CONTRACTOR in fulfillment of the requirements of this Agreement.

D.1.3 CONTRACTOR shall be responsible for its own operating costs and expenses, property and income taxes, workers’ compensation insurance and any other costs and expenses in connection with performance of services under this Agreement.

D.1.4 CONTRACTOR is not, and shall not be, entitled to receive from or through SCTC, and SCTC shall not provide or be obligated to provide the CONTRACTOR with workers’ compensation coverage, unemployment insurance coverage or any other type of employee or worker insurance or benefit coverage required or provided by any federal, state or local law or regulation for, or normally afforded to, any employee of SCTC.

D.1.5 CONTRACTOR shall not be entitled to have SCTC withhold or pay, and SCTC shall not withhold or pay, on behalf of the CONTRACTOR any tax or money relating to the Social Security Old Age Pension Program, Social Security Disability Program or any other type of pension, annuity or disability program required or provided by any federal, state or local law or regulation for, or normally afforded to, an employee of SCTC.

D.1.6 CONTRACTOR shall not be entitled to participate in, or receive any benefit from, or make any claim against any SCTC fringe benefit program including, but not limited to, SCTC’s pension plan, medical and health care plan, dental plan, life insurance plan, or other type of benefit program, plan or coverage designated for, provided to, or offered to SCTC’s employees.

D.1.7 SCTC shall not withhold or pay on behalf of CONTRACTOR any federal, state or local tax including, but not limited to, any personal income tax owed by CONTRACTOR.

D.1.8 CONTRACTOR is, and at all times during the term of this Agreement shall represent and conduct itself as an independent contractor and not as an employee of SCTC.

D.1.9 CONTRACTOR shall not have the authority, express or implied, to act on behalf of, bind or obligate the SCTC in any way without the written consent of the SCTC.

D.2 LICENSES, PERMITS, ETC. CONTRACTOR represents and warrants to SCTC that it has all licenses, permits, qualifications, and approvals of whatsoever nature which are legally required for

CONTRACTOR to practice its profession. CONTRACTOR represents and warrants to SCTC that CONTRACTOR shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement any licenses, permits, and approvals which are legally required for CONTRACTOR to practice its profession at the time the services are performed.

D.3 CHANGE IN STATUTES OR REGULATIONS. If there is a change of statutes or regulations applicable to the subject matter of this Agreement, both parties agree to be governed by the new provisions, unless either party gives notice to terminate pursuant to the terms of this Agreement.

D.4 TIME. CONTRACTOR shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary for the satisfactory performance of CONTRACTOR's obligations pursuant to this Agreement. Neither party shall be considered in default of this Agreement to the extent performance is prevented or delayed by any cause, present or future, which is beyond the reasonable control of the party.

D.5 INSURANCE.

D.5.1 Prior to rendering services provided by the terms and conditions of this Agreement, CONTRACTOR shall acquire and maintain during the term of this Agreement insurance coverage through and with an insurer acceptable to SCTC, naming the SCTC and SCTC's officers, employees, agents and independent contractors as additional insured (hereinafter referred to as "the insurance"). The insurance shall contain the coverage indicated by the checked items below.

D.5.1.1 Comprehensive general liability insurance including comprehensive public liability insurance with minimum coverage of Two Million Dollars (\$2,000,000) per occurrence and with not less than Five Million Dollars (\$5,000,000) aggregate; CONTRACTOR shall insure both SCTC and CONTRACTOR against any liability arising under or related to this Agreement.

D.5.1.2 During the term of this Agreement, CONTRACTOR shall maintain in full force and effect a policy of professional errors and omissions insurance with policy limits of not less than One Million Dollars (\$1,000,000) per incident and One Million Dollars (\$1,000,000) annual aggregate, with deductible or self-insured portion not to exceed Two Thousand Five Hundred Dollars (\$2,500).

D.5.1.3 Comprehensive automobile liability insurance with minimum coverage of Five Hundred Thousand Dollars (\$500,000) per occurrence and with not less than Five Hundred Thousand Dollars (\$500,000) on reserve in the aggregate, with combined single limit including owned, non-owned and hired vehicles.

D.5.1.4 Workers' Compensation Insurance coverage for all CONTRACTOR employees and other persons for whom CONTRACTOR is responsible to provide such insurance coverage, as provided by Division 4 and 4.5 of the *Labor Code*.

D.5.2 The limits of insurance herein shall not limit the liability of the CONTRACTOR hereunder.

D.5.3 In respect to any insurance herein, if the aggregate limit available becomes less than that required above, other excess insurance shall be acquired and maintained immediately. For the purpose of any insurance term of this Agreement, "aggregate limit available" is defined as the total policy limits available for all claims made during the policy period.

D.5.4 The insurance shall include an endorsement that no cancellation or material change adversely

affecting any coverage provided by the insurance may be made until twenty (20) days after written notice is delivered to SCTC.

D.5.5 The insurance policy forms, endorsements and insurer(s) issuing the insurance shall be satisfactory to SCTC at its sole and absolute discretion. The amount of any deductible payable by the insured shall be subject to the prior approval of the SCTC and the SCTC, as a condition of its approval, may require such proof of the adequacy of CONTRACTOR's financial resources as it may see fit.

D.5.6 Prior to CONTRACTOR rendering services provided by this Agreement, and immediately upon acquiring additional insurance, CONTRACTOR shall deliver a certificate of insurance describing the insurance coverages and endorsements to:

County of Sierra
Auditor/Risk-Manager
P.O. Drawer 425
Downieville, CA 95936

D.5.7 CONTRACTOR shall not render services under the terms and conditions of this Agreement unless each type of insurance coverage and endorsement is in effect and CONTRACTOR has delivered the certificate(s) of insurance to SCTC as previously described. If CONTRACTOR shall fail to procure and maintain said insurance, SCTC may, but shall not be required to, procure and maintain the same, and the premiums of such insurance shall be paid by CONTRACTOR to SCTC upon demand. The policies of insurance provided herein which are to be provided by CONTRACTOR shall be for a period of not less than one year, it being understood and agreed that twenty (20) days prior to the expiration of any policy of insurance, CONTRACTOR will deliver to SCTC a renewal or new policy to take the place of the policy expiring.

D.5.8 SCTC shall have the right to request such further coverages and/or endorsements on the insurance as SCTC deems necessary, at CONTRACTOR's expense. The amounts, insurance policy forms, endorsements and insurer(s) issuing the insurance shall be satisfactory to SCTC in its sole and absolute discretion.

D.5.9 Any subcontractor(s), independent contractor(s) or any type of agent(s) performing or hired to perform any term or condition of this Agreement on behalf of CONTRACTOR, as may be allowed by this Agreement (hereinafter referred to as the "SECONDARY PARTIES"), shall comply with each term and condition of this Section D.5 entitled "INSURANCE". Furthermore, CONTRACTOR shall be responsible for the SECONDARY PARTIES' acts and satisfactory performance of the terms and conditions of this Agreement.

D.6 INDEMNITY. CONTRACTOR shall defend, indemnify, and hold harmless SCTC, its elected and appointed councils, boards, commissions, officers, agents, and employees from any liability for damage or claims for damage for any economic loss or personal injury, including death, as well as for property damage, which may arise from the intentional or negligent acts or omissions of CONTRACTOR in the performance of services rendered under this Agreement by CONTRACTOR, or any of CONTRACTOR's officers, agents, employees, contractors, or subcontractors.

D.7 CONTRACTOR NOT AGENT. Except as SCTC may specify in writing, CONTRACTOR shall have no authority, express or implied, to act on behalf of SCTC in any capacity whatsoever as an agent. CONTRACTOR shall have no authority, express or implied, pursuant to this Agreement to bind SCTC to any obligation whatsoever.

D.8 ASSIGNMENT PROHIBITED. CONTRACTOR may not assign any right or obligation pursuant

to this Agreement. Any attempted or purported assignment of any right or obligation pursuant to this Agreement shall be void and of no legal effect.

D.9 PERSONNEL. CONTRACTOR shall assign only competent personnel to perform services pursuant to this Agreement. In the event that SCTC, in its sole discretion at any time during the term of this Agreement, desires the removal of any person or persons assigned by CONTRACTOR to perform services pursuant to this Agreement, CONTRACTOR shall remove any such person immediately upon receiving written notice from SCTC of its desire for removal of such person or persons.

D.10 STANDARD OF PERFORMANCE. CONTRACTOR shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which CONTRACTOR is engaged. All products of whatsoever nature which CONTRACTOR delivers to SCTC pursuant to this Agreement shall be prepared in a first class and workmanlike manner and shall conform to the standards of quality normally observed by a person practicing in CONTRACTOR's profession.

D.11 POSSESSORY INTEREST. The parties to this Agreement recognize that certain rights to property may create a "possessory interest", as those words are used in the *California Revenue and Taxation Code* (107). For all purposes of compliance by SCTC with Section 107.6 of the *California Revenue and Taxation Code*, this recital shall be deemed full compliance by the SCTC. All questions of initial determination of possessory interest and valuation of such interest, if any, shall be the responsibility of the SCTC Assessor and the contracting parties hereto. A taxable possessory interest may be created by this, if created, and the party in whom such an interest is vested will be subject to the payment of property taxes levied on such an interest.

D.12 TAXES. CONTRACTOR hereby grants to the SCTC the authority to deduct from any payments to CONTRACTOR any SCTC imposed taxes, fines, penalties and related charges which are delinquent at the time such payments under this Agreement are due to CONTRACTOR.

D.13 TERMINATION. SCTC shall have the right to terminate this Agreement at any time by giving notice in writing of such termination to CONTRACTOR. In the event SCTC gives notice of termination, CONTRACTOR shall immediately cease rendering service upon receipt of such written notice and the following shall apply:

D.13.1.1 CONTRACTOR shall deliver to SCTC copies of all writings prepared by it pursuant to this Agreement. The term "writings" shall be construed to mean and include: handwriting, typewriting, printing, photo stating, photographing, computer storage medium (tapes, disks, diskettes, etc.) and every other means of recording upon any tangible thing, and form of communication or representation, including letters, words, pictures, sounds, or symbols, or combinations thereof.

D.13.1.2 SCTC shall pay CONTRACTOR the reasonable value of services rendered by CONTRACTOR to the date of termination pursuant to this Agreement not to exceed the amount documented by CONTRACTOR and approved by SCTC as work accomplished to date; provided, however, that in no event shall any payment hereunder exceed One Thousand Dollars (\$1,000). Further provided, however, SCTC shall not in any manner be liable for lost profits which might have been made by CONTRACTOR had CONTRACTOR completed the services required by this Agreement. In this regard, CONTRACTOR shall furnish to SCTC such financial information as in the judgment of the SCTC is necessary to determine the reasonable value of the services rendered by CONTRACTOR. In the event of a dispute as to the reasonable value of the services rendered by CONTRACTOR, the decision of the SCTC shall be final. The foregoing is cumulative and does not affect any right or remedy which SCTC may have in law or equity.

D.13.2 CONTRACTOR may terminate its services under this Agreement upon thirty (30) working days written notice to the SCTC, without liability for damages, if CONTRACTOR is not compensated according to the provisions of the Agreement or upon any other material breach of the Agreement by SCTC, provided that CONTRACTOR has first provided SCTC with a written notice of any alleged breach, specifying the nature of the alleged breach and providing not less than ten (10) working days within which the SCTC may cure the alleged breach.

D.14 OWNERSHIP OF INFORMATION. All professional and technical information developed under this Agreement and all work sheets, reports, and related data shall become and/or remain the property of SCTC, and CONTRACTOR agrees to deliver reproducible copies of such documents to SCTC on completion of the services hereunder. The SCTC agrees to indemnify and hold CONTRACTOR harmless from any claim arising out of reuse of the information for other than this project.

D.15 WAIVER. A waiver by any party of any breach of any term, covenant or condition herein contained or a waiver of any right or remedy of such party available hereunder at law or in equity shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant or condition herein contained or of any continued or subsequent right to the same right or remedy. No party shall be deemed to have made any such waiver unless it is in writing and signed by the party so waiving.

D.16 COMPLETENESS OF INSTRUMENT. This Agreement, together with its specific references and attachments, constitutes all of the agreements, understandings, representations, conditions, warranties and covenants made by and between the parties hereto. Unless set forth herein, neither party shall be liable for any representations made, express or implied.

D.17 SUPERSEDES PRIOR AGREEMENTS. It is the intention of the parties hereto that this Agreement shall supersede any prior agreements, discussions, commitments, representations, or agreements, written or oral, between the parties hereto.

D.18 ATTORNEY'S FEES. If any action at law or in equity, including an action for declaratory relief, is brought to enforce or interpret provisions of this Agreement, the prevailing party shall be entitled to reasonable attorney's fees, which may be set by the Court in the same action or in a separate action brought for that purpose, in addition to any other relief to which such party may be entitled.

D.19 MINOR AUDITOR REVISION. In the event the Sierra SCTC Auditor's office finds a mathematical discrepancy between the terms of the Agreement and actual invoices or payments, provided that such discrepancy does not exceed 1% of the Agreement amount, the Auditor's office may make the adjustment in any payment or payments without requiring an amendment to the Agreement to provide for such adjustment. Should the SCTC or the CONTRACTOR disagree with such adjustment, they reserve the right to contest such adjustment and/or to request corrective amendment.

D.20 CAPTIONS. The captions of this Agreement are for convenience in reference only and the words contained therein shall in no way be held to explain, modify, amplify or aid in the interpretation, construction or meaning of the provisions of this Agreement.

D.21 DEFINITIONS. Unless otherwise provided in this Agreement, or unless the context otherwise requires, the following definitions and rules of construction shall apply herein.

D.21.1 NUMBER AND GENDER. In this Agreement, the neuter gender includes the feminine and masculine, the singular includes the plural, and the word "person" includes corporations, partnerships, firms or associations, wherever the context so requires.

D.21.2 MANDATORY AND PERMISSIVE. "Shall" and "will" and "agrees" are mandatory.

“May” is permissive.

D.22 TERM INCLUDES EXTENSIONS. All references to the term of this Agreement or the Agreement Term shall include any extensions of such term.

D.23 SUCCESSORS AND ASSIGNS. All representations, covenants and warranties specifically set forth in this Agreement, by or on behalf of, or for the benefit of any or all of the parties hereto, shall be binding upon and inure to the benefit of such party, its successors and assigns.

D.24 MODIFICATION. No modification or waiver of any provisions of this Agreement or its attachments shall be effective unless such waiver or modification shall be in writing, signed by all parties, and then shall be effective only for the period and on the condition, and for the specific instance for which given.

D.25 COUNTERPARTS. This Agreement may be executed simultaneously and in several counterparts, each of which shall be deemed an original, but which together shall constitute one and the same instrument.

D.26 OTHER DOCUMENTS. The parties agree that they shall cooperate in good faith to accomplish the object of this Agreement and, to that end, agree to execute and deliver such other and further instruments and documents as may be necessary and convenient to the fulfillment of these purposes.

D.27 PARTIAL INVALIDITY. If any term, covenant, condition or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provision and/or provisions shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

D.28 VENUE. It is agreed by the parties hereto that unless otherwise expressly waived by them, any action brought to enforce any of the provisions hereof or for declaratory relief hereunder shall be filed and remain in a court of competent jurisdiction in the County of Sierra, State of California.

D.29 CONTROLLING LAW. The validity, interpretation and performance of this Agreement shall be controlled by and construed under the laws of the State of California.

D.30 CALIFORNIA TORT CLAIMS ACT. Notwithstanding any term or condition of the Agreement, the provisions, and related provisions, of the California Tort Claims Act, Division 3.6 of the *Government Code*, are not waived by SCTC and shall apply to any claim against SCTC arising out of any acts or conduct under the terms and conditions of this Agreement.

