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

COMMISSIONERS

APPOINTERD BY SIERRA COUNTY	***APPOINTED BY THE COMMISSION***	***APPOINTED BY CITY OF LOYALTON***
LILA HEUER – VICE CHAIR	*PAUL CUETO*	*SUSAN MCILRAVY – CHAIR*
SHARON DRYDEN		*NANCY ROGERS*
PAUL ROEN		*JERRY GEROW*
TERRY LEBLANC - ALTERNATE		*BILL MERTTON - ATERNATE*

WEDNESDAY
SEPTEMBER 24, 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 July 23, 2025**
5. **Announcements**
6. **Public Comment Opportunity**
7. **Regional Transportation Plan**

A. **10:05 a.m. Continued Public Hearing:** Final review of the 2025 Sierra County Regional Transportation Plan and proposed Initial Study and Negative Declaration for the final 2025 RTP.

B. Resolution adopting the 2025 Sierra County Regional Transportation Plan, including adoption of the Initial Study and Negative Declaration.

8. Transit

A. Discussion and report on the status of the Transit Fund and Transit Services within Sierra County.

B. Resolution declaring one (1) transit vehicle as surplus and authorizing the Executive Director to evaluate the vehicle for appropriate transfer, sale or disposal.

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

9. Overall Work Program

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

10. Planning, Programming and Monitoring

A. Resolution approving agreement for STIP Planning, Programming and Monitoring Program Fund Transfer Agreement for FY 25/26.

11. CALTRANS Report

North Region Projects Viewer (arcgis.com)

12. Project Updates

13. Other Transportation Issues

14. Correspondence

A. Email from Caltrans, Mary Bokova, Chief of the Office of Safety Programs and District 3 Safe Systems Lead, regarding traffic speed zones safety improvements discussed during the July 21, 2025 field review in Loyalton.

15. Schedule Next Meeting

16. Adjourn

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WEDNESDAY
JULY 23, 2025
10:00 A.M.

305 SOUTH LINCOLN
SIERRAVILLE, CA

MINUTES

1. Call to Order

This meeting was called to order at 10:00 a.m. by Chair McIlravy

Roll Call

Commissioners Present: Roen, Gerow, Heuer, Dryden, McIlravy
Commissioners Absent: Cueto, Rogers
A Quorum was established.

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

Also in Attendance: Dawson Stroud, Regional Liaison, Caltrans - District 3; Sandra Loving, President, Golden Rays Senior Citizens of Sierra County, Inc.; Magdalene DeBerg, Executive Director, Incorporated Senior Citizens of Sierra County; three members from the public, and one member from the public (Remote)

2. Pledge of Allegiance

Led by Commissioner Roen

3. Approval of Agenda

Commission Action: Commissioner Roen moved to approve the agenda; seconded by Commissioner Gerow; motion carried by consensus.

4. Approval of Minutes of May 14, 2025

Commission Action: Commissioner Roen moved to approve the minutes of May 14, 2025; seconded by Commissioner Heuer; motion carried by consensus.

5. Announcements

No announcements were made.

6. Public Comment Opportunity

Public comment was given by Resident Darlene Reide, representing Little Truckee Summit, LLC, regarding the state of the road in the Jackson Meadows area and concerns about the wintertime snow grooming program.

7. Regional Transportation Plan

10:05 a.m. Public Hearing: Final review of the Draft 2025 Regional Transportation Plan and proposed Initial Study and Negative Declaration:

Chair McIlravy opened the Public Hearing at 10:05 a.m. Miss Hall reported that Caltrans requested more time to complete their review before the published public hearing date. Miss Hall stated that an impressive 49 Community Surveys were received across the region, providing valuable insights into travel patterns, infrastructure needs and transportation priorities. There were no additional comments.

Commission Action: Commissioner Roen moved to continue the meeting until the next SCTC meeting to address Caltrans's comments; seconded by Commissioner Dryden, motion carried by consensus.

Chair McIlravy adjourned the meeting at 10:10 a.m.

The Public Hearing will reconvene on Wednesday, September 24, 2025.

8. 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), State of Good Repair (SGR) and Grant 5311. Miss Hall reported that the year-end totals received for FY 24/25 are:

LTF	$87,082.97
STA	$25,608.00
SGR	$ 4,292.05
5311	$48,000.00

The annual report for SB125 has been submitted. The balance is $480,716.00 for Cycle One. SB125 Cycle Two has been committed at $468,157.00; funds have not been received as yet. A discussion ensued.

The COVID-19 funds (American Rescue) balance is $50K. All other COVID-19 grants have been expended.

Year-end balances are:

LTF	$141,172.07
STA/SGR	$173,352.80
SB125	$306,426.85

The transit funds to both providers have been paid in full based on the approved expenditure of $249,743.70:

Incorporated Senior Citizens of Sierra County	$142,518.60
Golden Rays Senior Citizens of Sierra County, Inc.	$107,225.10.
TOTAL	$249,743.70

Both accounts will be reconciled against each provider's fourth-quarter expense reports. Unreconciled amounts:

Incorporated Senior Citizens of Sierra County	$58,143.71
Golden Rays Senior Citizens of Sierra County, Inc.	$24,468.71

The FY 24/25 contracts ended on June 30, 2025, and the FY 25/26 contracts are fully executed, which began on July 1, 2025. Incorporated Senior Citizens of Sierra County does not want to increase their vehicle fleet; they will remain at two transit vehicles.

Ratification of letter to Erik Reitz, Program Manager, Low Carbon Transit Operations Program (LCTOP), Office of Transit Grants and Contracts, California Department of Transportation authorizing the Executive Director to certify that Sierra County Transportation Commission is a contributing sponsor to the Plumas County FY 2024/2025 LCTOP project: Plumas Transit System – System-wide Free Fares:

Miss Hall explained that the LCTOP funds allocated to Sierra County expire if not used. Unfortunately, LCTOP funding is not a feasible funding source that the Sierra County Transportation Commission can utilize. The funds can be passed on to other counties as the Lead Agency. Previously, SCTC authorized the LCTOP funds to Sacramento County and asked that future funds be passed on to Plumas County.

Commission Action: Commissioner Dryden moved to approve authorizing the Executive Director to certify that Sierra County Transportation Commission is a contributing sponsor to the Plumas County FY 24/25 LCTOP project; seconded by Commissioner Roen; motion carried by consensus.

Discussion/direction pertaining to the purchase of a transit vehicle for the Incorporated Senior Citizens of Sierra County:

Miss Hall explained that the Incorporated Senior Citizens of Sierra County (ISCSC) has requested a particular type of transit vehicle that is better equipped and practical for passengers. A discussion ensued.

Directions to Staff to purchase the type of vehicle ISCSC requested.

9. Overall Work Program

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

An Overall Work Program spreadsheet was distributed, showing the total State Rural Planning Assistance (RPA) expenditures for FY 24/25, outlining all Work Elements. Miss Hall reported that she has submitted the fourth quarter report to Caltrans and will be submitting the closeout for FY 24/25, noting there is an anticipated RPA carryover of $16,244.52. Miss Hall also distributed an Overall Work Program Spreadsheet for FY 25/26, highlighting the increase in RPA funding from last year, outlining all Work Elements. A short discussion ensued.

10. Audits

Triennial Performance Audit of Sierra County Transportation Commission for the three years ended June 30, 2024, prepared by Smith & Newell, CPA's:

Smith & Newell CPAs was retained by the Sierra County Transportation Commission to conduct its Transportation Development Act (TDA) performance audit for FY 21/22 through FY 23/24. As a Regional Transportation Planning Agency (RTPA), SCTC is required by Public Utilities Code (PUC) Sections 99246 and 99248 to prepare and submit an audit of its performance on a triennial basis to the California State Department of Transportation (Caltrans) to continue receiving TDA funding. TDA funds are used for SCTC administration and planning of public transportation and distribution for public transit services and non-motorized projects.

This performance audit is intended to describe how well SCTC is meeting its administrative and planning obligations under TDA, as well as its organizational management and efficiency. To gather information for the TDA performance audit, Smith & Newell CPAs conducted interviews with agency staff, reviewed various documents and evaluated SCTC's responsibilities, functions and performance of the TDA guidelines and regulations.