D.31 TIME IS OF THE ESSENCE. Time is of the essence of this Agreement and each covenant and term herein.

D.32 AUTHORITY. All parties to this Agreement warrant and represent that they have the power and authority to enter into this Agreement in the names, titles and capacities herein stated and on behalf of any entities, persons, estates or firms represented or purported to be represented by such entity(s), person(s), estate(s) or firm(s) and that all formal requirements necessary or required by any state and/or federal law in order to enter into this Agreement are in full compliance. Further, by entering into this Agreement, neither party hereto shall have breached the terms or conditions of any other contract or agreement to which such party is obligated, which such breach would have a material effect hereon.

D.33 CORPORATE AUTHORITY. If CONTRACTOR is a corporation or public agency, each individual executing this Agreement on behalf of said corporation or public agency represents and warrants that he or she is duly authorized to execute and deliver this Agreement on behalf of said corporation, in accordance with a duly adopted resolution of the Board of Directors of said corporation or in accordance with the bylaws of said corporation or Board or Commission of said public agency, and that this Agreement is

binding upon said corporation or public entity in accordance with its terms. If CONTRACTOR is a corporation, CONTRACTOR shall, within thirty (30) days after execution of this Agreement, deliver to SCTC a certified copy of a resolution of the Board of Directors of said corporation authorizing or ratifying the execution of this Agreement.

D.34 CONFLICT OF INTEREST.

D.34.1 LEGAL COMPLIANCE. CONTRACTOR agrees at all times in performance of this Agreement to comply with the law of the State of California regarding conflicts of interest, including, but not limited to, Article 4 of Chapter 1, Division 4, Title 1 of the *California Government Code*, commencing with Section 1090, and Chapter 7 of Title 9 of said Code, commencing with Section 87100, including regulations promulgated by the California Fair Political Practices Commission.

D.34.2 ADVISEMENT. CONTRACTOR agrees that if any facts come to its attention which raise any questions as to the applicability of this law, it will immediately inform the SCTC designated representative and provide all information needed for resolution of the question.

D.34.3 ADMONITION. Without limitation of the covenants in subparagraphs D.34.1 and D.34.2, CONTRACTOR is admonished hereby as follows:

The statutes, regulations and laws referenced in this provision D.34 include, but are not limited to, a prohibition against any public officer, including CONTRACTOR for this purpose, from making any decision on behalf of SCTC in which such officer has a direct or indirect financial interest. A violation occurs if the public officer influences or participates in any SCTC decision which has the potential to confer any pecuniary benefit on CONTRACTOR or any business firm in which CONTRACTOR has an interest of any type, with certain narrow exceptions.

D.35 NONDISCRIMINATION. During the performance of this Agreement, CONTRACTOR shall not unlawfully discriminate against any employee of the CONTRACTOR or of the SCTC or applicant for employment or for services or any member of the public because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age or sex. CONTRACTOR shall ensure that in the provision of services under this Agreement, its employees and applicants for employment and any member of the public are free from such discrimination. CONTRACTOR shall comply with the provisions of the Fair Employment and Housing Act (*Government Code* Section 12900 et seq.). The applicable regulations of the Fair Employment Housing Commission implementing *Government Code* Section 12900, set forth in Chapter 5, Division 4 of Title 2 of the California *Administrative Code* are incorporated into this Agreement by reference and made a part hereof as if set forth in full. CONTRACTOR shall also abide by the Federal Civil Rights Act of 1964 and all amendments thereto, and all administrative rules and regulation issued pursuant to said Act. CONTRACTOR shall give written notice of its obligations under this clause to any labor agreement. CONTRACTOR shall include the non-discrimination and compliance provision of this paragraph in all subcontracts to perform work under this Agreement.

D.36 JOINT AND SEVERAL LIABILITY. If any party consists of more than one person or entity, the liability of each person or entity signing this Agreement shall be joint and several.

D.37 TAXPAYER I.D. NUMBER. SCTC shall not disburse any payments to CONTRACTOR pursuant to this Agreement until CONTRACTOR supplies the latter's Taxpayer I.D. Number or Social Security Number (as required on the line under CONTRACTOR's signature on page 2 of this Agreement).

D.38 NOTICES. All notices and demands of any kind which either party may require or desire to serve on the other in connection with this Agreement must be served in writing either by personal service or by

registered or certified mail, return receipt requested, and shall be deposited in the United States Mail, with postage thereon fully prepaid, and addressed to the party so to be served as follows:

If to "SCTC":
Bryan Davey
Sierra County Transportation Commission
P.O. Box 98
Downieville, CA 95936

With a copy to:
Sierra County Counsel
SCTC of Sierra
Post Office 98
Downieville, CA 95936

If to "CONTRACTOR":
H. Fred Huang, P.E.
MGE Engineering, Inc.
7415 Greenhaven Drive, Suite 100
Sacramento, CA 95831-3583

County of Sierra
Department of Transportation
Post Office Box 98
Downieville, California 95936

Our File No. _____

Re: _____

STATEMENT OF ACCOUNT FOR

BALANCE FORWARD \$ _____

TOTAL CURRENT CHARGES:

<u>Date</u>	<u>Staff</u>	<u>Description of Service</u>	<u>Hrs</u>	<u>Rate</u>	<u>Total</u>
-------------	--------------	-------------------------------	------------	-------------	--------------

Total \$ _____

Sierra County Transportation Commission
Meeting: May 14, 2025
Agenda Item 11 – Audits

A. Report on the status of the ISCSC FY23/24 financial audit.

No action required.

Sierra County Transportation Commission
Meeting: May 14, 2025
Agenda Item 12 – Local Roadway Safety Plan

A. Resolution approving the Local Roadway Safety Plan.

Background: A Local Roadway Safety Plan (LRSP) creates a framework to systematically identify and analyze safety issues, collaborate with partner agencies and stakeholders, and develop a multidisciplinary toolbox of traffic safety countermeasures, and the Federal Highway Safety Improvement Program (HSIP) is the County's main source of safety grant funding and eligibility for grant funding under this program now requires an adopted LRSP

Recommended Motion: Adopt Resolution 2025-13 approving the Local Roadway Safety Plan.

SIERRA COUNTY TRANSPORTATION COMMISSION

**In the matter of
Approving a Local Roadway Safety Plan**

Resolution 2025-13

WHEREAS, Sierra County Transportation Commission currently has a Transportation Accident Analysis System (TMS) that assists County engineering staff in focusing their attention and efforts toward the most appropriate locations throughout the County for roadway safety improvements; and,

WHEREAS, a Local Roadway Safety Plan (LRSP) creates a framework to systematically identify and analyze safety issues, collaborate with partner agencies and stakeholders, and develop a multidisciplinary toolbox of traffic safety countermeasures; and

WHEREAS, the Federal Highway Safety Improvement Program is the County’s main source of safety grant funding and eligibility for grant funding under this program now requires an adopted LRSP; and

WHEREAS, the Sierra County Transportation Commission embarked on a work effort to update and convert its current TMS into an LRSP; and

WHEREAS, the Sierra County Transportation Commission engaged with partner agencies and the public in the development of this LRSP; and

WHEREAS, the LRSP will serve not only as a requirement for grant fund eligibility but also a blueprint for addressing traffic safety disciplines; Engineering, Education, Enforcement & Emergency Services.

THEREFORE, BE IT RESOLVED that the Sierra County Transportation Commission hereby approves the Local Roadway Safety Plan and the Executive Director or the appointed designee(s) are authorized to implement the LRSP.

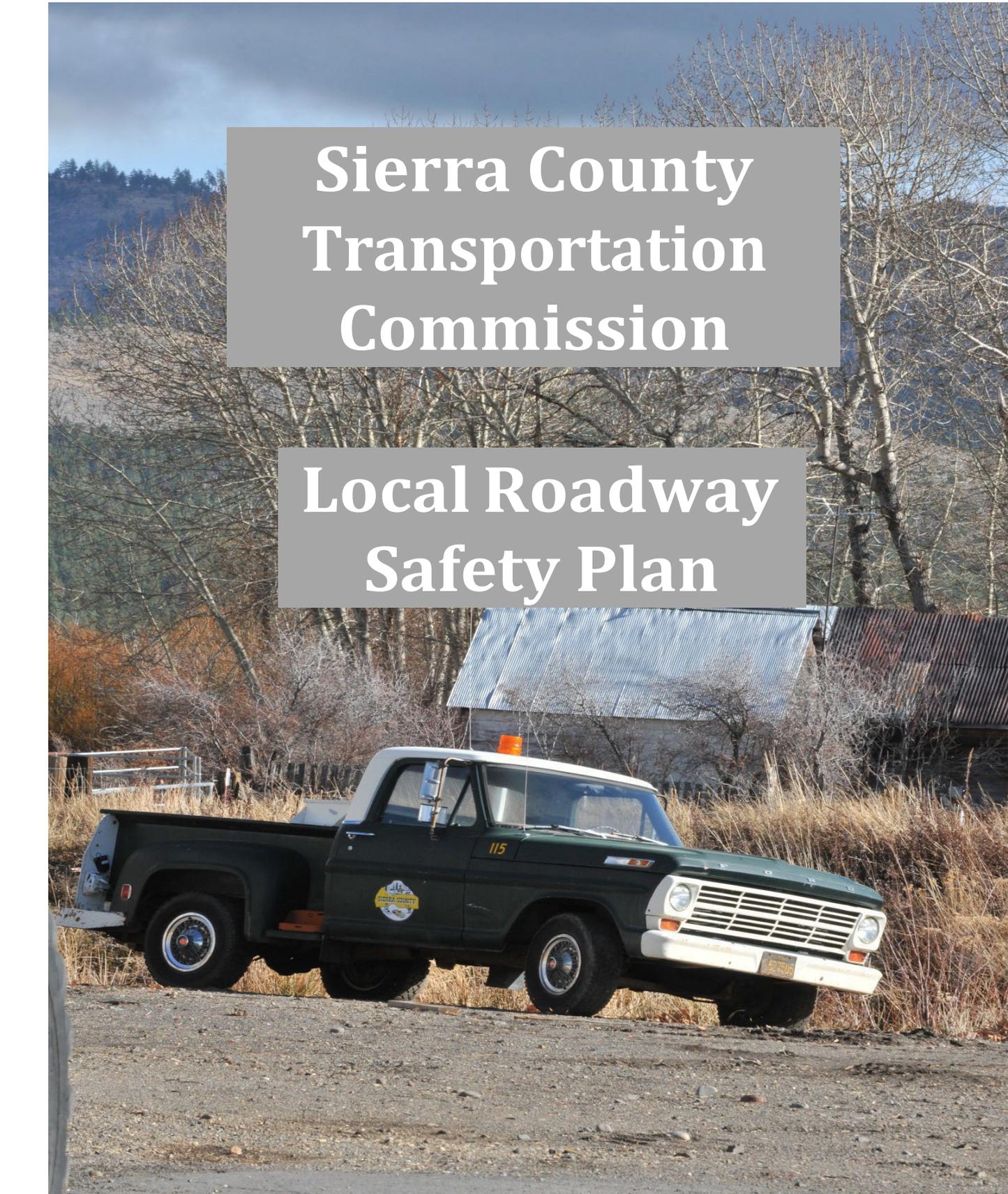
ADOPTED by the Sierra County Local Transportation Commission this 14th day of May 2025 by the following vote:

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

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary



Sierra County Transportation Commission

Local Roadway Safety Plan

Prepared For: Sierra County Transportation Commission
Prepared By: Sierra County Department of Transportation

Contents

Executive Summary	4
Introduction	5
Vision Zero Statement	6
Goals	7
Plan Development and Process	8
Systemic Countywide Safety Pattern Analysis	8
County Leadership Review	8
Transportation Commission	8
Adoption.....	8
Organization & Safety Partners	9
Public Works.....	9
California Highway Patrol-CHP.....	9
Local Fire Department	9
County Health & Human Services Department	9
Caltrans.....	9
Sierra County Transportation Commission	9
City of Loyalton	10
Evaluation and Implementation	11
Grant Funding	11
County Capital Improvement Program & Operating Budgets	11
Development Review	11
Existing Efforts	12
Data Summary	12
Countywide Collision Trends	12
Pedestrian Collision Trend.....	13
Bicycle Collision Trend	13
Human and Economic Impact	13
Traffic Enforcement.....	13
Speeding.....	14
DUI Arrests	14
Suggested Education Campaigns	14
Age Well, Drive Smart	14

Motorcycle Safety.....	15
Child Safety Seats	15
Impaired Driver Enforcement	15
Trailer Towing Safety	15
Emphasis Area	15
<i>Emphasis Area #1: High Incident</i>	<i>16</i>
Engineering Recommendations.....	16
Education Recommendations.....	16
Enforcement Recommendations.....	17
Emergency Services Recommendations.....	17
<i>Emphasis Area #2: Hit Object</i>	<i>18</i>
<i>Engineering Recommendations</i>	<i>18</i>
<i>Education Recommendations.....</i>	<i>18</i>
<i>Enforcement Recommendations.....</i>	<i>18</i>
<i>Emergency Services Recommendations</i>	<i>18</i>
<i>Emphasis Area #3: Speeding</i>	<i>19</i>
Engineering Recommendations.....	19
Education Recommendations	19
Enforcement Recommendations.....	19
Emergency Services Recommendations	19
<i>Emphasis Area #4: Driving Under the Influence</i>	<i>20</i>
Engineering Recommendations.....	20
Education Recommendations.....	20
Enforcement Recommendations	20
Emergency Services Recommendations.....	20
<i>Emphasis Area #5: Access Management</i>	<i>21</i>
Engineering Recommendations.....	21
Education Recommendations	21
Enforcement Recommendations.....	21
Acknowledgements.....	22
Board of Supervisors	22
Partners.....	22
County Staff.....	22

Executive Summary

Sierra County is proud to present its Local Roadway Safety Plan (LRSP), a comprehensive framework designed to identify, analyze, and prioritize roadway safety improvements across the county's roads. This plan highlights the most significant systemic collision trends, based on the most current data available, and proposes targeted countermeasures within the four key safety disciplines—Engineering, Enforcement, Education, and Emergency Services, known as the “4 E's.” A crucial component of this plan is the ongoing collaboration with leadership representatives from each discipline, including the Sierra County Sheriff's Office, to ensure effective implementation of safety strategies.

Prepared in compliance with state and federal guidelines, this LRSP ensures the County's eligibility for Highway Safety Improvement Program (HSIP) funding. It also provides the necessary data to support current and future grant applications for recommended safety projects.

LRSPs are vital, as the Federal Highway Administration (FHWA) reports that over 80% of all public roads are managed by local or rural governments, yet nearly 56% of all traffic fatalities occur on these roads. Beyond the devastating toll of severe injuries and loss of life, traffic collisions impose significant economic burdens on communities. The U.S. Department of Transportation (USDOT) estimated that in 2017 alone, traffic collisions resulted in \$836 billion in damages, impacting quality of life and household productivity.

The data presented in this report is from 2023 and earlier, reflecting the most recent available information due to standard collision reporting and processing delays. Moving forward, an adopted LRSP will be a prerequisite for eligibility in HSIP grant cycles, reinforcing its critical role in securing funding for essential roadway safety improvements.

Introduction

Sierra County is dedicated to enhancing transportation safety and minimizing the risk of serious injuries and fatalities on its roadways. This report establishes a strategic framework for identifying, analyzing, and prioritizing safety improvements across the County's roads and the streets of the City of Loyalton. Additionally, it aims to promote community awareness of the best practices in roadway safety.

As part of an ongoing commitment to safer transportation, the Local Roadway Safety Plan (LRSP) was developed through a collaborative effort involving the County, partner organizations, and residents. This plan serves as a proactive approach to addressing roadway hazards, fostering community engagement, and ensuring a safer transportation network for all users.

Sierra County LRSP includes the following elements depicted below in **Figure 1**:

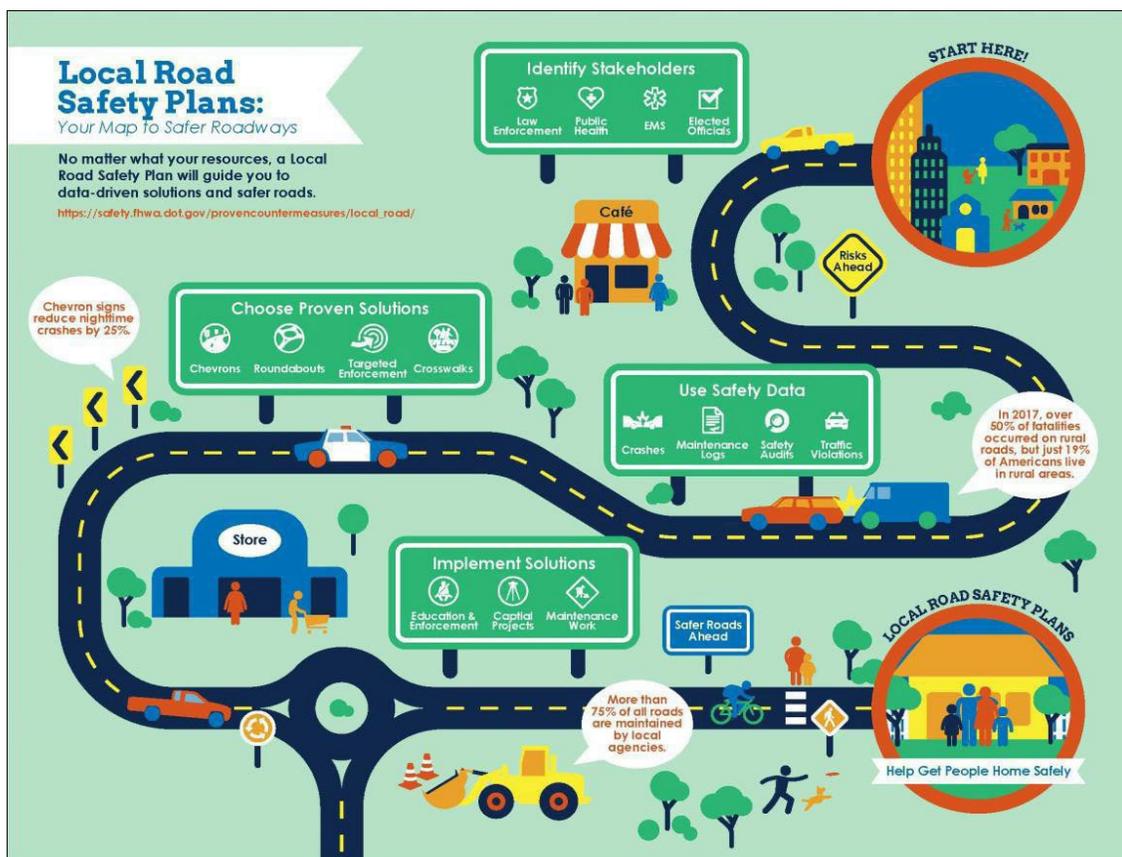


Figure 1. Local Roadway Safety Plans Courtesy of Federal Highway Administration

Vision Zero Statement

The Vision of this plan, or an idealized description of this plan's success, is to strive towards the elimination of all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

Vision Zero is a significant departure from the status quo in two major ways:

Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to limit those inevitable mistakes and reduce their likeliness to result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. However, roadway users are still responsible for their mistakes and should follow all applicable laws and use reasonable judgement when conducting themselves within the public right of way.

Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals was not the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

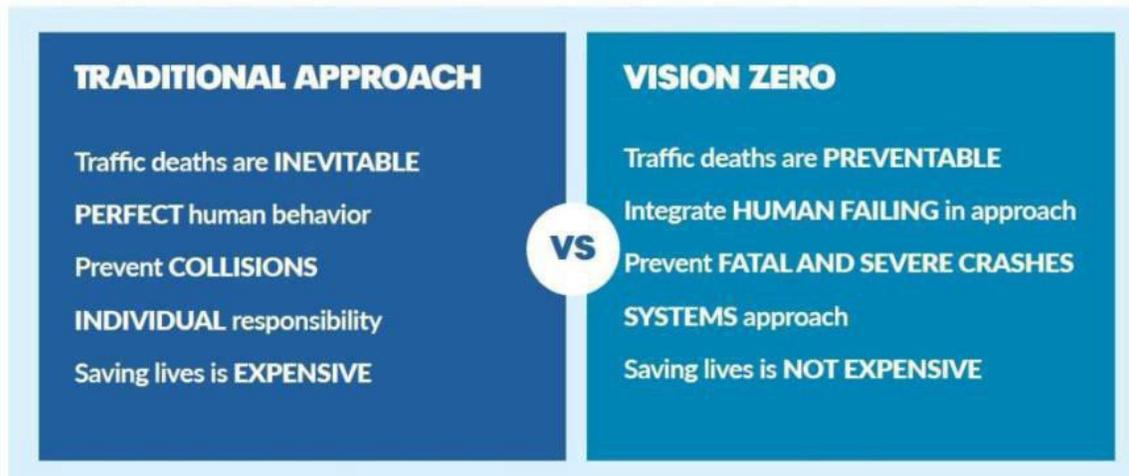


Figure 2. A new Vision for Safety

Goals

Between 2018 and 2022, a total of 157 traffic crashes occurred in the area, resulting in seven fatalities and 54 serious injuries. Beyond the devastating human loss, these incidents place a significant economic strain on the County and its local resources. An analysis of countywide collisions identified three primary contributing factors: unsafe speed, driving under the influence (DUI), and vehicle-animal collisions.

Achieving the County's vision of eliminating all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility begins with a set of clear, actionable goals. These goals serve as the foundation for targeted safety improvements and community engagement efforts. These goals are defined as follows:

Goal #1: Maintain Accurate Collision Databases. Systematically identify & prioritize the County's highest collision locations every two years. Analyze, develop countermeasures, and implement those countermeasures.

Goal #2: Reevaluate collision trends and associated countermeasures in the LRSP every 5 years and engage community, stakeholder and County management concurrence. Prepare associated update to the LRSP.

Goal #3: Develop an implementation priority for identified countermeasures. Implement Countermeasures utilizing strategies across all traffic safety disciplines, Engineering, Enforcement, Education, & Emergency services.

Goal #4: Provide a public input platform for unreported incidents and "close calls".

Goal #5: Regularly engage with partner agencies, stakeholders, advocacy groups, & the public to enhance identification of collision patterns and countermeasures every two years. Consider establishing formal safety group/community comprised of these groups.

Plan Development and Process

Systemic Countywide Safety Pattern Analysis

The predominant county-wide systemic patterns were identified along with the most common contributing factors leading to those patterns. These factors established the top five emphasis areas the County should focus on to reduce traffic collisions. For each factor, multidisciplinary counter measures were developed, including engineering, education, and enforcement.

County Leadership Review

County leadership was engaged through a series of work group meetings. The leadership group included representatives of Sierra County Public Works, Sierra County Health and Human Services (HHS), California Highway Patrol (CHP), and local fire departments.

Following the completion of the safety data analysis process, systemic collision patterns and key emphasis areas were identified. These were presented to the leadership group to confirm the initial findings and gather additional information to assist in further refining the development of emphasis areas.

Transportation Commission

Sierra County's Transportation Commission is comprised of 7 seats. 3 seats representing Sierra County Board of Supervisors and 3 seats representing the City of Loyalton and one member appointed by the Commission.

Representatives review projects within the County and topics of interest in their communities, then make recommendations to the Board of Supervisors that offer suggestions for change and/or support.

Adoption

The County's LRSP was presented to the Sierra County Transportation Commission. The item received public input supporting recommendations of the plan. The plan was unanimously approved by the SCTC on **(TBD)**.

Organization & Safety Partners

Safety partners are the departments, agencies and organizations whose input and support are foundational to a successful plan. The safety leadership team is primarily comprised of County Departments and state agencies that have key roles in the development, implementation, and operation of safety projects, programs, and policies. The leadership team is ultimately responsible for developing, adopting, and implementing the plan and program. The stakeholder team is distinguished from the leadership team as it is comprised of partner agencies and organizations who collaborate with the County and contribute to and assist with the development and implementation of the plan. These agencies and their roles in the plan's development and implementation are provided below:

Public Works

Public Works is the lead County Department in development and production of the plan and its periodic updates. The Public Works Department is responsible for assembling with other County Departments and collaborating with Stakeholders. Public Works is also responsible for capital project implementation. The County's Public Works staff may also lead or collaborate in education campaigns.

California Highway Patrol-CHP

CHP collaborates with and assists the County's Transportation Department in the development and production of the plan and its periodic updates. The CHP maintains collision records and is responsible for carrying out enforcement practices and activities.

Local Fire Department

The County has multiple Volunteer Fire Departments for fire protection and emergency medical services. Local Fire Chiefs were volunteering to serve in a support role in the development and production of this plan.

County Health & Human Services Department

The County's Health and Human Services Department serves a supporting role in the development and production of this plan. Health & Human Services also provides implementation services for education campaigns and public outreach.

Caltrans

Caltrans has jurisdiction over US 80, Hwy 49, Hwy 89, Hwy 395 through the County's limits. Caltrans also provides oversight of various grant funding sources. Many of the County's streets and intersections borders state controlled roadways and ramps. Caltrans provides feedback on the development of this plan and confirms its compliance with HSIP requirements for future funding eligibility.

Sierra County Transportation Commission

Sierra County Transportation Commission (SCTC) assists with regional collaboration in the prioritization and development of safety strategies. The SCTC is the forum for making decisions about the regional transportation in Sierra County. The SCTC also represents Sierra County jurisdictions in the planning and programming of state and federal transportation funding. The legislative body which is ultimately responsible for approving/adopting the final plan, setting safety policies, and approving budget and funding levels.

City of Loyalton

The City of Loyalton maintains roads within its city limits. They also have three representatives who attend SCTC meetings. They serve as a supporting role and provide insight into the roadway safety needs.

Figure 3 below depicts the organizational structure and hierarchy for how the County conducts their comprehensive systematic traffic safety analysis and engages with its partner agencies & organizations.

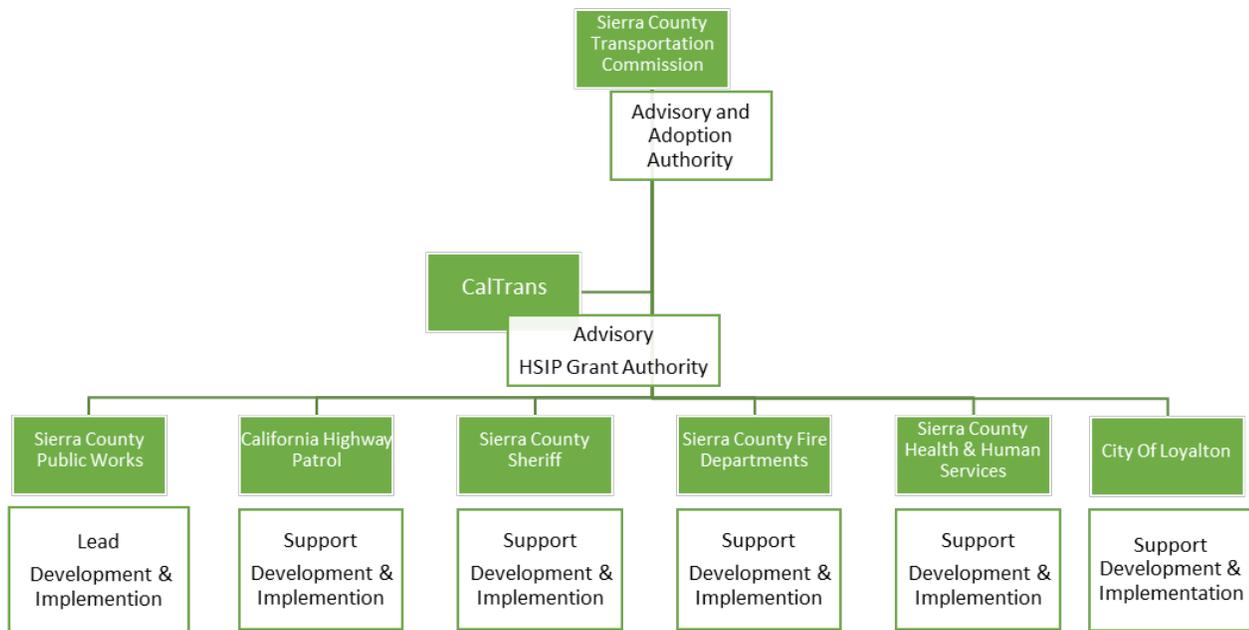


Figure 3. Systemic Traffic Safety Assessment Organization & Hierarchy

Evaluation and Implementation

This LRSP is a living document. The emphasis areas and recommended countermeasures should be updated approximately every five years, with updating cycles coinciding with the County's Capital Improvement Budget and HSIP grant cycles for potential inclusion or overlap. Implementation of emphasis area #1 should include an update of the high incident location list and recommended safety measures approximately every 2 years. The list of top countywide systemic collision patterns and countermeasures should be updated approximately every five years and presented to key stakeholders for review and feedback then submitted to the Board of Supervisors for review and to provide an opportunity for public feedback. The board may also delegate approval of future updates to the Public Works Director.

Grant Funding

Although this LRSP is primarily a requirement for HSIP funding, this document should also be utilized and referenced for potential applications to Active Transportation Program (ATP), Regional Surface Transportation Program (RSTP), and other funding sources that are available.

County Capital Improvement Program & Operating Budgets

The recommendations identified in this plan, and high incident location list, should serve as a source for Capital Project Request consideration as well as a cross reference for other capital projects that could be leveraged to implement the recommendations provided by this plan. For example, a roadway resealing project may provide an opportunity to revise a corridor lane re-configuration by installing proposed striping from this plan as opposed to replacing prior striping.

The recommendations identified in this plan should be referenced when conducting roadway maintenance activities. Priority should be considered for maintenance activities that further the recommendations of this plan or provide opportunities to implement countermeasures at high incident locations. County Public Works Transportation Planning & Traffic Engineering Staff should review all capital projects proposed within the public right of way for implementation of this plan.

Development Review

The recommendations and high incident locations within this plan should be referenced when considering new and redevelopment applications. Where a nexus is found, County staff should recommend conditions of approval and/or mitigation measures for consistency and CEQA (California Environmental Quality Act) findings support. Justification with implementation of Senate Bill 743, traffic safety will have much more focus in development review and CEQA evaluations.

Sierra County Department of Transportation should review development proposals requiring administrative or higher levels of review for the implementation of this plan.