Summaries of findings from the analysis:

1. SCTC conducts its management of the TDA program in a competent, professional manner.
2. SCTC did not ensure that all claimants to whom it allocated TDA funds submitted an annual certified fiscal and compliance audit within 180 days after the end of the year or had received a 90-day extension allowed by a law.
3. SCTC has transmitted all audit reports to the State Controller within 12 months of the end of the fiscal year.

The conclusions obtained from this Triennial Performance Audit, covering the years 2022 through 2024, are as follows:

Of the fourteen compliance requirements, four did not apply to SCTC. SCTC fully complied with nine of the requirements, with one recommendation. It is recommended that the SCTC ensure that all claimants allocated TDA funds submit to the SCTC and the State Controller an annual certified fiscal and compliance audit within 180 days after year end at the fiscal year or has received a 90-day extension allowed by law in accordance with PUC §99245.

Commission Action: Commissioner Roen moved to accept the Triennial Performance Audit of Sierra County Transportation Commission for the three years ended June 30, 2024, prepared

by Smith & Newell, CPAs, as presented; seconded by Commissioner Dryden; motion carried by consensus.

Financial Statements & Audit Report for FY 23/24 for the Incorporated Senior Citizens of Sierra County prepared by Boden Klein & Sneesby, Certified Public Accountants in accordance with generally accepted accounting principles:

Staff will address the audit finding.

11. CALTRANS Report

Mr. Stroud reported that the final order for speed zones and proposed speed management improvements in Sierra City is expected to be implemented within the next three years, as it is classified as a minor traffic safety issue. When a date is set, Mr. Stroud will inform the SCTC. Mr. Davey reported that there has been direction from Caltrans to install reverse rumble strips on each side of town, a crosswalk located at the Post Office and additional signage along SR 49, in addition to the proposed speed zone measures.

Mr. Stroud reported that additional research is being conducted in Loyalton to determine what safety and counter-speed measures can be implemented before the next speed survey is performed.

A short discussion ensued.

12. Project Updates

Discussion and direction/action pertaining to Smithneck Road Rehabilitation project:

Mr. Davey reported that the NEPA process by Caltrans has identified a sensitive area for archeological reasons. There has been previous work done and designated where the settlements are. NEPA would like additional work to be done to further define the sensitive area. Additional NEPA work will cost an additional $185,000.00 to the project and take 7 additional months. During the process, two rounds of archaeological assessment work were completed and a mitigation plan was established.

This project was engineered for full-depth reclamation with a Type II bike lane markings and signage. Consideration of eliminating the bike lane could possibly allow the project to move forward without the additional NEPA work. A lengthy discussion ensued.

Directions to Staff to program additional funds to the Smithneck Road Rehabilitation project, which will require approval from the Sierra County Board of Supervisors for the required matched funds that the County contributes to the project. Mr. Davey will address the Sierra County Board of Supervisors on the matter at the next Board of Supervisors scheduled meeting.

13. Other Transportation Issues

Update regarding the informational speed zone justification report from the Department of Transportation, District 3, pertaining to Loyalton speed zones:

The original informational speed zone justification report is rescinded. A field visit from Caltrans took place in the City of Loyalton to discuss possible speed zone measures similar to the ones being implemented in Sierra City. A new speed zone justification report will be conducted once the safety measures are implemented.

Mr. Davey explained the importance of working with legislation to allow a prima facie speed limit by local ordinance. A discussion ensued.

Update regarding the final order for speed zones and proposed speed management improvements for Sierraville:

Mr. Davey explained the final order and proposed speed management improvements that will be implemented in Sierraville. A lengthy discussion ensued.

The results of the studies indicate:

- a speed zone of 35 mph from PM 47.45 to PM 47.64
- a non-enforceable transition zone from PM 47.64 to PM 47.86

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 June 2032.

14. Schedule Next Meeting

The next meeting is scheduled September 24, 2025, at the Sierraville School.

15. Adjourn

Chair McIlravy adjourned the meeting at 11:56 a.m.

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

Sierra County Transportation Commission
Meeting: September 24, 2025
Agenda Item 7 – Regional Transportation Plan

A. **10:10 a.m. Continued Public Hearing:** Final review of the Draft 2025 Regional Transportation Plan and proposed Initial Study and Negative Declaration.

Background: The Public Hearing was continued from July 23, 2025 to allow Caltrans ample time to submit comments.

B. Resolution adopting the 2025 Sierra County Regional Transportation Plan, including adoption of the Initial Study and Negative Declaration.

Background: This is the culmination of the 5-year update for the Regional Transportation Plan.

Recommended Action: Adopt Resolution 2025-14 Regional Transportation Plan and proposed Initial Study and Negative Declaration.

2025 SIERRA COUNTY

REGIONAL TRANSPORTATION PLAN

Downieville, Sierra County

PRESENTED BY

Green DOT Transportation Solutions

ACKNOWLEDGMENTS

PREPARED FOR

SIERRA COUNTY TRANSPORTATION COMMISSION

PRESENTED BY

GREEN DOT TRANSPORTATION SOLUTIONS

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Sierra Valley, Sierra County

0. EXECUTIVE SUMMARY

0.1. INTRODUCTION

The Sierra County Transportation Commission (SCTC) is the Regional Transportation Planning Agency (RTPA) for Sierra County and the City of Loyalton, responsible for overseeing the development and implementation of transportation planning within the region. The SCTC includes an executive director, executive secretary, three representatives and one alternate appointed by the City of Loyalton, three representatives and one alternate appointed by the County of Sierra, and one representative of transit or transportation appointed by the commission. As a rural county nestled in the northern Sierra Nevada, Sierra County's transportation network serves diverse needs, including local travel, tourism, and emergency services. SCTC's mission is to ensure a transportation system that is safe, efficient, and accessible to all residents while preserving the county's natural environment.

Federal law (Title 23 CFR 450.300, Subpart B) and California Government Code Section 65080 mandate RTPAs to prepare long-range transportation plans to guide transportation investments over a minimum 20-year horizon. The 2025 Sierra County Regional Transportation Plan (RTP) serves as a roadmap for addressing current transportation challenges and preparing for future needs. By updating the RTP every four to five years, Sierra County remains eligible for critical state and federal funding programs.

The 2025 RTP builds on the foundation of the 2020 plan, incorporating updated data and addressing new priorities, such as climate resilience, equity, and emerging technologies. It considers all modes of transportation, including roadways, public transit, active transportation, freight, aviation, and emergency routes. Developed through collaboration with Caltrans, Tribal governments, community stakeholders, and the public, the RTP aligns with state and federal goals while addressing Sierra County's unique rural context.

Key Elements of the RTP:

- **Policy Element:** Defines regional goals and policies, addressing safety, equity, sustainability, and economic vitality.
- **Action Element:** Outlines prioritized projects across transportation modes to meet the county's needs.
- **Financial Element:** Identifies available funding sources and financial strategies to support the planned projects.

0.2. OVERVIEW OF REGIONAL VISION

Sierra County envisions a transportation network that fosters connectivity, supports economic growth, and preserves its natural beauty. This vision aligns with state and federal initiatives such as California's Climate Action Plan for Transportation Infrastructure (CAPTI) and the federal Infrastructure Investment and Jobs Act (IIJA).

Goals:

1. Maintain and enhance the safety and reliability of roads and bridges.
2. Preserve Sierra County's rich cultural heritage and unspoiled rural character through context sensitive transportation investments.
3. Support tourism and recreation while preserving natural resources.
4. Strengthen resilience to climate impacts, such as wildfires and extreme weather.

Legislative initiatives like California's Senate Bill 1 (SB 1) provide funding for transportation maintenance and improvements, which are vital for addressing the county's infrastructure challenges. Between 2021 and 2024, Sierra County has received over $4.7 million in SB 1 allocations for road maintenance and active transportation projects.