Existing Efforts

In conjunction with safety policies and guidelines stated in the Sierra County General Plan and Sierra County Regional Transportation Plan elements, the following list is a highlight of several safety projects that are completed within the county. These projects are:

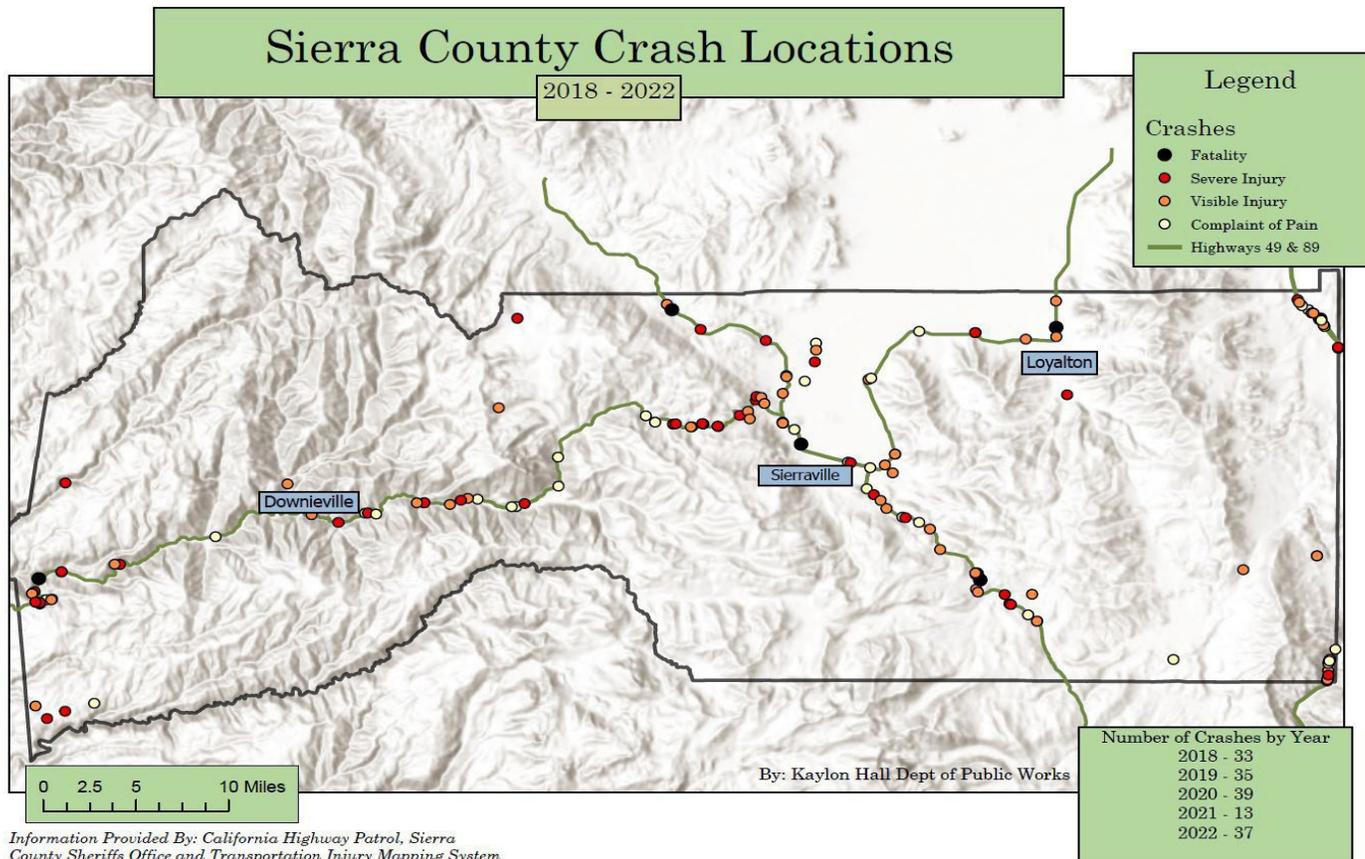
- Guardrail replacement on County Road 190-Pike City Road
- Guardrail replacement on County Road 490-Brandy City Road
- Installation of Radar Signs on multiple County Roads

Data Summary

Countywide Collision Trends

Sierra County's collision data for the most recent complete years (2018–2022) was collected and thoroughly analyzed using information from both the Sierra County Sheriff's Office and the California Highway Patrol databases. This comprehensive dataset provides insight into the frequency, location, and severity of traffic collisions across the county. **Figure 4** presents a visual representation of crash locations and the corresponding injury severity using TIMS (Transportation Injury Mapping System) data for this time frame. The findings indicate that a significant portion of collisions occur along sections of highways characterized by sharp curves, winding roads, and poor visibility.

Figure 4. 2018-2022 Countywide Collision Locations



The data reveals a generally steady trend in annual collisions over the analyzed period, with the notable exception of a significant decline in 2021, likely a result of reduced travel during the COVID-19 pandemic. However, it is important to acknowledge the limitations of the data presented in **Figure 4**. The figure only reflects collisions reported to the California Highway Patrol (CHP) and subsequently documented by the Sierra County Sheriff's Office. Many incidents remain unreported or are reported without an officer investigation, which poses challenges in accurately capturing the full scope of collisions in the county.

Additionally, analyzing trends in fatal collisions within Sierra County is particularly difficult due to their rarity and the unpredictable circumstances under which they occur. Fatal collisions are infrequent, and the limited data makes it challenging to draw meaningful conclusions. This infrequency is underscored by the fact that only seven fatalities were recorded among all reported collisions during the five-year period, as summarized in **Table 1**.

Table 1

Crash Severity	Count	Percent
1 - Fatal	7	4.46%
2 - Injury (Severe)	54	34.39%
3 - Injury (Other Visible)	57	36.31%
4 - Injury (Complaint of Pain)	39	24.84%

Pedestrian Collision Trend

From 2018 to 2022 pedestrian collisions reported in the County remained static, totaling zero.

Bicycle Collision Trend

Bicycle collisions saw a steady decline since 2018, with 2022 having the lowest reported bicycle collisions on record. A total of 0 collisions. In the past crashes tended to occur in areas of the county which are more urban/suburban. In remote areas of the County, Lavezzola Road (County Road 514) has the highest amount of bicycle traffic in the County has never had a bicycle vs. vehicle collision.

Human and Economic Impact

Traffic collisions result in indirect economic costs to those involved. These may include wages and productivity losses, medical expenses and legal costs, and motor vehicle damage. However, this represents only a portion of total costs associated with collisions. Traffic collision also has indirect impacts on the families of those involved, employers, and society as a whole. A study by the National Highway Transportation Safety Administration (NHTSA) found that more than 75% of collision costs are born by society in the form of insurance premiums, taxes, and congestion-related costs such as travel delay, excess fuel consumption, and lost quality of life associated with deaths and injuries.

Traffic Enforcement

Enforcement is one of the key disciplines for achieving a reduction in collision trends and improving overall safety. Proactive traffic enforcement serves as both a deterrent to dangerous driving behaviors and a means of identifying and addressing high-risk areas. Law enforcement agencies in Sierra County focus on enforcing speed limits, impaired driving laws, and other traffic regulations to mitigate potential hazards.

Speeding

According to NHTSA, speeding has been the primary contributing factor in approximately one-third of all motor vehicle fatalities. Speed also affects your safety even when you are driving at the speed limit but too fast for road conditions, such as during bad weather, when a road is under repair, driving in heavy traffic or when distracted.

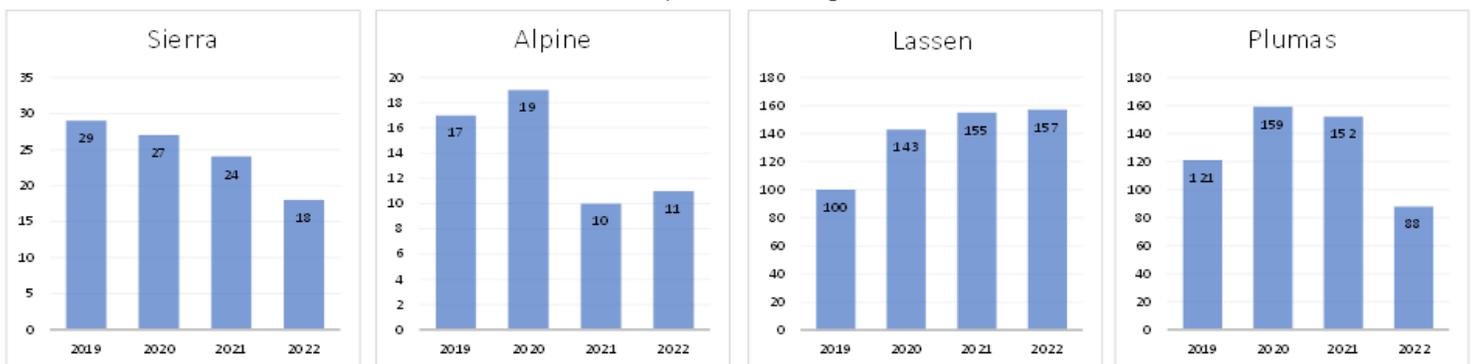
DUI Arrests

Driving under the influence (DUI) violations have been a key focus of enforcement efforts aimed at reducing traffic collisions resulting in injuries. While DUIs are often associated with alcohol impairment, the term also encompasses driving under the influence of drugs, including prescription medications that can impair motor skills and judgment. Addressing DUIs is critical to enhancing road safety in Sierra County.

Since 2014, the California Highway Patrol (CHP) has averaged approximately 15 DUI arrests annually, reflecting a consistent enforcement effort. In 2019 specifically, the CHP reported 12 DUI arrests, while the Sierra County Sheriff's Office made an additional 17 arrests for DUI-related offenses.

DUI Arrests in Surrounding Counties

Number of DUI Arrests
Compared to Surrounding Counties



Suggested Education Campaigns

Age Well, Drive Smart

The "Age Well, Drive Smart" campaign focuses on reducing motor vehicle collisions and pedestrian injuries among older Californians while promoting alternative transportation options. In Sierra County, services like Golden Rays Senior Citizens of Sierra County, Inc. and Incorporated Seniors Citizens of Sierra County provide essential transportation for seniors, offering rides to grocery stores, medical appointments, and other important destinations. The campaign aims to educate older drivers on safe driving practices and when to consider transitioning away from driving. It will also raise awareness of local transportation options to ensure seniors know they have accessible alternatives. By partnering with local media and community organizations, the campaign seeks to enhance road safety for seniors while supporting their independence and mobility.

Motorcycle Safety

The CHP Motorcycle Safety Program (MSP) Unit plays a key role in promoting motorcycle safety by co-leading and participating in initiatives aimed at reducing motorcycle-related collisions. The MSP Unit is currently developing action items in collaboration with traffic safety stakeholders, including the Department of Motor Vehicles, the California Department of Transportation, and the Office of Traffic Safety (OTS). These partnerships focus on creating effective strategies and safety measures to protect motorcyclists on California's roads. From 2018 – 2022, 52 of the 157 crashes involved a motorcycle.

Child Safety Seats

The Child Safety Seats program, offered by the CHP, is designed to educate parents and caregivers on the importance of securing children properly in vehicles. This program emphasizes the use of appropriate child safety seats to ensure that all children are safe and secure before every trip. Through workshops and resources, the CHP aims to raise awareness about proper installation techniques and guidelines, ultimately enhancing child passenger safety on California's roads.

Impaired Driver Enforcement

The California Highway Patrol (CHP) operates a robust and comprehensive impaired driving enforcement program aimed at deterring, detecting, and arresting DUI offenders. This initiative involves a variety of activities designed to remove impaired drivers from the roadways, promote responsible driving behaviors, and encourage individuals to avoid driving under the influence.

Trailer Towing Safety

California Department of Motor Vehicles offers a pre-trip exercise to enforce safety when attaching and pulling a trailer. Inspections should include the following: The pin securing the ball mount to the receiver is intact, the hitch coupler is secure, spring bar hinges are tight with the safety clips in place (load equalizer or weight distributing hitches), safety chains are securely attached, the electrical plug is properly installed, and proper length of the safety chains as to not create dragging which can lead to wildfires in our mountainous areas.

Emphasis Areas

The County's safety program is a tool that is intended to assist County staff in most efficiently focusing engineering, education, enforcement, and emergency response resources towards the highest priority systemic collision patterns for safety

Emphasis Areas	Purpose	Update Frequency
1 High Incident Locations	To evaluate and enhance areas experiencing high collision rates	2 Years
2 Hit Object	To identify and investigate locations with history of hit object collision	5 Years
3 Speeding	To evaluate and enhance area experiencing high speed violation	5 Years
4 DUI	To evaluate and enhance area experiencing driving under influence violation	5 Years
5 Access management	To identify intersection that might benefit from access management	5 Years

Appendix A

improvements. Many roadways throughout the County may not conform to current design standards and guidelines; however, because a roadway does not meet current design standards does not necessarily highlight that location a high priority.

The safety plan recognizes that reconstructing all roadways that do not meet current design standards would be financially infeasible, and doing so would expend funds to upgrade many roadways that operate safely. Therefore, the safety plan relies on traffic accident history coupled with professional judgement as the operational indicator of potentially needed safety improvements rather than compliance with design standards as the basis of identifying locations for further investigation. Since this plan is needed in order to apply for Highway Safety Improvement Program (HSIP) funds beginning in 2022, and since these funds are competitive in nature, Sierra County must be judicious in its ability to identify applicable safety projects that have a definite and measurable safety benefit. The map below identifies key emphasis areas within the County for further focus, including a general purpose and how often it should be updated. Additionally, program procedures for each of the emphasis areas are identified and listed in *Appendix A*.

Emphasis Area #1: High Incident

In 2019, the county experienced a total of 31 traffic collisions. Most of these collisions occurred In Downieville Proper, Sierra City, Yuba Pass and Sierraville. One of the most effective ways to reduce Countywide collisions is to regularly and systematically identify the highest incident locations, analyze the collision patterns at those locations, develop targeted countermeasures to those patterns, then prioritize and implement those countermeasures. Section 10 of this plan provides procedures for querying the County collision database for the purpose of identifying high incident locations. Public input and feedback should also be collected to supplement collision report data as the best available source of unreported collisions or close calls.

Engineering Recommendations

- Identify and rank the highest-incident locations within the County every two years, incorporating public feedback and data on unreported or near-miss incidents.
- Analyze collision patterns at these locations and develop tailored countermeasures to address identified issues.
- Maintain an official, prioritized list of high-incident locations and recommended countermeasures, which can be used for grant funding requests (e.g., HSIP, ATP, RSTP) and Capital Improvement Program (CIP) funding.

Education Recommendations

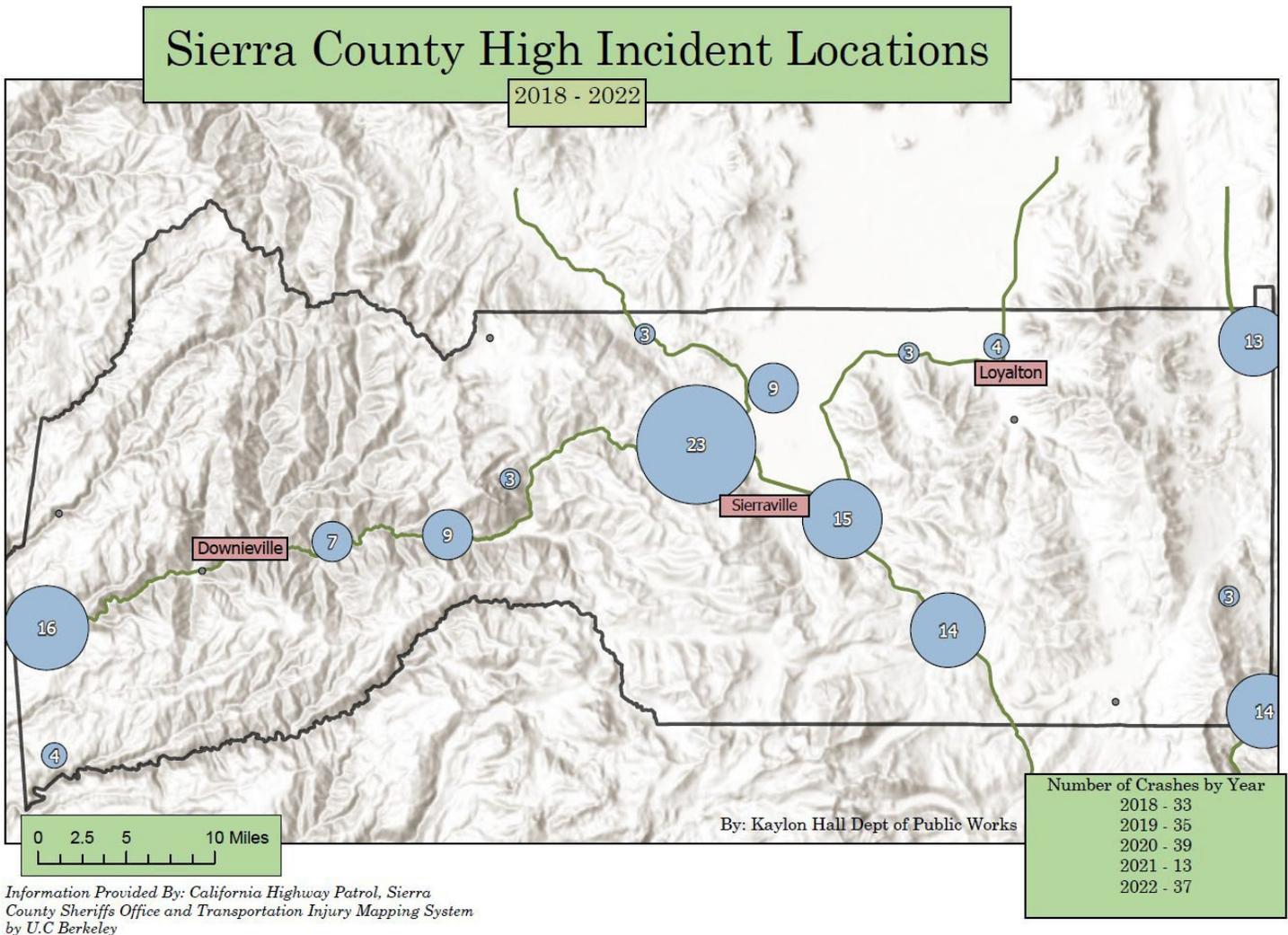
- Publish the results of high-incident location analyses and countermeasure recommendations on the County website and through local media outlets.
- Regularly engage with local media, such as the Mountain Messenger and County social media platforms, to share information on high-incident locations and contributing factors through articles and interviews.
- Consider location-specific public education efforts, such as utility box wraps, billboards, and temporary traffic control warning devices.

Enforcement Recommendations

- Prioritize patrol patterns and overall presence at high incident locations through on-going leadership group coordination.
- Target driver behavior that correlates with the predominant contributing factors for collisions at high incident location.

Emergency Services Recommendations

- Sierra County Fire Districts to consider targeted training for responding to specific high incident locations and treatment of predominant injury types at those locations.
- Consider repositioning of assets near high incident locations. For example, factoring collision frequency and severity concentrations when selecting the location of new or relocated fire station.



Emphasis Area #2: Hit Object`

Hit object collisions where vehicles leave the roadway and strike fixed objects such as trees, utility poles, or traffic barriers are the most common collision type in Sierra County, accounting for 81 of all crashes from 2018 to 2022. **(Table 2)** Approximately 25% of these collisions involve impaired driving, while the remainder are primarily due to improper turning and driver distractions or inattentiveness. These collisions tend to occur more frequently during evening hours.

Table 2

Crashes from 2018 - 2022		
Type of Crash	Count	Percent
A - Head-On	6	3.82%
B - Sideswipe	9	5.73%
C - Rear End	3	1.91%
D - Broadside	5	3.18%
E - Hit Object	81	51.59%
F - Overturned	45	28.66%
G - Vehicle	1	0.64%
H - Other	7	4.46%

Engineering Recommendations

- Remove significant obstacles from recovery areas or relocate them as needed to reduce the risk of collisions.
- Consider installing audio-tactile features like rumble strips or guardrails in high-risk areas, except at 90-degree bends where guardrails could cause head-on collisions.
- Where appropriate, install median and roadside barriers after other mitigation measures have been implemented.
- Apply high-friction surface treatments to curves where there is a high concentration of hit-object collisions.
- Evaluate the reflectivity of signs and pavement markings in high-collision areas. Replace or refresh signage that does not meet MUTCD minimum reflectivity standards.

Education Recommendations

- Publish the results of the collision study on the County's website and through local media outlets. Work with local news outlets to highlight the dangers of driver fatigue, inattention, and impairment in hit object and run-off-the-road collisions.
- Conduct targeted driver inattention education campaigns using signs and advertisements along high-incident corridors.

Enforcement Recommendations

- Enhance collision reporting to provide more detailed assessments of contributing factors, such as driver distraction, fatigue, or impairment.
- Implement focused enforcement campaigns in high-risk areas, targeting behaviors indicative of driver fatigue or impairment.

Emergency Services Recommendations

- Sierra County Fire Districts to consider targeted training or responding to hit object collisions and treatment of predominant injuries associated with those collision types.

Emphasis Area #3: Speeding

Speeding is a leading cause of traffic collisions in Sierra County, contributing to 32 crashes in 2019. The most frequent speeding-related incidents occur along Yuba Pass, Highway 89 and Main Street. The rural nature of these roads, combined with limited signage, creates a sense of freedom for drivers, while the roads themselves are often narrow and winding. The abrupt transition from high-speed, rural roadways like Hwy 49 to more congested, lower-speed commercial zones, particularly near the intersection of Main Street and Hwy 49, is not always recognized by drivers, leading to dangerous conditions.

Table 3 shows speeding citations issued from 2019-2022. In 2022 Sierra County Sheriff's Office started using radar speed guns, hence the steep increase.

Year	SCSO	CHP
2019	1	182
2020	0	137
2021	3	159
2022	126	51

Table 3

Engineering Recommendations

- For roadways with lanes 12 feet or wider, consider narrowing lanes and using the extra space for features like buffered bike lanes, wider parking stalls, or medians where possible. At intersections, explore the use of bulb-outs, traffic circles, and dedicated turn lanes to manage speeds.
- Coordinate traffic signals along key corridors to manage speed, especially where there are infrequent controls, and assess the need for new signals based on collision data.
- Implement advanced dilemma zone detection systems to help manage traffic speeds at intersections.

Education Recommendations

- Install more radar signs with photoflash simulation on approaches to areas with a high incidence of speed-related collisions.
- Publish the findings of the Local Roadway Safety Plan in local media outlets and share them on County and CHP social media platforms.
- Organize and advertise focused enforcement periods targeting speeding along high-incident corridors.
- Use sign to display public education materials along roads with high volumes of speeding-related collisions.

Enforcement Recommendations

- Consider conducting and advertising periodic speeding checkpoints in areas with high incidence of speed-related collisions. Increase the presence of local Law Enforcement at key locations, including:
 - Hwy 49 and Main Street
 - Yuba Pass
 - Ridge Road
 - Hwy 49 in Sierra City
 -

Emergency Services Recommendations

- Continue training programs focused on responding to speed-related collisions and providing necessary emergency services.

Emphasis Area #4: Driving Under the Influence

Driving under the influence (DUI), operating under the influence (OUI), driving while intoxicated (DWI), and buzzed driving are among the most common contributing factors in the County's top collision types. Impaired driving, whether from alcohol, drugs, or even prescription medication, significantly increases the risk of crashes. The highest concentration of impaired driving collisions occurs near Downieville Proper and along the Gold Lake Highway. From 2018 – 2022, 24 of the 157 collisions were due to driving under the influence. Given that engineering solutions have limited effectiveness in addressing impaired driving, the primary focus should be on education and enforcement to reduce this systemic collision trend. **Table 4** shows the counties DUI convictions from 2019-2022.

Year	CHP	SCSO
2019	12	17
2020	15	12
2021	10	14
2022	10	8

Table 4

Engineering Recommendations

- Support Education, Enforcement, & Emergency Services Activities.

Education Recommendations

- Regularly engage with alcohol serving establishments in proximity of impaired driving collision concentrations such as Downieville to Sierra City. Utilize CHP citizen volunteers for engagement where possible.
- Engage with media regarding DUI collisions along Hwy 49 and Downtown Downieville.
- Consider wraps or public art on public trashcans and utility boxes on sidewalks and billboards for impaired driving education campaigns in the vicinity of Downieville.

Enforcement Recommendations

- Conduct DUI checkpoints along Main Street and Hwy 49 and in the immediate vicinity of Downieville during peak collision incident periods.
- Advertise DUI checkpoints as required, and work with media outlets to emphasize the increased law enforcement presence and the higher likelihood of arrest for those driving under the influence.
- Continue to prioritize patrols in high incidence areas during peak collision times.
- Increase perception of DUI enforcement presence and higher probability of being arrested if driving under the influence.

Emergency Services Recommendations

- Continue to conduct training targeted at responding to DUI collision and providing services to intoxicated individuals.

Emphasis Area #5: Access Management

In Sierra County, a minor but notable trend in collisions involves vehicles turning to or from private driveways located near other driveways or controlled intersections. The primary contributing factor is the increased complexity and decision-making required for drivers navigating closely spaced driveways and intersections conditions they are not typically accustomed to handling.

Engineering Recommendations

- Develop and adopt access management standards or guidelines in the Land Development Manual for new development and redevelopment which establishes:
 - Distance between controlled intersections and/or movement restrictions when distances can't be achieved
 - Maximizing feasible driveway spacing from other driveways and/or adjacent intersection
 - Establishing provisions for restricting certain movements at driveways within close proximity to intersections or other driveways
- Consider requirements for shared driveways as part of redevelopment or new development applications to reduce access points along high incident corridors.
- Consider the installation of turn restrictions such as medians along high incident corridors.

Education Recommendations

- Educate business owners about the benefits of safe access management, highlighting how it can improve both safety and business operations.
- Including information regarding collisions are access points as part of development permit instructions and pamphlets.
- Include access management guidelines into County's development/ standards / policies.
- Encourage and incentivize cooperative access agreements across private property line.

Enforcement Recommendations

- Support engineering and education efforts with targeted enforcement activities.

Acknowledgements

Board of Supervisors

District 1: Lee Adams
District 2: Lila Heuer
District 3: Paul Roen
District 4: Terry LeBlanc
District 5: Sharon Dryden

Partners

California Highway Patrol
District 3: Grass Valley & Quincy Offices
County Fire Departments:
Downieville Volunteer Fire
Sierra City Volunteer Fire
Pike & Alleghany Volunteer Fire
Loyalton Fire
Sierra County Fire Protection District #1

County Staff

Bryan Davey
Director of Transportation
Suzanne Smith
Administrative Secretary
Billy Epps
Engineer Technician II
Kaylon Hall
Transportation Planner



Sierra County Transportation Commission
Meeting: May 14, 2025
Agenda Item 13 – Regional Transportation Plan

- A. Amendment to Agreement 2024-03 between Green DOT Transportation Solutions and the Sierra County Transportation Commission for services required to update the 2025 Regional Transportation Plan.**

Background: Amendment need to complete the update to the 2025 RTP.

Recommended Motion: Approve Amendment to Agreement 2025-05 with MGE Engineering, Inc. for services required to update the 2025 RTP.

**AMENDMENT to
AGREEMENT FOR
PROFESSIONAL TRANSPORTATION
CONSULTING SERVICES
2025 Regional Transportation Plan**

The following is an amendment to that certain Agreement 2024-03 (“Agreement”) with a Commencement Date of March 27, 2024 by and between the Sierra County Transportation Commission (SCTC) of the County of Sierra, a political subdivision of the State of California (“the SCTC”) and

Green DOT Transportation Solutions
“CONTRACTOR”

1. Provision 3 of the Agreement pertaining to Payment, Attachment B is hereby amended to increase maximum contract amount \$25,000.00 as defined in Exhibit A-1 hereto attached.

B.6 MAXIMUM CONTRACT AMOUNT. The maximum amount payable to CONTRACTOR under this Agreement shall not exceed the following:

B.1	Base Contract Fee	<u>\$65,000.00</u>
B.2	Mileage	<u>Included</u>
B.3	Travel Costs	<u>Included</u>
B.4	Authorization Required	<u>0</u>
B.5	Special Circumstances	<u>0</u>

MAXIMUM CONTRACT AMOUNT **\$65,000.00**

- 2. All other terms and conditions of the Agreement to remain the same.
- 3. This Amendment shall have an Effective Date of January 1, 2025.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date set forth above.

SCTC
Sierra County Transportation Commission

“CONTRACTOR”

BRYAN DAVEY
Executive Director

JEFF SCHWEIN
Green DOT Transportation Solutions

ATTEST:

SUZANNE SMITH
Executive Secretary

EXHIBIT A-1 – SCOPE OF WORK & BUDGET

Final Tasks and Deliverables (April – June 2025)

<i>Task #</i>	<i>Task Description</i>	<i>Key Deliverables</i>	<i>Timeline</i>	<i>Amendment Cost</i>
1	Revise RTP Draft	Incorporate SCTC & Caltrans comments;	Apr – Early May	\$ 7,369.60
2	Professional Layout & Design	Final Adobe InDesign formatting, infographics,	Mid-May	\$ 6,448.40
3	Public Presentation	Prepare & deliver public presentation (remote or	Late May	\$ 3,684.80
4	Commission Presentation	Present final RTP to SCTC Commission for adoption	June 2025	\$ 3,684.80
5	CEQA Filing & Support	Prepare & process Initial Study & Negative	Apr – June	\$ 3,812.40
Total Amendment				\$ 25,000.00

Total Amendment Request: \$25,000.00

Budget Amendment Table

Role / Labor Category	Hourly Rate	Hours	Sub-total
Principal Planner	\$252	26 hrs	\$6,552.00
Senior Planner	\$194	30 hrs	\$5,820.00
Associate Planner	\$171	25 hrs	\$4,275.00
Assistant Planner	\$155	30 hrs	\$4,650.00
GIS / Layout Technician	\$155	13 hrs	\$2,015.00
Meeting / Travel Prep (flat)	—	—	\$1,688.00
TOTAL AMENDMENT			\$25,000.00

Sierra County Transportation Commission
Meeting: May 14, 2025
Agenda Item 16 – Other Transportation Issues

- A. Informational speed zone justification report from the Department of Transportation, District 3 pertaining to Loyalton speed zones.**

No action needed.

- B. Update regarding the final order for speed zones and proposed speed management improvements for Sierra City.**

Background: On April 30th Caltrans transmitted the Final speed zone orders delivered to CHP for Sierra City, there were no changes made to the new proposed speed zones after the public hearing was conducted on this matter. Caltrans did conduct a field review on 4/24/25 and has proposed several speed counter measures to help mitigate speeds in the Sierra City, see attached layout sheets.

No action needed.

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3



*Making Conservation
a California Way of Life.*

April 30, 2025

Sie 49
PM 60.00 to 61.40
Loyalton

**Sierra County Board of Supervisors
100 Courthouse Square, Room 11
P.O. Drawer D
Downieville, CA 95936**

The Department of Transportation (Caltrans) recently conducted an Engineering and Traffic Survey (E&TS) on State Route 49, in and around Loyalton from the 0.35 miles south of Hill Street to 0.14 miles north of Smithneck Road. Periodic E&TSs are necessary to ensure zones remain enforceable. Under the California Vehicle Code, those locations with speed zones that expire, revert back to the statutory maximum speed for that facility, until such time that a new E&TS can be performed and accepted.