0.3. OVERVIEW OF ACTION ELEMENT

The Action Element identifies over 120 transportation projects, categorized by mode: roadways, bridges, public transit, bicycle and pedestrian infrastructure, aviation, and freight movement. Notable projects include:

- **Roadway Improvements:** Reconstruction of portions of State Route 49 to address safety concerns and enhance connectivity. This includes paving upgrades, signage improvements, and measures to mitigate winter weather impacts. In addition to Caltrans-maintained highways critical to the community, the County oversees and maintains these key roadways:
    - County Route A23 (Calpine Road): A major county road connecting the Sierra Valley area to Highway 70. Often called Beckwourth-Calpine Road, this route links Calpine/Sattley in Sierra County to Beckwourth in Plumas County. It serves as an important east–west connector across Sierra Valley (used as a detour when State Highway 70 is closed) and is maintained by the county.
    - County Route A24 (Loyalton to Beckwourth Road): A county road running from Loyalton (on SR 49) north/east to Hawley (on SR 70) at the Sierra–Plumas County line. This road provides another link between eastern Sierra County and Hwy 70. It is maintained by Sierra County and is outside the state highway system (though it connects those state routes).
    - Henness Pass Road: Designated California Historical Landmark No. 421, this 19th century wagon route spans the entire width of Sierra County—running east from the historic mining town of Camptonville in Yuba County, across the county's high forest and meadow country, to the Nevada state line near Verdi. Today it functions as a seasonal, lightly improved county road; Sierra County maintains the drivable segments within its boundaries, and the route remains an important scenic connector and recreation corridor.
    - Smithneck Road: This county-maintained route departs State Route 49 in Loyalton and follows Smithneck Creek southeast for about 4.5 miles through the Smithneck Creek Wildlife Area to the Sierra Brooks subdivision and Antelope Valley junction. It is the sole paved access to the 1,400acre Wildlife Area and surrounding US Forest Service lands, serving residents, ranches, and popular hunting, fishing, and hiking sites. Sierra County is advancing the Smithneck Road Rehabilitation Project—full-depth pavement repair, drainage upgrades, and shoulder widening—to keep the corridor safe and all-weather passable, in coordination with Caltrans at the SR 49 intersection and adjoining county routes.
    - Gold Lake Road (Gold Lake Highway): A county-maintained mountain road connecting Highway 49 at Bassetts to the Gold Lakes Basin and northward toward Graeagle. Sierra County is responsible for the portion of Gold Lake Road within its borders. This scenic road provides summer access to recreation areas (Gold Lake, Sardine Lake, etc.) and serves as a local connector between Sierra and Plumas counties.
- **Active Transportation:** Expansion of recreational bicycle trails throughout the County, supporting both local mobility and tourism. These trails will integrate with existing mountain biking infrastructure to create safer and more accessible routes for cyclists.
- **Public Transit:** Upgrades to Sierra County Transit Services, including zero-emission vehicles to reduce environmental impacts. Planned improvements include the introduction of more frequent routes and improved accessibility for seniors and individuals with disabilities.

- **Bridge Rehabilitation:** Updating aging bridge structures to ensure safety and reliability. This includes work on key bridges along major county routes, addressing structural integrity and flood resilience.

The Action Element also emphasizes the importance of integrated transportation solutions that connect various modes, where feasible, and prioritizing recreational trail activities and tourism. Figure 0.1 provides a comprehensive breakdown of project needs and funding allocations by mode, highlighting the county's commitment to creating a cohesive transportation network.

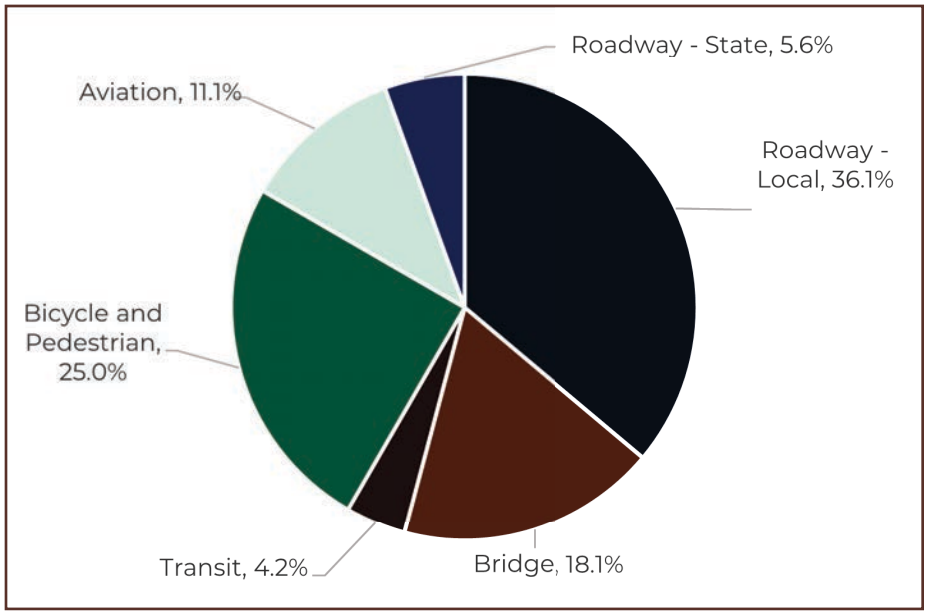

Figure 0.1: Percentage of Projects by Mode

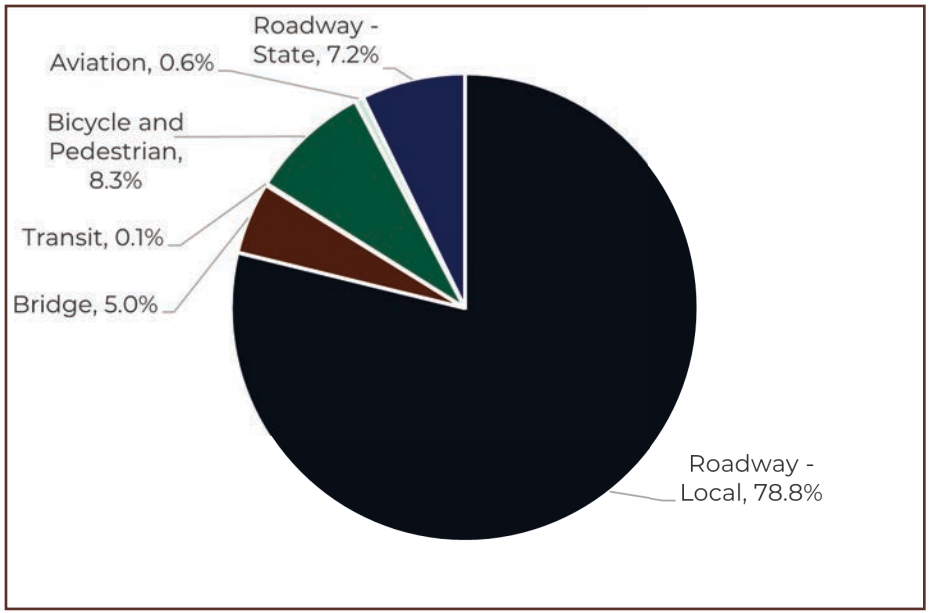

Figure 0.2: Percentage of Funding Needs by Mode

0.4. OVERVIEW OF FINANCIAL ELEMENT

The Financial Element evaluates the anticipated revenue and funding gaps for transportation needs in Sierra County. The county's short-term funding needs exceed $71 million in transportation improvements (primarily road and bridge projects) identified for the first ten years (through 2035), while long-term financially unconstrained needs for roadway and bridge capital improvements are projected to surpass $200 million over 20+ years. These financial requirements underscore the importance of leveraging diverse funding sources to address immediate and strategic transportation priorities.

Funding sources include:

- **State Transportation Improvement Program (STIP):** $1.6 million allocated over five years, primarily targeting infrastructure improvements for state highways and regionally significant roadways. STIP funding is critical for addressing Sierra County's pressing roadway maintenance and rehabilitation needs.
- **Highway User Tax Account (HUTA):** Annual revenue of approximately $1.2 million is dedicated to local roadway maintenance. This funding supports snow removal, pavement repairs, and other essential services to ensure year-round accessibility.
- **Senate Bill 1 (SB 1) Funding:** An estimated annual allocation of approximately $1.3 million is dedicated under SB 1 to support local transportation projects. This funding is aimed at covering routine maintenance, minor repairs, and targeted improvements that keep roadways safe and operational. SB 1 funds are essential in bridging immediate funding gaps and complementing other state and federal sources to ensure Sierra County's transportation system remains resilient and responsive to emerging needs.
- **Federal Infrastructure Programs:** Competitive grants under the IIJA provide an opportunity for significant investment in long-term projects, such as bridge retrofits, zero-emission transit upgrades, and active transportation infrastructure.