As required by Section 22354.5(b) of the California Vehicle Code, this letter provides you notice that your staff may choose to either accept the findings of the draft E&TS as is or may conduct a public meeting to discuss the results. If you choose to conduct a public meeting, you may forward any comments you receive to Caltrans, and we will take any input you provide into consideration prior to finalizing any speed zones.

Enclosed is a draft copy of justification sheets and strip maps for your review. Please submit a response to this letter to us by **July 28, 2025**. If we have not heard from you by this date, we will conclude there are no objections or comments, and we will proceed with finalizing the changes to the existing speed zones accordingly.

If you have any questions or would like to meet in-person to discuss the details of the E&TS, prior to deciding on the direction to take with a public meeting, we would be happy to reserve time at the Caltrans District Office (703 B Street Marysville, CA 95901) to meet with your agency. Please contact Mary Bokova at (530) 420-9467 to schedule a time at your convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MB', with a horizontal line through it.

Mary Bokova, P.E.
Chief, Traffic Safety Branch

Cc: Bryan Davey, Director of Public Works, Sierra County

With regards to the Engineering & Traffic Survey performed on **03 Sie 49 PM 60.00 to 61.40**, in and around Loyaltan or their delegate, submits the following response:

_____ A public hearing is not necessary.

_____ The Sierra County Board of Supervisors would like to conduct a public hearing for the segment referenced above. If a Public Hearing is held, please forward us a copy of the comments and any official recommendations or concerns no later than 60 days from this notice.

Name & Title of Responding Official

Signature of Responding Official

Date

Return response to:

California Department of Transportation
District 3 – Department of Safety
703 B Street
Marysville, CA 95901
Attention: Mary Bokova

Or you may submit a scanned signed response via email: mary.bokova@dot.ca.gov

Memorandum

To: Mary Bokova, CHIEF
Traffic Safety Branch

Date: January 22, 2025

File: 03/Sie/049
PM 60.00 to PM 60.55
Loyalton
Transition Zone

From: Jason Huang, PE
Traffic Operations Engineer

Signature: _____

Subject: SPEED ZONE JUSTIFICATION

This 0.55-mile long 25-45 mph speed zone traverses mostly agricultural and residential areas. The highway is two-lane conventional in flat valley terrain.

85th Percentile Speeds Northbound: 32-59 mph (range)
Southbound: 36-59 mph (range)

District Collision Records There was 0 accidents (0 fatalities) in the three-year period from April 1, 2021, to March 31, 2024. The actual collision rate is 0.00 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 1.59 ACC/MVM.

Conditions Not Readily Apparent to the Driver None noted

Summary State collision records show that the average actual accident rate is 0.00 and below the statewide average rate.

The 85th percentile speeds were 3-14 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 3 mph lower to 9 mph above the existing speed limit. This area is a transition for vehicles traveling to and from Sierraville.

Based on this information and my engineering judgement, this segment will be a non-radar transition zone. No order will be issued to ensure the location is not identified as a speed trap, a condition prohibited under the California Vehicle Code section 40802.

Memorandum

To: Mary Bokova, CHIEF
Traffic Safety Branch

Date: January 22, 2025

File: 03/Sie/049
PM 60.55 to PM 61.00
Loyalton
Shorten 25 MPH Zone

From: Jason Huang, PE
Traffic Operations Engineer

Signature:

Subject: SPEED ZONE JUSTIFICATION

This 0.45-mile long 25-mph speed zone traverses mostly commercial and residential areas. The highway is two-lane conventional in flat valley terrain.

85th Percentile Speeds Northbound: 26-27 mph (range)
Southbound: 23-28 mph (range)

District Collision Records There was 1 accident (0 fatalities) in the three-year period from April 1, 2021, to March 31, 2024. The actual collision rate is 2.38 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 1.65 ACC/MVM.

Conditions Not Readily Apparent to the Driver None noted

Summary State collision records show that the average actual accident rate is 1.45 times the average accident rate and below the statewide average rate.

According to State accident records, the primary collision factor is "Other Violations" and is due to someone backing up.

The 85th percentile speeds were 2 below to 3 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 2 to 4 mph lower than the existing speed limit.

Based on this information and my engineering judgement the 25 mph speed limit zone will be shortened.

Memorandum

To: Mary Bokova, CHIEF
Traffic Safety Branch

Date: January 22, 2025

File: 03/Sie/049
PM 61.00 to PM 61.40
Loyalton
Transition Zone

From: Jason Huang, PE
Traffic Operations Engineer

Signature:

Subject: SPEED ZONE JUSTIFICATION

This 0.4-mile long 45-mph speed zone traverses mostly agricultural areas. The highway is two-lane conventional in flat valley terrain.

85th Percentile Speeds Northbound: 51 mph
Southbound: 45 mph

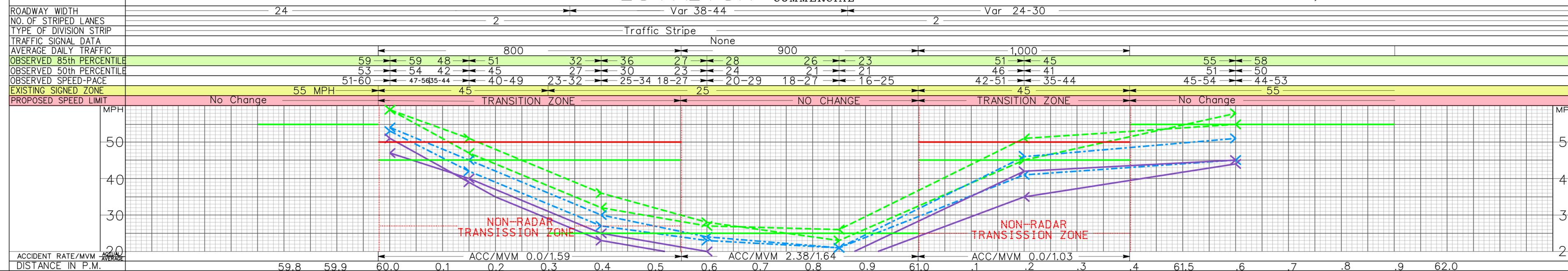
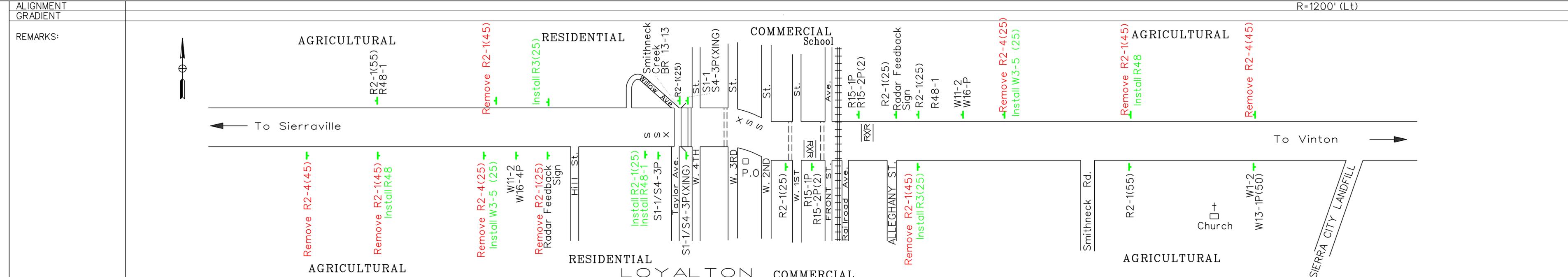
District Collision Records There were 0 accidents (0 fatalities) in the three-year period from April 1, 2021, to March 31, 2024. The actual collision rate is 0.00 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 1.03 ACC/MVM.

Conditions Not Readily Apparent to the Driver None noted

Summary State collision records show that the average actual accident rate is 0.00 and below the statewide average rate.

The 85th percentile speeds were 0-6 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 4 mph lower to 1 mph above the existing speed limit. This area is a transition for vehicles traveling to and from Vinton.

Based on this information and my engineering judgement, this segment will be a non-radar transition zone. No order will be issued to ensure the location is not identified as a speed trap, a condition prohibited under the California Vehicle Code section 40802.



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
TRAFFIC BRANCH

SPEED ZONE SURVEY

DIST. 03 CO. Sie RTE. 49 SEC. _____
CITY OR TOWN Loyalton
STREET OR ROAD _____
FROM PM 60.00 TO PM 61.40
SCALE: _____
DATE EXPIRES: _____

The undersigned hereby certifies that the foregoing is a full, true and correct copy of the original instrument.

Dated: _____

DRAFT

Legend

ROAD SIGNS (CODE NO) ↓

REGULATORY & WARNING

TRAFFIC SIGNALS

OBSERVED 85TH SPEED

50th PERCENTILE SPEED

LOWER LIMIT OF PACE

ARROWS INDICATE TRAFFIC DIRECTION

SPEED ZONES

GREEN-EXISTING ZONES

RED-PROPOSED ZONES

INDICATE HOSPITALS, PUBLIC BUILDINGS, AUDITORIUMS, PUBLIC PARKS, SCHOOLS

SIERRA COUNTY
Department of Public Works and Transportation
P.O. Box 98
Downieville, CA 95936
(530) 289-3201 FAX (530) 289-2828



Bryan Davey
Director

March 6th, 2025

Staff Report

RE: Proposed Speed Zone Changes in Loyalton along Hwy 49

Executive Summary:

Background:

On April 30, 2025, the Office of Public Works received an official letter from Caltrans-District 3 notifying the county of recent findings from an Engineering and Traffic Survey (E&TS) conducted pursuant to Section 22354 of the California Vehicle Code. Based on the survey results, Caltrans determined that a speed zone increase was justified in two areas of SR49 within the Loyalton community. The letter, along with the speed zone survey report, outlined the following proposed changes:

- Change to Transition Zone PM 60.00- 60.55: The zone currently ranges from 25-45MPH. They propose it is now a transition zone, meaning no radar enforcement can be performed.

Actions Taken:

Upon receiving this notification, the County was given a deadline of July 28, 2025, to respond with any comments, objections, or if a public hearing would be scheduled. The proposed changes were promptly brought before the Board of Supervisors as an agenda item during the January 21, 2025, meeting. During this session, concerns were raised regarding the impact these changes might have on traffic safety, particularly in relation to pedestrian activity, roadway characteristics, and existing accident history in the affected areas. A consultation meeting was requested with Caltrans.

Consultation Meeting #1:

On January 22, 2025, the day following the Board meeting, Public Works Director Bryan Davey, Transportation Planner Kaylon Hall, Deputy Sheriff Cameron Crawford and Sheriff Mike Fisher met with representatives from the Caltrans Traffic Safety Branch. The objective of this meeting was to better understand the methodology used in the Engineering and Traffic Survey and to discuss potential concerns regarding the proposed speed limit increases.

During the meeting, the County highlighted multiple safety concerns, including:

- The presence of blind corners could reduce driver visibility and reaction times.

- The potential risk to pedestrians, since sidewalks are absent.
- The history of previous accidents in the vicinity, despite the absence of a reported collision within the last three years.
- The safety implications of vehicles entering Highway 49 from side streets at a significantly reduced speed.

While Caltrans representatives acknowledged these concerns, they emphasized that they can only reduce the speed limit an additional 5 MPH from the 85th percentile speed based on new concerns or non-apparent conditions not previously investigated. These factors could include roadway characteristics, sight distance, roadway geometry, bicycle and pedestrian activity levels, as well as the number of driveways and access points along the affected corridors.

Consultation Meeting #2:

A second consultation meeting was held virtually on Friday, February 14, 2025, involving representatives from the Caltrans Traffic Safety Branch, the Acting Deputy District Director of Traffic Operations, and the Office Chief of Safety Programs. Additionally, Supervisor Adams, Supervisor Heuer, and Sheriff Fisher participated in the discussion.

Using mapping software, officials conducted a detailed review of the proposed speed zone changes and identified potential hazards associated with the increased speed limits. The following specific concerns were raised:

- **Curve Approaching Sierra City from Bassetts:** The existing curve requires speeds significantly lower than the proposed 55 mph speed limit for safe navigation.
- **Wild Plum Road Intersection:** The increase in speed could create a hazardous situation for drivers attempting to merge onto Highway 49.
- **Lack of Sidewalk Infrastructure:** The absence of sidewalks forces pedestrians to walk along the highway, especially during peak summer months when foot traffic is significantly higher. Including the very limited space between the highway and store and residences. You virtually walk from a business front onto the highway
- **Accident History:** While there have been no reported accidents within the last three years, there is a history of past accidents in the general area, raising concerns about the impact of increased speed limits on future incidents.

Supervisors Adams and Heuer strongly opposed the proposed changes and suggested alternative solutions, such as implementing a stop sign or constructing a roundabout to enhance safety. Caltrans, while considering the feedback, clarified that they were revising their proposal to reduce the originally proposed 55 mph limit to 50 mph. However, they reiterated that any final decision would need to be based on non-emotional, data-driven justifications.

Consultation Meeting #3:

On March 3, 2025, Transportation Director Bryan Davey, Transportation Planner Kaylon Hall, and Supervisor Huer met with Caltrans staff to discuss the upcoming Public Hearing. During the meeting, Caltrans presented updated speed limit options for PM 29.67-29.96. **Option 1** proposed lowering the previously suggested 55 mph limit to 50 mph, as discussed in the second consultation meeting. **Option 2** suggested a split-speed approach, reducing the southbound limit to 50 mph and the northbound limit to 45 mph. This option isn't considered ideal because it could be confusing to drivers. Supervisor Huer thanked them for their efforts but stressed her desire for the speed limits to remain the same.

Community Feedback and Public Hearing:

Recognizing the importance of public input, the Board of Supervisors revisited the issue during their February 4, 2025, meeting. At that time, they decided to hold a Public Hearing to gather further community feedback and explore alternative solutions before submitting an official response to Caltrans. The Public Hearing has been scheduled for Tuesday, **March 4, 2025, at 1:30 p.m. in the Board of Supervisors' Chambers, Sierra County Courthouse, Downieville, CA.** The collected input is compiled below:

Increased Speed Zone Near the Firehouse: The firehouse is situated on Highway 49, less than a quarter-mile from the proposed 35 mph zone. During emergencies, fire personnel conduct traffic control to ensure fire trucks can safely back onto the roadway and respond to the emergency. While the speed limit in front of the firehouse will remain 25 mph, the downhill slope may reduce the effectiveness of the speed transition, potentially making it more difficult for drivers to slow down in time.

Safety Concerns for Nearby Business: The North Yuba River Inn is located within the proposed 55 mph zone on Highway 49, with its driveway situated less than 100 feet from Wild Plum Road. This proximity raises concerns regarding safe access for guests entering and exiting the property. The community has expressed apprehension that the increased speed limit may reduce drivers' reaction time, making it more challenging for vehicles to safely merge onto or off the highway.

Residential Driveway Safety: Their primary concern is the safety risks associated with entering and exiting their driveways, especially given the presence of blind corners and the nearby Wild Plum intersection. Homeowners believe that the increased speed of traffic will make it more difficult and dangerous to safely access the roadway, as drivers may not have sufficient time to react to vehicles entering or exiting driveways. This concern is amplified by the already challenging sightlines and intersection configuration in the area.

Sidewalk Infrastructure and Pedestrian Safety: Community members have consistently expressed a strong desire for sidewalks to be installed along Highway 49, emphasizing the need for improved pedestrian safety. Much of the highway lacks a designated shoulder for walking, forcing pedestrians to navigate close to traffic, particularly in areas with limited visibility and sharp curves. This concern is especially relevant during peak tourist seasons when foot traffic increases, heightening the risk of pedestrian-vehicle conflicts. Adding sidewalks would provide a safer, more accessible route for both residents and visitors, reducing potential hazards and improving overall walkability in the area.

More Speed Enforcement: Community members have emphasized the importance of stronger speed enforcement measures along Highway 49, particularly in areas where speed limits are proposed to increase. Concerns have been raised that without consistent enforcement, drivers may exceed the posted limits, further increasing safety risks for pedestrians, cyclists, and residents entering or exiting driveways. Given the highway's curves, limited visibility, and lack of pedestrian infrastructure, additional enforcement such as increased patrol presence, radar speed signs, or automated speed monitoring could help ensure compliance with speed regulations and enhance overall roadway safety.

Increased Stopping Distances: Higher speed limits increase stopping distances, requiring more time and space for vehicles to come to a complete stop. This is particularly important on Highway 49, where sharp curves, driveways, and intersections such as Wild Plum Road can limit visibility and reduce reaction time. Community members have expressed concerns that these factors, combined with increased speeds, could create unsafe conditions for drivers, pedestrians, and residents accessing the roadway.

School Bus Stops: There are four official school bus stops on Main Street (Highway 49) in Sierra City, the children are required to wait on the edge of Highway 49 with little to no shoulder to catch the school bus, increasing speed could potentially create a dangerous situation.

Wildlife and Domestic Animals: There is an abundance of wildlife and pets within the community of Sierra City, the increased speeds could result in additional collisions and potentially more tragic outcomes.

Conclusion and Recommendations:

The ongoing discussions surrounding the proposed speed limit changes on Highway 49 in Sierra City have provided an opportunity for collaboration between county officials, residents, and Caltrans. Community engagement has played a vital role in identifying key safety concerns, including pedestrian access, driveway visibility, and emergency response considerations. By incorporating public feedback, exploring alternative solutions, and emphasizing data-driven decision-making, the county aims to ensure that any speed adjustments balance traffic efficiency with safety. Moving forward, continued cooperation and potential infrastructure improvements, such as roadway design and pedestrian pathways, can contribute to a safer and more accessible roadway for all. The following recommendations are made:

- ❖ Keep the existing speed zones.
- ❖ Improve the road design to provide traffic calming and pedestrian facilities.
- ❖ Remove the State Highway exemptions added to the CA MUTCD of the new legislation under AB 43 and SB 1938.

Sierra County looks forward to working with Caltrans to address these serious safety concerns on all of our Main Streets in communities that are shared with State Highways. We appreciate that Caltrans attended the public hearing and has been working with us proactively to solve these serious problems of speed and safety in our communities.

Sincerely,

Bryan Davey
Director

SIERRA COUNTY

DEPARTMENT OF TRANSPORTATION

From: [Bryan Davey](#)
To: [Suzanne Smith](#); [Heather Foster](#)
Subject: Fw: Sierra City Speed Zones
Date: Thursday, May 1, 2025 10:38:21 AM
Attachments: [Sierra City Layout.pdf](#)
[CHP Final-SierraCity.pdf](#)

Can you please put this on the Board agenda for discussion and direction at the 5/20 meeting, please include the email and attachments with the item. Heather is also putting the Loyalton Engineering & Traffic Survey on the same meeting, if there is a way to do this all in one item that would be preferred, there are three issues, The final order for Speed Zones in Sierra City, the proposed speed management improvements in Sierra City, and the new Loyalton E&TS.

Thanks

Bryan

From: Bryan Davey
Sent: Wednesday, April 30, 2025 4:01 PM
To: Bokova, Mary@DOT; Huang, Jason@DOT; Alatorre, Jose@CHP
Cc: BOS; Mike Fisher; Heather Foster; Rhett Vander Ploeg; Rivera, Fernando N@DOT
Subject: Re: Sierra City Speed Zones

Hi Mary,

Thank you for the quick response. Yes we are very happy with the proposed speed management improvements being implemented in Sierra City. I do understand that you are following the letter of the law with the implementation of the new speed zones in conformance with the Engineering and Traffic Survey that was conducted last July. I also appreciate that with this final order the new speed zones are enforceable when radar is used by law enforcement. Caltrans has worked with us to survey the existing conditions in Sierra City and I think we all agree there are severe deficiencies that need to be addressed. I understand that some of these deficiencies will require some longer term planning and I look forward to working with you on these engineering and design solutions in the ensuing years to resolve these deficiencies. We do recognize that Caltrans has heard our concerns and are providing some short term solutions that will provide traffic calming solutions in Sierra City as presented in the attached plans. We hope to see these implemented in the near term as discussed at the recent field meeting. We will continue to pursue a legislative solution that provides local jurisdictions some discretion on speed zones when a State Highway is the Main Street of a small community. This was the vision we had in 2018 when AB 2363 (Friedman) established and convened the Zero Traffic Fatalities Task Force. That task force resulted in new legislation that provides the tools needed by local jurisdictions to set prima facie speed limits that are

appropriate in communities like Sierra City, Sierraville and Loyalton by local ordinance. Unfortunately, a provision was added to these new statutes that exempted State Highways even though these highways are the Main Street in many small rural communities throughout the state. Hopefully we will be able to move the legislature to fix this problem and provide local jurisdictions the tools needed to address traffic safety in all our communities.

Bryan

From: Bokova, Mary@DOT

Sent: Wednesday, April 30, 2025 2:49 PM

To: Bryan Davey; Huang, Jason@DOT; Alatorre, Jose@CHP

Cc: BOS; Mike Fisher; Heather Foster; Rhett Vander Ploeg; Rivera, Fernando N@DOT

Subject: RE: Sierra City Speed Zones

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Bryan,

Based on the public comments we have received, we have done everything that is permitted under the California Vehicle Code for this Engineering and Traffic Survey.

As discussed during our field review on 04/24/25, please see attached proposed speed management improvements for Sierra City. Please let us know if you have any comments.

Thanks,

Mary (Masha) Bokova
Traffic Safety Branch Chief
District 3, Office of Traffic Safety
(530) 720-9467

From: Bryan Davey <bdavey@sierracounty.ca.gov>

Sent: Wednesday, April 30, 2025 2:18 PM

To: Huang, Jason@DOT <Jason.Huang@dot.ca.gov>; Alatorre, Jose@CHP <JAlatorre@chp.ca.gov>

Cc: Bokova, Mary@DOT <mary.bokova@dot.ca.gov>; BOS <BOS@sierracounty.ca.gov>; Mike Fisher <mfisher@sierracounty.ca.gov>; Heather Foster <hfoster@sierracounty.ca.gov>; Rhett Vander Ploeg <rhett@prenticelongpc.com>

Subject: Re: Sierra City Speed Zones

EXTERNAL EMAIL. Links/attachments may not be safe.

We are very disappointed that the extensive input on the changed speed zones in Sierra City did not provide adequate justification to consider maintaining the existing speed zones. We will continue to work with you to try and improve the conditions and slow traffic down in this extremely confined

community. I do hope they we do not have any injuries or deaths in this community as a result of traffic speed and inadequate infrastructure in the meantime.

Bryan Davey
Director
Sierra County Department of Transportation
PO BOX 98, 101 Courthouse Sq.
Downieville, CA 95936
Ofc (530) 289-3201
Cell (530) 615-9730

From: Huang, Jason@DOT
Sent: Wednesday, April 30, 2025 12:51 PM
To: Alatorre, Jose@CHP
Cc: Bryan Davey; Bokova, Mary@DOT
Subject: Sierra City Speed Zones

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.
Please see attached speed zones with orders for Sierra City. A paper copy will also be mailed to you.

Thank you,

Jason Huang, P.E.
Caltrans District 3 Traffic Safety
703 B St. Marysville, CA 95901
Cell: (530) 812-7371

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

703 B STREET
 MARYSVILLE, CA 95901-0911
 PHONE (530) 741-4318
 FAX (530) 741-4245
 TTY 711
 www.dot.ca.gov/dist3



*Making Conservation
 a California Way of Life.*

4/30/2025

03-Sie-49
 PM 28.71 to PM 29.96
 Sierra City

Lieutenant Jose Alatorre
 Grass Valley California Highway Patrol
 11363 McCourtney Road
 Grass Valley, CA 95945

Dear Lieutenant Alatorre:

Enclosed for your information and files, are three signed and stamped copies of the Engineering and Traffic Survey (E&TS), justifying the use of radar enforcement on a portion of **State Highway 6** from **PM 27** to **PM 9** through the city of **Sierra City**.

The results of our studies indicate:

- a speed zone of **3** mph from **PM 27** to **PM 9 17**
- a speed zone of **3** -mph from **PM 27** to **PM 29**
- a speed zone of **3** -mph from **PM 9** to **PM 29**
- a non-enforceable transition zone from **PM 9** to **PM R9**

Where radar is used for enforcement, this E&TS, when accompanied by the authorizing **Order**, satisfies the requirement for a **seven-year** review and will remain in effect until **APRIL-9**.

If you have any additional questions or concerns about these speed zones, please call **Mary Bokova** at (530) 741-4318.

Sincerely,

Mary Bokova, Chief
 Traffic Safety Branch

Cc: Bryan Davey, Director of Public Works, Sierra County

Enclosures

Memorandum

To: MARY BOKOVA, CHIEF
Traffic Safety Branch

Date: December 3, 2024

File: 03/SIE/049
P.M 28.71 to 29.17
Retain 35 MPH

From: JASON HUANG, PE
Traffic Operations Engineer



Signature: _____

Subject: SPEED ZONE JUSTIFICATION

This 0.46-mile long 35-mph speed zone traverses mostly residential and open areas, just west of Sierra City. The highway is two-lane conventional in mountainous terrain.

85th Percentile Speeds Northbound: 36 mph
Southbound: 37 mph

District Collision Records There were 0 accidents (0 fatalities) in the three-year period from January 1, 2021 to December 31, 2023. The actual collision rate is 0.00 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 2.20 ACC/MVM.

Conditions Not Readily Apparent to the Driver None

Summary State collision records show that the average actual accident rate is 0.00 and below the statewide average rate.

The 85th percentile speeds were 1 to 2 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 3 mph lower than the existing speed limit.

Based on this information and my engineering judgement the existing 35 mph speed limit will be retained.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3



*Making Conservation
a California Way of Life.*

-ORDER DECREASING 55-MILE PER HOUR SPEED LIMIT ON STATE HIGHWAY -

The California Department of Transportation, pursuant to the provisions of Section 22354, of the California Vehicle Code, upon the basis of engineering and traffic surveys, declares that a speed limit of **55 miles per hour** is more than reasonable and safe upon the portion of State highway hereinafter described, and the speed limit hereinafter specified lower than **55 miles per hour** is appropriate to facilitate the orderly movement of vehicular traffic and is reasonable and safe thereon, it is accordingly;

ORDERED, that a speed limit of **35** miles per hour is hereby determined and declared on and for State Highway Route **03-Sic-49** just west of Sierra City beginning at **P.M. 28.71**, (1.03 miles north of Loganville Camp Ground) and extending northerly to **P.M. 29.17**, (0.01 miles south of Cemetery Road), a total of **0.46** miles.

IT IS FURTHER ORDERED that appropriate signs giving notice of said speed limit be erected upon said State Highway to indicate the change in speed limit and that said speed limit shall be effective upon the erection of said signs.

This order is made pursuant to the current delegations of authority from the Director of Transportation to the District Director of Transportation to the undersigned Deputy District Director.

Any previous orders restricting speed limits on the above-described portions of said State Highway are herewith revoked.

Dated: 04/30/2025

A handwritten signature in blue ink, appearing to read "N. Suthahar".

NADARAJAH SUTHAHAR, PE
Deputy District Director (Acting)
Traffic Operations

Memorandum

To: MARY BOKOVA, CHIEF
Traffic Safety Branch

Date: December 3, 2024

File: 03/SIE/049
P.M 29.17 to 29.42
Shortened 25 MPH

From: JASON HUANG, PE
Traffic Operations Engineer



Signature: _____

Subject: SPEED ZONE JUSTIFICATION

This 0.25-mile long 25-mph speed zone traverses mostly commercial and residential areas, in and around Sierra City. The highway is two-lane in mountainous terrain.

85th Percentile Speeds Northbound: 25 mph
Southbound: 24 mph

District Collision Records There was 1 accident (0 fatalities) in the three-year period from January 1, 2021, to December 31, 2023. The actual collision rate is 6.67 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 2.28 ACC/MVM.

Conditions Not Readily Apparent to the Driver None

Summary State collision records show that the average actual accident rate is 2.91 times the average accident rate and above the statewide average rate.

According to State accident records, the primary collision factor was Other Than Driver (Medical Emergency).

The 85th percentile speeds were 0 to 1 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 4 to 5 mph lower than the existing speed limit.

Based on this information and my engineering judgement a shorter 25 mph zone will be established.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3



*Making Conservation
a California Way of Life.*

-ORDER DECREASING 55-MILE PER HOUR SPEED LIMIT ON STATE HIGHWAY -

The California Department of Transportation, pursuant to the provisions of Section 22354, of the California Vehicle Code, upon the basis of engineering and traffic surveys, declares that a speed limit of **55 miles per hour** is more than reasonable and safe upon the portion of State highway hereinafter described, and the speed limit hereinafter specified lower than **55 miles per hour** is appropriate to facilitate the orderly movement of vehicular traffic and is reasonable and safe thereon, it is accordingly;

ORDERED, that a speed limit of **25** miles per hour is hereby determined and declared on and for State Highway Route **03-Sie-49**, in and around Sierra City beginning at **P.M. 29.17**, (0.01 miles south of Cemetery Road) and extending northerly to **P.M. 29.42**, (0.07 miles north of Spring Street), a total of **0.25** miles.

IT IS FURTHER ORDERED that appropriate signs giving notice of said speed limit be erected upon said State Highway to indicate the change in speed limit and that said speed limit shall be effective upon the erection of said signs.

This order is made pursuant to the current delegations of authority from the Director of Transportation to the District Director of Transportation to the undersigned Deputy District Director.

Any previous orders restricting speed limits on the above-described portions of said State Highway are herewith revoked.

Dated: 04/30/2025

A handwritten signature in blue ink, appearing to read "N. Suthahar".

NADARAJAH SUTHAHAR, PE
Deputy District Director (Acting)
Traffic Operations

M e m o r a n d u m

To: MARY BOKOVA, CHIEF
Traffic Safety Branch

Date: December 3, 2024

File: 03/SIE/049
P.M 29.42 to 29.67
35 MPH Zone

From: JASON HUANG, PE
Traffic Operations Engineer



Signature: _____

A handwritten signature in blue ink, appearing to be "JH", written over a horizontal line.

Subject: SPEED ZONE JUSTIFICATION

This 0.25-mile long 25-mph speed zone traverses mostly residential and open areas, in and around Sierra City. The highway is two-lane conventional in mountainous terrain.

85th Percentile Speeds Northbound: 36 mph
Southbound: 36 mph

District Collision Records There were 0 accidents (0 fatalities) in the three-year period from January 1, 2021, to December 31, 2023. The actual collision rate is 0.00 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 2.28 ACC/MVM.

Conditions Not Readily Apparent to the Driver None

Summary State collision records show that the average actual accident rate is 0.00 and below the statewide average rate.

The 85th percentile speeds were 11 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 4-6 mph higher than the existing speed limit.