A comprehensive analysis of funded versus unfunded projects in this RTP will illustrate the transportation shortfall across all modes, highlighting areas requiring urgent investment and planning.

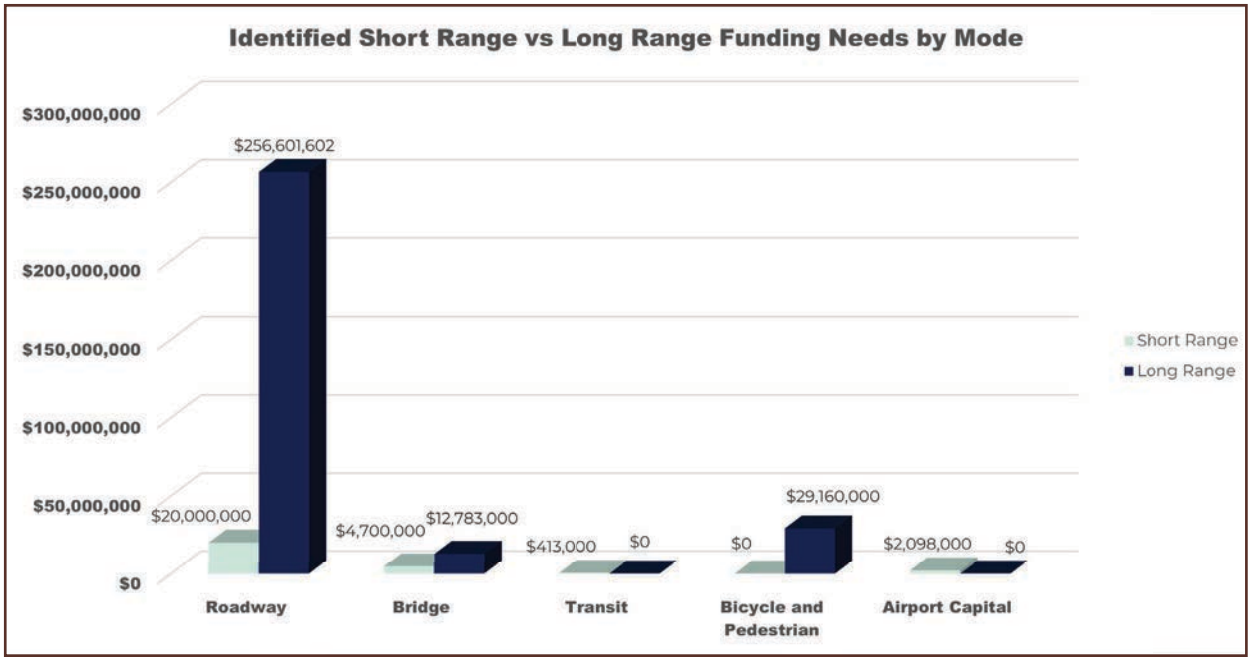

Figure 0.3: Funded vs Unfunded Projects by Mode

1. INTRODUCTION

1.1. ABOUT THE SIERRA COUNTY TRANSPORTATION COMMISSION

The Sierra County Transportation Commission (SCTC) serves as the Regional Transportation Planning Agency (RTPA) for Sierra County and the City of Loyalton, ensuring the alignment of local, state, and federal transportation objectives. The SCTC includes an executive director, executive secretary, three representatives and one alternate appointed by the City of Loyalton, three representatives and one alternate appointed by the County of Sierra, and one representative of transit or transportation appointed by the commission. The SCTC's mission includes facilitating sustainable, safe, and equitable transportation solutions that enhance mobility for all residents and visitors. As a predominantly rural county with dispersed population centers like Loyalton, Downieville, Alleghany, Pike, Verdi, Sierra City, Calpine, and Sierraville, SCTC addresses unique challenges, including limited transit access and aging infrastructure.

Key SCTC functions include:

- **Planning:** Developing and updating the Regional Transportation Plan (RTP) to guide long-term investments.
- **Funding Administration:** Managing and allocating federal and state transportation funds, such as those provided through the State Transportation Improvement Program (STIP) and Transportation Development Act (TDA).
- **Stakeholder Engagement:** Collaborating with local governments, tribal entities, and state agencies to achieve shared transportation goals.
- Technical Advisory Committees

SCTC works with three key advisory bodies to enhance the planning process:

- **Technical Advisory Committee (TAC):** Comprised of transportation professionals from local, regional, and state agencies, the TAC provides technical guidance on transportation priorities.
- **Airport Advisory Committee (AAC):** This group provides specialized guidance on aviation-related issues, ensuring that transportation planning is well integrated with airport development, operational efficiency, and community safety.
- **Social Services Transportation Advisory Council (SSTAC):** Focused on the needs of seniors, people with disabilities, and low-income populations, the SSTAC ensures equity in transit planning.

1.2. ABOUT THE REGIONAL TRANSPORTATION PLAN

The Sierra County Regional Transportation Plan (RTP) serves as a comprehensive and forward-looking blueprint designed to address the multifaceted transportation challenges and opportunities unique to the region. It provides a structured framework for identifying and addressing current and future transportation needs, establishing investment priorities that balance practicality with long-term benefits, and ensuring compliance with both state and federal mandates.

Key Functions of the Sierra County RTP:

- **Identifying Regional Transportation Needs:** The RTP systematically evaluates existing transportation infrastructure, including state highways, local roads, and public transit systems. It considers demographic shifts, economic trends, and community feedback to pinpoint critical gaps in mobility, access, and safety. This ensures that the transportation system evolves to meet the needs of residents, businesses, and visitors.
- **Setting Investment Priorities:** Recognizing that financial resources are finite, the RTP establishes a hierarchy of projects based on criteria such as urgency, community impact, environmental sustainability, and cost-effectiveness. High-priority investments may include repairing deteriorating bridges and enhancing transit access for underserved populations.

- **Alignment with Statewide and Federal Requirements:** This RTP integrates state and federal policies, such as California's greenhouse gas (GHG) reduction targets and federal mandates under the Clean Air Act. This ensures that regional planning contributes to broader objectives like transportation access for senior citizens and efficient maintenance of existing facilities.

Addressing Critical Regional Challenges:

- **Maintaining Rural Connectivity:** Sierra County's vast geography and dispersed population make transportation lifelines essential for connecting communities. The RTP prioritizes maintaining and enhancing critical routes maintained by the County such as Ridge Road, Gold Lake Highway (Gold Lake Road), County Road A23, and County Road A24 (connecting Loyalton to Beckwourth). These county roadways facilitate not only daily regional travel but also emergency evacuation during wildfires or severe weather events.
- **Preparing for Climate Resilience:** The RTP adopts a proactive approach to climate adaptation, addressing vulnerabilities such as flooding, landslides, and wildfire risks. Investments in infrastructure resilience—such as improved drainage systems, wildfire-resistant designs, and redundant transportation routes—are essential for safeguarding mobility and community wellbeing in the face of extreme weather events.

Vision for the Future:

The Sierra County RTP is more than a planning document; it is a tool for fostering economic growth, ensuring social equity, and protecting the environment. By strategically aligning short-term actions with long-term goals, the RTP creates a pathway to a transportation network that is not only functional but also adaptable, sustainable, and reflective of the unique needs of Sierra County's communities and ecosystems. This holistic approach ensures that transportation investments yield maximum benefits for generations to come.

1.2.1. *PURPOSE OF THE PLAN*

- Establish a 20-year vision for transportation investments that support mobility, safety, and environmental sustainability.
- Provide a framework for prioritizing transportation projects based on need, impact, and cost-effectiveness.
- Comply with legal mandates, including California Government Code §65080, Title VI of the Civil Rights Act, and the Clean Air Act.

1.2.2. *REGIONAL TRANSPORTATION PLAN ELEMENTS*

The Sierra County RTP is organized into five key chapters:

1. **Introduction:** Outlines the plan's purpose, scope, and process.
2. **Existing Conditions:** Assesses current demographic, economic, and transportation trends.
3. **Policy Element:** Defines goals, objectives, and performance measures to guide investment decisions.
4. **Action Element:** Lists prioritized transportation projects and programs.
5. **Financial Element:** Details anticipated revenues, funding sources, and fiscal constraints.

1.3. RTP PLANNING PROCESS

1.3.1. *FEDERAL PLANNING REQUIREMENTS*

Federal laws establish a robust framework for developing Regional Transportation Plans (RTPs), ensuring that these plans not only meet local and regional needs but also align with national priorities and objectives. These requirements emphasize creating a transportation system that is safe, sustainable, and accessible for all users while preserving critical infrastructure for future generations. By integrating these

federal mandates, RTPs play a crucial role in achieving broader goals related to public safety, environmental sustainability, and social equity.

The Sierra County RTP reflects these federal objectives, addressing key focus areas critical to the county's unique challenges and opportunities:

- **Safety:** Allocating resources to maintain, enhance, and operate transportation assets in a state of good repair while implementing policies and improvements that protect all users road users, thereby reducing collisions, improving system reliability, and ensuring the network remains functional and resilient for current and future demands.
- **Environmental Stewardship:** Actively mitigating greenhouse gas emissions through strategies such as promoting active transportation while preparing infrastructure to withstand climate-related impacts like extreme weather and wildfires.
- **Equity:** Bridging gaps in transportation access for underserved populations, ensuring that all residents, regardless of location, income, or mobility, can connect to essential services and opportunities.

Through these guiding principles, the Sierra County RTP aligns regional priorities with federal standards, contributing to a safer and transportation network that works for all Sierra County residents.

1.3.2. *COORDINATION WITH OTHER PLANS AND STUDIES*

The Sierra County RTP aligns with several key planning documents, ensuring a coordinated and strategic approach to transportation development that integrates local, regional, and state priorities. These foundational documents provide a comprehensive framework to guide transportation investments and policy decisions:

- **Sierra County General Plan (2012):** This foundational document outlines the county's overarching goals and policies related to land use, housing, economic development, and transportation. It provides the long-term vision for sustainable growth and ensures that transportation planning supports compatible land use patterns and community needs.
- **City of Loyalton General Plan (2008, updated 2015):** As the only incorporated city in Sierra County, Loyalton's General Plan plays a pivotal role in how the RTP addresses in-county municipal needs. Its Circulation Element classifies local streets, establishes multi-modal design standards, and calls for complete-street improvements that enhance pedestrian, bicycle, and transit connectivity along State Routes 49 and 89, the same corridors prioritized for safety and capacity upgrades in the RTP. Land-use policies encourage compact infill and phased annexation of the adjacent Sierra Pacific Industries (SPI) mill site, reinforcing the RTP's emphasis on orderly growth and efficient infrastructure investment. The plan also underscores maintaining "small-town" character, protecting agricultural buffers, and expanding public access to Smithneck Creek; these objectives dovetail with the RTP's goals for rural economic vitality. By integrating Loyalton's transportation objectives—such as shared parking strategies in the downtown core and truck-routing provisions for future industrial parcels—the RTP ensures that city-level improvements harmonize with countywide safety, mobility, and goods-movement strategies.
- **Caltrans District 3 Highway Management Plan:** This document guides the maintenance, improvement, and operational strategies for state highways within the region. By coordinating with this plan, the RTP ensures that Sierra County's transportation priorities align with Caltrans' efforts to preserve and enhance critical highway infrastructure.

- **Neighboring Regional Transportation Plans:** These plans from adjacent counties support cross-border connectivity and collaboration. Aligning with neighboring RTPs ensures that Sierra County's transportation network integrates seamlessly with regional systems, facilitating economic activity, tourism, and mobility across jurisdictional boundaries.

Together, these documents create a cohesive framework that strengthens the RTP's focus on sustainability, safety, equity, and regional collaboration.

1.3.3. *CLIMATE CHANGE AND ENVIRONMENTAL QUALITY*

Addressing climate change and ensuring environmental quality are central priorities for the Sierra County RTP. With transportation contributing 39% of California's greenhouse gas (GHG) emissions (CARB, 2023), the RTP plays a critical role in advancing strategies to reduce emissions, promote sustainability, and enhance resilience to climate impacts. These efforts align with state and federal goals for reducing GHG emissions while preparing infrastructure to withstand increasingly severe weather events.

Key strategy:

- **Enhancing Resilience to Extreme Weather:** Strengthening the transportation network to withstand climate- related challenges like flooding, wildfires, and severe winter storms. Projects include upgrading drainage systems, implementing erosion control measures, and maintaining critical routes for emergency access.

These integrated strategies ensure that Sierra County's transportation network contributes to climate mitigation, supports a sustainable future, and remains reliable under changing environmental conditions.

1.3.4. *TRANSPORTATION/LAND USE INTEGRATION*

The coordination of transportation investments with land use policies remains an important focus of the Sierra County RTP, ensuring that growth in population centers and communities is served by appropriate infrastructure while preserving the county's rural character. By aligning transportation projects with local development goals, the RTP supports tourism, local economies, and efficient travel for residents and visitors alike—without undermining the practical necessity of personal vehicles for longer distances and everyday rural living.

Key projects that demonstrate this balance include:

- **Targeted Sidewalk and Bike Lane Enhancements in Loyalton:** As Sierra County's only incorporated city, Loyalton benefits from modest expansions of pedestrian and bicycle infrastructure. These improvements promote safety and provide better access to schools, parks, and commercial centers in a manner consistent with the city's scale and the broader County General Plan.
- **Connectivity Improvements Between Community Cores and Recreation Areas:** Strengthening strategic links to popular recreation destinations—such as trails, campgrounds, and scenic sites—promotes tourism, local business, and outdoor recreation opportunities. These connections are designed to enhance mobility without compromising the rural environment that is central to Sierra County's identity.

By focusing on realistic, context-sensitive projects, this integrated approach supports economic vitality, preserves rural character, and promotes safe travel options. This RTP aims to provide well-maintained roadways and practical, appropriately scaled active transportation amenities—fostering a well-rounded and resilient transportation network for Sierra County.

1.3.5. *PARTICIPATION AND COORDINATION*

Robust community engagement was a cornerstone of the RTP development process, ensuring that diverse perspectives shaped its priorities and strategies. A variety of outreach methods, including public workshops, tribal consultations, and community surveys, provided opportunities for residents, stakeholders, and tribal representatives to contribute meaningful input. This collaborative approach ensured that the RTP aligns with local values and addresses the region's unique transportation challenges.

Coordination with Native American Tribal Governments

The Sierra County RTP prioritizes collaboration with Native American Tribal Governments to ensure transportation planning respects and incorporates tribal needs and cultural heritage. Through a series of consultations, tribal representatives provided essential insights on mobility challenges, culturally significant locations, and the unique needs of their communities, which informed the RTP's overarching strategies.

Key Areas of Collaboration:

- Respect for Culturally Significant Sites
  - Planning processes considered the location and significance of sacred and historical tribal lands, ensuring transportation decisions align with preserving these areas. Special attention was given to avoiding disruption to sites of cultural importance while balancing transportation improvements.
- Ongoing Tribal Engagement
  - The RTP framework ensures continuous consultation with tribal governments during project development and implementation, allowing for adaptive planning that incorporates evolving needs and feedback.

Collaborative discussions emphasized not just immediate transportation issues but also long-term goals for tribal mobility and cultural preservation.

This approach ensures the RTP respects and integrates tribal perspectives, fostering a transportation network that reflects the shared goals of access, sustainability, and cultural preservation.

1.3.6. *COORDINATION WITH THE CALIFORNIA STATE WILDLIFE ACTION PLAN*

The Sierra County RTP aligns closely with the California State Wildlife Action Plan (SWAP) to ensure that transportation planning supports regional conservation goals and minimizes environmental impacts. By integrating these priorities, the RTP balances infrastructure development with the protection of sensitive ecosystems and species.