Based on this information and my engineering judgement a 35 mph zone is to be established.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3



*Making Conservation
a California Way of Life.*

-ORDER DECREASING 55-MILE PER HOUR SPEED LIMIT ON STATE HIGHWAY -

The California Department of Transportation, pursuant to the provisions of Section 22354, of the California Vehicle Code, upon the basis of engineering and traffic surveys, declares that a speed limit of **55 miles per hour** is more than reasonable and safe upon the portion of State highway hereinafter described, and the speed limit hereinafter specified lower than **55 miles per hour** is appropriate to facilitate the orderly movement of vehicular traffic and is reasonable and safe thereon, it is accordingly;

ORDERED, that a speed limit of **35** miles per hour is hereby determined and declared on and for State Highway Route **03-Sie-49**, in and around Sierra City beginning at **P.M. 29.42**, (0.07 miles north of Spring Street) and extending northerly to **P.M. 29.67**, (0.13 miles south of Wild Plum Road), a total of **0.25** miles.

IT IS FURTHER ORDERED that appropriate signs giving notice of said speed limit be erected upon said State Highway to indicate the change in speed limit and that said speed limit shall be effective upon the erection of said signs.

This order is made pursuant to the current delegations of authority from the Director of Transportation to the District Director of Transportation to the undersigned Deputy District Director.

Any previous orders restricting speed limits on the above-described portions of said State Highway are herewith revoked.

Dated: 04/30/2025

A handwritten signature in blue ink, appearing to read "N. Suthahar".

NADARAJAH SUTHAHAR, PE
Deputy District Director (Acting)
Traffic Operations

Memorandum

To: MARY BOKOVA, CHIEF
Traffic Safety Branch

Date: December 3, 2024

File: 03/SIE/049
P.M 29.67 to R29.96
Revert to Maximum 55mph

From: JASON HUANG, PE
Traffic Operations Engineer



Signature: _____

Subject: SPEED ZONE JUSTIFICATION

This 0.29-mile long 35-mph speed zone traverses mostly scattered residential and business areas, in and around the Sierra City area. The highway is two-lane conventional in mountainous terrain.

85th Percentile Speeds Northbound: 48 mph
Southbound: 53 mph

District Collision Records There were 0 accidents (0 fatalities) in the three-year period from January 1, 2021, to December 31, 2023. The actual collision rate is 0.00 ACC/MVM (accidents per million vehicle miles) and the statewide average rate is 2.28 ACC/MVM.

Conditions Not Readily Apparent to the Driver None

Summary State collision records show that the average actual accident rate is 0.00 and below the statewide average rate.

The 85th percentile speeds were 13-18 mph higher than the existing posted speed limit. Observed 50th percentile speeds were 8-10 mph higher than the existing speed limit. This location is indicative of a transition zone.

Based on this information and my engineering judgement the zone will revert back to the maximum 55 mph.

ALIGNMENT
GRADIENT

REMARKS:



SCATTERED RESIDENTIAL

BUSINESS

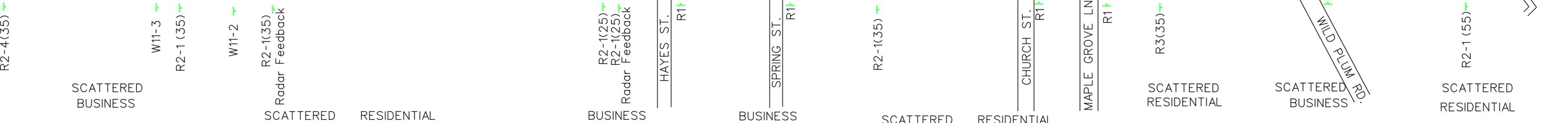
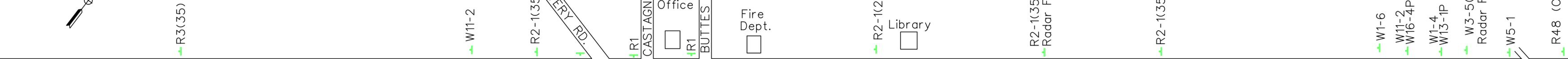
BUSINESS

SCATTERED

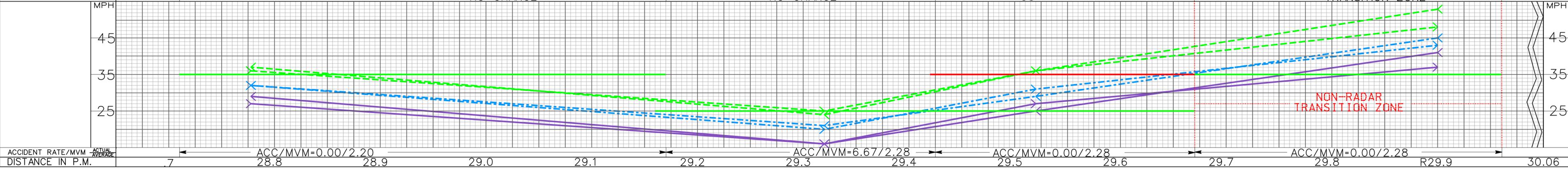
RESIDENTIAL

SCATTERED

RESIDENTIAL



ROADWAY WIDTH	22		27		21		28	
NO. OF STRIPED LANES	2		2		2		2	
TYPE OF DIVISION STRIP	Painted Stripe		Painted Stripe		Painted Stripe		Painted Stripe	
TRAFFIC SIGNAL DATA	None		None		None		None	
AVERAGE DAILY TRAFFIC	700		500		500		500	
OBSERVED 85th PERCENTILE	36	37	25	24	36	36	48	53
OBSERVED 50th PERCENTILE	32	32	20	21	31	29	43	45
OBSERVED SPEED-PAVE	27-36	29-38	16-25	16-25	27-36	25-34	37-46	41-50
EXISTING SIGNED ZONE	35		25		35		35	
NEW SPEED LIMIT	NO CHANGE		NO CHANGE		35		TRANSITION ZONE	



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
TRAFFIC BRANCH

SPEED ZONE SURVEY

DIST. 03 CO. SIE RTE. 49 SEC. _____
CITY OR TOWN SIERRA CITY
STREET OR ROAD HIGHWAY 49
FROM 28.71 TO R29.96

SCALE: _____
DATE EXPIRES: **APRIL 2032**

The undersigned hereby certifies
that the foregoing is a full, true
and correct copy of the original
instrument.

Dated: _____

Legend

- ROAD SIGNS (CODE NO) ↑
- REGULATORY & WARNING
- TRAFFIC SIGNALS
- OBSERVED 85TH SPEED →
- 50th PERCENTILE SPEED →
- LOWER LIMIT OF PACE ←
- ARROWS INDICATE TRAFFIC DIRECTION
- SPEED ZONES
- GREEN-EXISTING ZONES
- RED-PROPOSED ZONES
- INDICATE
- HOSPITALS, PUBLIC BUILDINGS, AUDITORIUMS, PUBLIC PARKS, SCHOOLS



Outlook

RE: Sierra City Speed Zones

From Bokova, Mary@DOT <mary.bokova@dot.ca.gov>

Date Wed 4/30/2025 2:56 PM

To Bryan Davey <bdavey@sierracounty.ca.gov>; Huang, Jason@DOT <Jason.Huang@dot.ca.gov>; Alatorre, Jose@CHP <JAlatorre@chp.ca.gov>

Cc BOS <BOS@sierracounty.ca.gov>; Mike Fisher <mfisher@sierracounty.ca.gov>; Heather Foster <hfoster@sierracounty.ca.gov>; Rhetta Vander Ploeg <rhetta@prenticelongpc.com>; Rivera, Fernando N@DOT <fernando.rivera@dot.ca.gov>

 1 attachment (23 MB)

Sierra City Layout.pdf;

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Bryan,

Based on the public comments we have received, we have done everything that is permitted under the California Vehicle Code for this Engineering and Traffic Survey.

As discussed during our field review on 04/24/25, please see attached proposed speed management improvements for Sierra City. Please let us know if you have any comments.

Thanks,

Mary (Masha) Bokova
Traffic Safety Branch Chief
District 3, Office of Traffic Safety
(530) 720-9467

From: Bryan Davey <bdavey@sierracounty.ca.gov>

Sent: Wednesday, April 30, 2025 2:18 PM

To: Huang, Jason@DOT <Jason.Huang@dot.ca.gov>; Alatorre, Jose@CHP <JAlatorre@chp.ca.gov>

Cc: Bokova, Mary@DOT <mary.bokova@dot.ca.gov>; BOS <BOS@sierracounty.ca.gov>; Mike Fisher <mfisher@sierracounty.ca.gov>; Heather Foster

u:\SafetyProjects\Projects\SIE\049\Sierra City Safety Improvements\Sierra City Layout.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
Caltrans	TRAFFIC SAFETY	CHECKED BY	DATE
			REVISED
			DATE
			REVISED
			DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SIE	49			

SIERRA CITY



PAVEMENT DELINEATION

NO SCALE

PD-1

BORDER LAST REVISED 7/2/2010

USERNAME => s152731
DGN FILE => Sierra City Layout.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0390

PROJECT NUMBER & PHASE 0000000001

LAST REVISION DATE PLOTTED => 28-APR-2025
TIME PLOTTED => 09:19

u:\SafetyProjects\Projects\SIE\049\Sierra City Safety Improvements\Sierra City Layout.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
Caltrans	TRAFFIC SAFETY	CHECKED BY	DATE REVISOR

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SIE	49			

SIERRA CITY



PAVEMENT DELINEATION

NO SCALE

PD-2

BORDER LAST REVISED 7/2/2010

USERNAME => s152731
DGN FILE => Sierra City Layout.dgn

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0390

PROJECT NUMBER & PHASE 0000000001

LAST REVISION DATE PLOTTED => 28-APR-2025
TIME PLOTTED => 09:20

u:\SafetyProjects\Projects\SIE\049\Sierra City Safety Improvements\Sierra City Layout.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR BY
Caltrans		CHECKED BY	DATE REVISED
TRAFFIC SAFETY			

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SIE	49			

SIERRA CITY



PAVEMENT DELINEATION

NO SCALE

PD-3

BORDER LAST REVISED 7/2/2010

USERNAME => s152731
DGN FILE => Sierra City Layout.dgn

RELATIVE BORDER SCALE IS IN INCHES

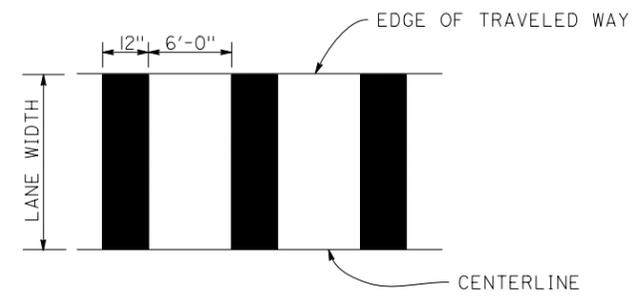
UNIT 0390

PROJECT NUMBER & PHASE 0000000001

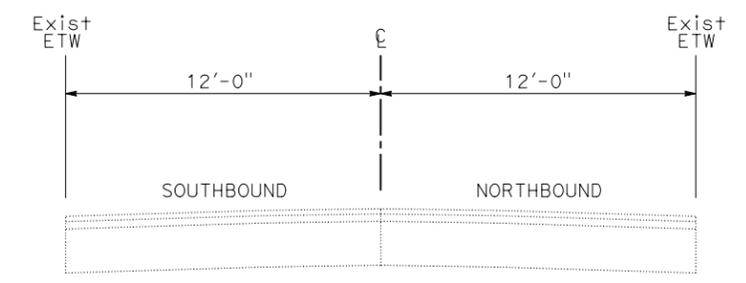
LAST REVISION DATE PLOTTED => 28-APR-2025
TIME PLOTTED => 11:06

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	SIE	49			

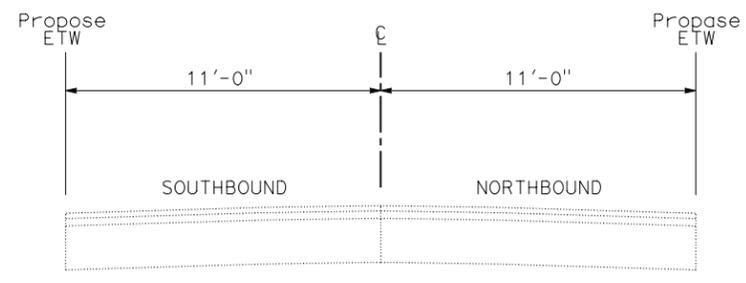
SIERRA CITY



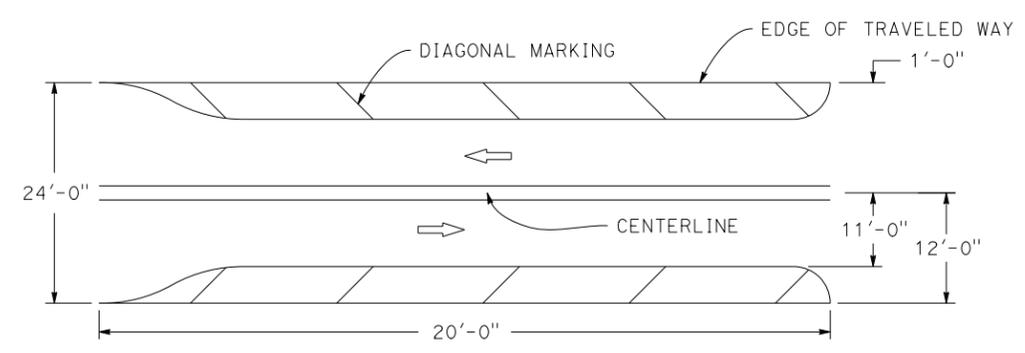
TRANSVERSE STRIP DETAIL



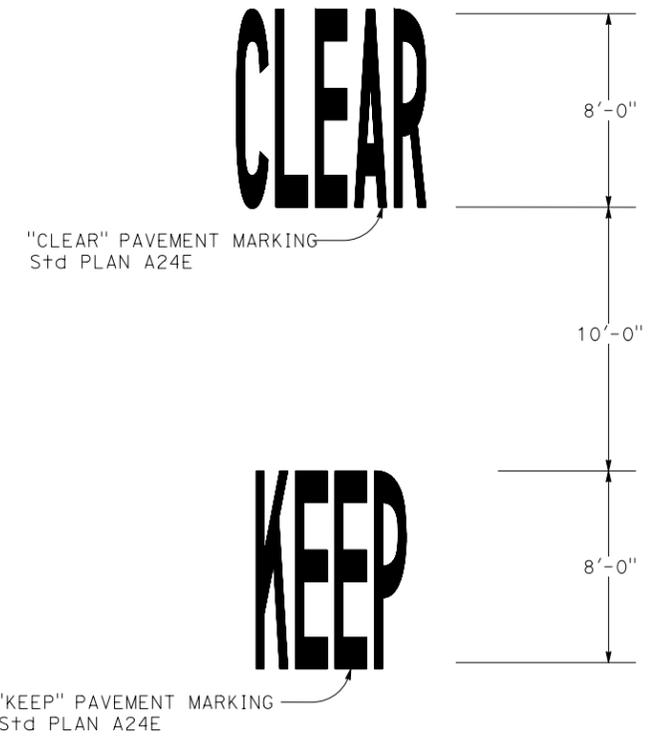
ROUTE 49



TYPICAL CROSS SECTIONS



BULB-OUT MARKING



PAVEMENT MARKING DETAIL

PAVEMENT DELINEATION DETAILS

NO SCALE

PDD-1

u:\SafetyProjects\Projects\SIE\049\Sierra City Safety Improvements\Sierra City Layout.dgn

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Caltrans	TRAFFIC SAFETY		
CALCULATED/DESIGNED BY	CHECKED BY	REVISOR	DATE