Key Conservation Integration Strategies:

- Protection of Sensitive Habitats and Species
  - This RTP incorporates measures to safeguard critical habitats and natural ecosystems, aligning with state conservation goals. By integrating these considerations into transportation planning, this RTP ensures that infrastructure development supports environmental stewardship and minimizes impacts on sensitive areas.
- Minimizing Ecological Impacts
  - Route planning emphasizes the avoidance of environmentally sensitive areas, such as wetlands, migration corridors, and biodiversity hotspots. Where avoidance is not feasible, strategies include habitat restoration and mitigation to minimize disruptions.

- Wildlife-Friendly Infrastructure
    - Consideration is given to designing wildlife crossings, such as overpasses or underpasses, in areas where transportation corridors intersect migration routes or known wildlife activity zones. These features reduce vehicle-wildlife collisions and maintain ecosystem connectivity.
- Collaboration with Conservation Agencies
    - The RTP process includes consultations with resource agencies, such as the California Department of Fish and Wildlife and the U.S. Forest Service, to ensure transportation improvements align with broader conservation goals. Coordination allows for the integration of resource management plans and environmental assessments.

This approach ensures that transportation development complements ecological stewardship, creating a resilient and environmentally sustainable transportation network that aligns with California's conservation vision.


Gold Lake Highway, Sierra County

2. EXISTING CONDITIONS

This chapter provides a comprehensive examination of the existing conditions influencing the development and implementation of the 2025 Sierra County Regional Transportation Plan (RTP). It builds on the baseline established in the previous RTP and incorporates more recent data, trends, and studies to offer a holistic view of Sierra County's transportation setting.

The existing conditions analysis includes demographic profiles, land use patterns, current transportation infrastructure, mobility services, environmental constraints, economic considerations, public health factors, safety trends, and technological capacities. Collectively, these insights form the foundation upon which subsequent planning and policy recommendations will rest, ensuring that the 2025 RTP addresses local needs while aligning with regional, state, and federal transportation goals.

2.1. SETTING

Sierra County is located in Northern California, nestled in the heart of the northern Sierra Nevada Mountain range. Encompassing approximately 958 square miles, the county is characterized by a complex geography of steep mountain slopes, densely forested hills, alpine meadows, and the expansive roughly 187 sq mile Sierra Valley, the largest valley in the Sierra Nevada. More than two-thirds of Sierra County's land area (about 68%, per U.S. Forest Service [USFS], 2023) is publicly owned and managed by federal agencies, primarily the Tahoe National Forest and the Humboldt-Toiyabe National Forest. This predominance of public lands influences transportation planning, as significant roadway mileage traverses remote areas maintained to serve both local communities and recreational visitors.

Topographic challenges define the county's transportation environment. Elevations range roughly from 1,800 feet in the Sierra Valley near Loyalton to over 8,800 feet at the county's higher peaks. Snow accumulation, rockslides, and variable geological conditions require careful roadway design and consistent maintenance. Travel corridors, primarily aligned along river valleys and plateaus, reflect historical settlement patterns and remain critical for connecting sparsely distributed communities.

2.2. POPULATION AND DEMOGRAPHICS

2.2.1. *HISTORICAL POPULATION*

Sierra County's population remains one of the smallest in California, accounting for less than 0.01% of the state's total population. As of January 2024, the California Department of Finance (DOF) estimates the county's population at approximately 3,187 individuals, slightly down from 3,232 recorded in the 2020 U.S. Census. This represents a decline of about -0.27% over four years. Since the early 2000s, population change in Sierra County has been minimal, often fluctuating around 3,000–3,500 residents. Outmigration of younger adults seeking employment and educational opportunities elsewhere, coupled with lower birth rates, has contributed to a relatively stable or slightly declining population base.

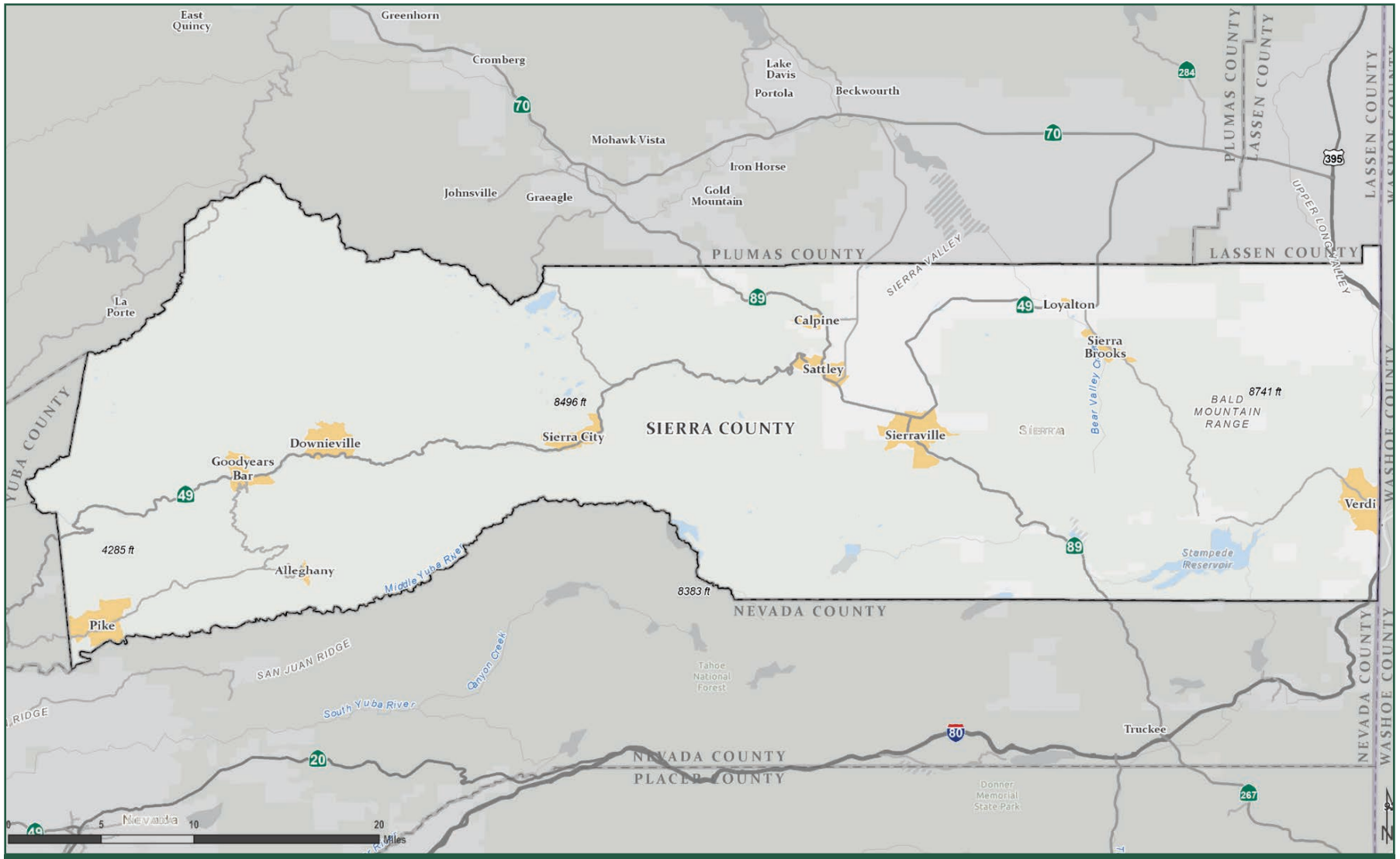

FIGURE 2.1: LOCATION MAP

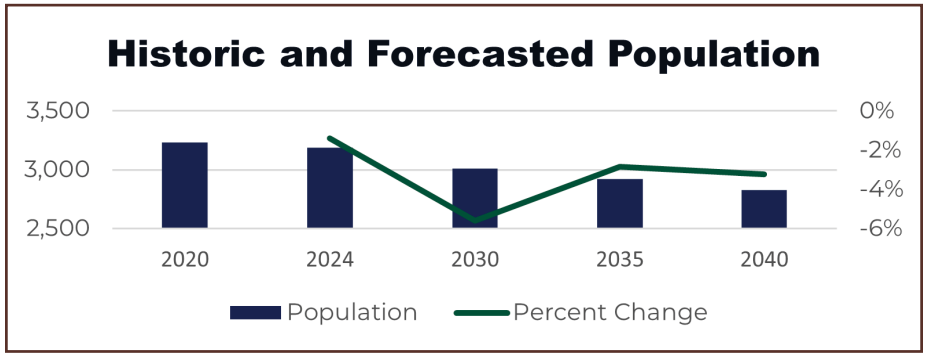

Figure 2.2: Historical and Forecasted Population

2.2.2. *AGE OF POPULATION*

The median age in Sierra County is approximately 54.3 years (U.S. Census Bureau, ACS 2017–2021), significantly higher than the California median of 37.5. Over 30% of the population is 65 or older, compared to around 15% statewide. This aging demographic points to mobility challenges such as the need for medical transportation, senior-friendly transportation services, and a focus on accessible pedestrian infrastructure in town centers. Conversely, the share of residents under 18 is around 15%, lower than the state average, suggesting limited school-related transportation demand but underscoring the importance of recruiting and retaining young families to maintain community vitality.

Table 2.1: Existing Age of Population

Existing Age of Population				
	Under 18	Ages 18-64	Ages 65+	Median Age
Sierra County	15%	55%	30%	54.30
California	22%	63%	15%	37.50

Source: U.S. Census Bureau, American Community Survey (ACS) 2017–2021

2.2.3. *DEMOGRAPHICS*

The county's population is predominantly white (approximately 87%), followed by Hispanic or Latino (8%), with the remaining 5% composed of Native American, Asian, African American, and multiracial individuals (ACS 2017–2021). While overall diversity is limited, cultural activities, small businesses, and seasonal workers of various backgrounds introduce a level of multicultural influence on community life and transportation needs.

Table 2.2: Race and Ethnicity in Sierra County

Race and Ethnicity	
Race/Ethnicity	Percent
White	87%
Black or African American	<1%
American Indian or Alaskan Native	2%
Asian	1%
Native Hawaiian or Other Pacific Islander	0%
Hispanic or Latino	8%
Other	2%
Total County Population	**100%**

Source: U.S. Census Bureau, American Community Survey (ACS) 2017–2021

2.3. SOCIOECONOMIC CONDITIONS

2.3.1. *INCOME AND POVERTY*

Sierra County's socioeconomic conditions present a nuanced picture of rural living, with challenges linked to limited economic opportunities, lower-than-average income levels, and persistent poverty rates. Understanding these factors is critical to shaping transportation policies that address equity, accessibility, and economic mobility.

The median household income in Sierra County is approximately $90,000 (U.S. Census Bureau, American Community Survey [ACS] 2018–2022), slightly higher than the statewide median of nearly $84,900. This income disparity highlights the financial challenges faced by many Sierra County residents. Over 20% of households in the county are classified as low-income by California Housing Partnership standards, emphasizing the need for affordable transportation options to access jobs, education, and essential services.

Figure 2.3 provides a visual representation of the spatial distribution of median household incomes across the county, illustrating disparities between communities like Loyalton and more rural, unincorporated areas.

Table 2.3: Median Household Income

Median Household Income	
Location	**Median Household Income**
Sierra County*	$90,000
California (Statewide)**	$84,900
United States**	$74,580

Source: *2024 Sierra County Housing Element, **U.S. Census Bureau ACS (2018–2022).

Approximately 12.2% of Sierra County residents lived below the federal poverty threshold between 2017 and 2021 (ACS), compared to 15.1% statewide. This percentage reflects a mix of economic stagnation in the region and limited high-wage employment opportunities. Children and seniors are disproportionately affected; nearly 20% of children and 15% of seniors live in poverty. Transportation barriers compound these challenges, limiting access to education, healthcare, and employment.

Table 2.4: Poverty Rate

Poverty Rate		
Population Group	**Sierra County**	**California**
Overall Population	12%	15%
Children (Under 18 years)	20%	19%
Seniors (65 Years and older)	15%	10%

Source: U.S. Census Bureau, American Community Survey (ACS) 2017–2021

2.3.2. *EMPLOYMENT*

Historically, Sierra County's economy centered on resource extraction—mining, logging, and milling were once the primary employers. Current key employers include county government, U.S. Forest Service offices, the local school district, small-scale ranching, and seasonal tourism/hospitality services. The Downieville-Loyalton corridor experiences increased visitation during summer, with mountain biking, fishing, hunting, and river rafting drawing thousands of visitors.

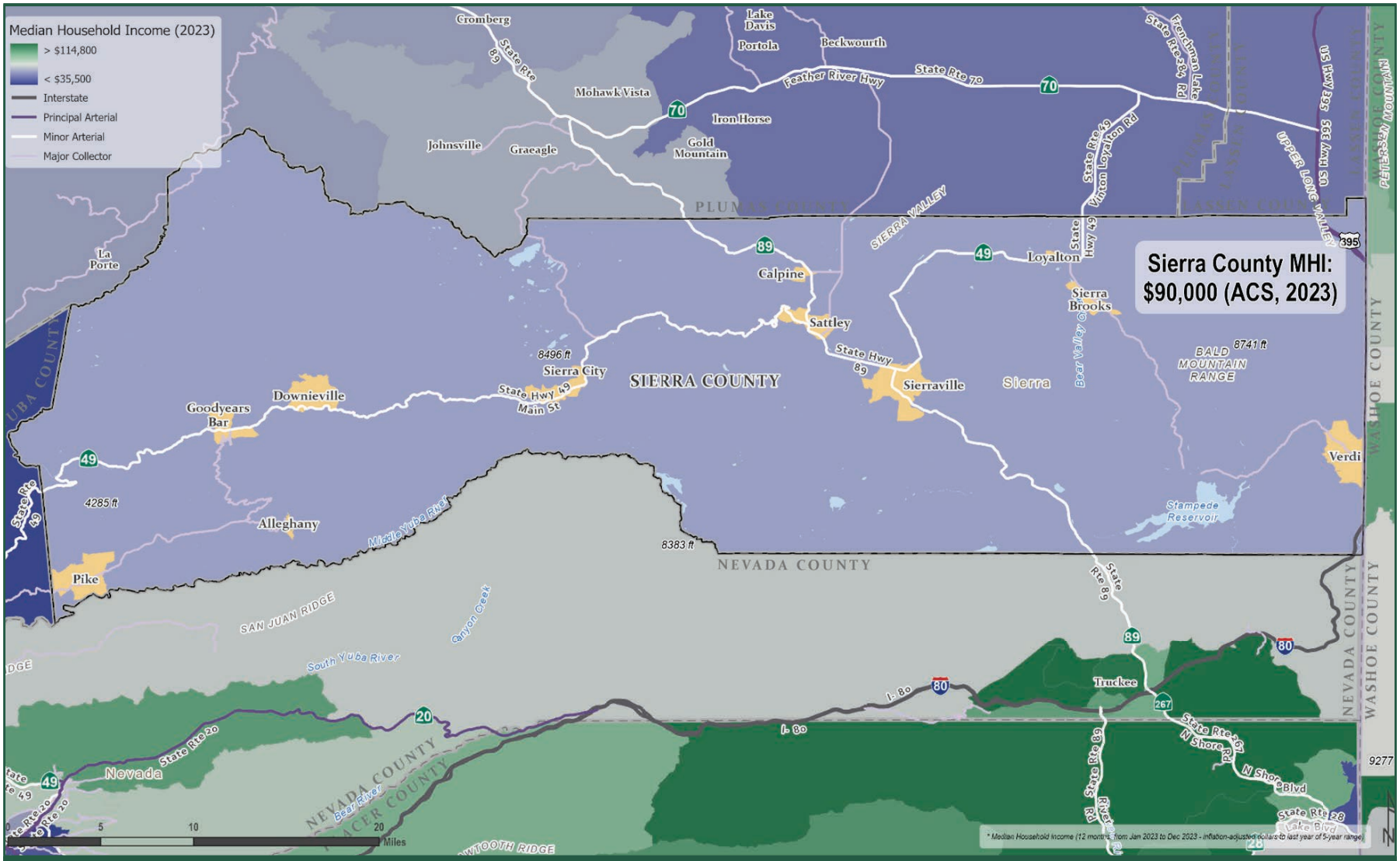

FIGURE 2.3: MEDIAN HOUSEHOLD INCOME MAP

Table 2.5: Major Employers

Major Employers		
Employer Name	**Location**	**Industry**
Sierra County Government	Downieville	County Government Offices
U.S. Forest Service	Various	Federal Government
Sierra-Plumas Joint Unified School District	Loyalton	Education
Eastern Plumas Health Care	Loyalton	Healthcare Services
Herrington's Sierra Pines Resort	Sierra City	Hospitality and Tourism
Sardine Lake Resort	Sierra City	Hospitality and Tourism
Golden West Dining	Loyalton	Restaurant
Leonard's Market	Loyalton	Retail Grocery
Western Sierra Medical Clinic	Downieville	Healthcare Services
Toddler Towers Child Care Center	Loyalton	Child Care Services

Source: California Employment Development Department

Sierra County's unemployment rate in 2023 was in the 5–6% range, as estimated by the Employment Development Department. This relatively low unemployment rate reflects a modest recovery in local jobs, while also noting that employment is highly seasonal due to the county's reliance on weather-dependent industries. In particular, sectors such as construction, forestry, and tourism experience significant fluctuations based on seasonal weather conditions.

A large share of the county's workforce commutes to neighboring areas for work. With local job opportunities limited, many residents travel to Nevada, Plumas, and Washoe counties in search of employment. This reliance on out-of-county commuting not only underscores the scarcity of jobs within Sierra County but also contributes to increased transportation costs, especially for low-income households.

Together, these factors illustrate the unique economic and employment challenges faced by Sierra County and provide important context for regional transportation and economic planning.

Table 2.6: Employment Characteristics

Employment Characteristics		
Characteristics	**Sierra County**	**California**
Unemployment Rate (2023)	5-6%	4%
Primary Employment sectors	Public Sector, Small-scale Agriculture, Seasonal Tourism	Technology, Healthcare, Services
Percentage of Workers Commuting Outside County	85%	N/A
Major Destinations for Commuters	Nevada County, Plumas County	N/A
Seasonal Employment Sensitivity	High	Moderate
Average Hourly Wage for Top Industries	15-20	25-30

Sources: U.S. Census Bureau, California Employment Development Department (EDD) 2023, Sierra County Economic Development Committee

2.3.3. *EDUCATIONAL ATTAINMENT*

Educational attainment in Sierra County reflects both strengths and challenges tied to its rural character. Approximately 92% of residents aged 25 and older have at least a high school diploma, slightly exceeding the state average. However, only 23% have attained a bachelor's degree or higher, compared to 36% statewide. This disparity highlights the limited access to higher education opportunities in the region. The absence of colleges or universities within the county forces residents to travel to neighboring areas like Chico or Reno for post-secondary education, creating financial and logistical barriers, especially for low-income families. Limited broadband access in rural parts of the county further restricts online learning, a critical tool for education in remote areas. Additionally, for younger residents, insufficient school transportation options in remote communities can hinder attendance and participation in extracurricular activities.

Transportation infrastructure remains an important factor in supporting educational opportunities across Sierra County. Recognizing that many residents rely on personal vehicles given the county's rural nature, the RTP nonetheless identifies targeted improvements that can reduce barriers to education. Selectively enhancing bus routes and services, especially those connecting K-12 students to schools, can improve reliability and safety, while modest sidewalk and bike lane extensions in key areas (e.g., near schools or community centers) provide safer travel options for students who walk or bike.

In addition, increasing access to broadband services is crucial in bridging the educational gap—particularly for remote learning, online training, and college coursework. By prioritizing Safe Routes to School measures and supporting connectivity where it is most beneficial, Sierra County can help its residents pursue higher levels of education without undermining the county's rural context. These efforts, aligned with the General Plan's focus on well-managed growth and community well-being, can ultimately strengthen the local workforce, foster economic vitality, and improve quality of life throughout the region.

Table 2.7: Educational Attainment 18 Years and Over

Educational Attainment 18 Years and Over	
Educational Attainment Level	**Population Aged 18+**
Less than High School Diploma	8%
High School Diploma or Equivalent	35%
Some College, No Degree	25%
Associate's Degree	8%
Bachelor's Degree	13%
Graduate or professional Degree	10%

Source: U.S. Census Bureau, American Community Survey (ACS) 2017–2021

2.4. DISADVANTAGED COMMUNITIES

Disadvantaged communities in Sierra County face significant challenges related to income inequality, limited access to essential services, and systemic barriers to mobility and economic opportunity. These communities often experience compounded difficulties due to a lack of infrastructure, limited transportation options, and geographic isolation.

Many residents in these areas, classified as disadvantaged due to low household incomes and limited access to resources, rely heavily on public transportation to reach jobs, healthcare facilities, and educational institutions. However, the county's transit services are limited, with infrequent schedules and long travel times that create obstacles for these populations. Expanding transit services, offering subsidized fares, and introducing demand-responsive transit options are critical steps to reducing transportation barriers and enhancing access to essential services.

Beyond transit, disadvantaged communities also lack sufficient pedestrian and bicycle infrastructure. For example, many areas have narrow or non-existent sidewalks, unsafe pedestrian crossings, and limited bike paths. Investments in active transportation infrastructure, such as bike lanes and pedestrian-friendly pathways, can provide low-cost, sustainable mobility options for residents, improving their quality of life and increasing access to opportunities.

The economic realities of disadvantaged communities in Sierra County exacerbate these challenges. Some residents can face financial constraints that limit their ability to afford private vehicles or frequent travel to neighboring counties for employment or services. Nearly 20% of households in Sierra County qualify as low-income, and these communities often experience higher rates of unemployment and underemployment.

Targeted infrastructure projects in these areas, such as improved roadways, and safe pedestrian crossings, are vital for addressing systemic inequities. Additionally, creating community-focused programs, such as transportation assistance for seniors and individuals with disabilities, can further promote equity and social inclusion.

By prioritizing disadvantaged communities in transportation planning, Sierra County can address long-standing disparities and foster economic resilience. These investments will not only improve mobility and access but also support the broader goals of the 2025 Sierra County Regional Transportation Plan, promoting a more equitable and connected future for all residents.

Factors such as low household incomes, limited public transit, and high exposure to natural hazards like wildfires exacerbate inequities for vulnerable populations, including seniors, and low-income families. The following section explores various tools and metrics that highlight these disparities, such as the Climate and Justice Economic Screening Tool, Healthy Places Index, and CalEnviroScreen 4.0, while identifying opportunities to enhance equity through targeted infrastructure improvements and expanded transportation options.

2.4.1. *CLIMATE AND JUSTICE ECONOMIC SCREENING AND LAND USE AUTHORITY*

The Climate and Justice Economic Screening Tool (CJEST) identifies areas that face compounded socioeconomic and environmental vulnerabilities. In Sierra County, factors such as high wildfire risk, harsh winters, and limited access to economic opportunities contribute to its classification as a disadvantaged rural area. For example, 68% of the county's land is federally owned, over 71% of the county's land is in public ownership, primarily federal lands managed as parts of the Tahoe, Humboldt-Toiyabe, and Plumas National Forests. An additional 10% of the county consists of privately held agricultural land (mostly ranches and farms in areas like Sierra Valley). This means only around 19% of Sierra County's area is privately owned and not used for agriculture or held in public trust, highlighting the limited land available for new development or tax base expansion. The dominance of federal forest lands and other protected areas has historically constrained large-scale economic development, as much of the land is off-limits to private enterprise or intensive use.

In addition to federal lands, the State of California owns and manages portions of Sierra County for conservation. For example, the Antelope Valley and Smithneck Creek Wildlife Areas in eastern Sierra County's Sierra Valley watershed occupy approximately 5,700 acres and 1,400 acres respectively. These state wildlife areas protect critical deer habitat and wetlands and were established to preserve winter range and migration corridors for local mule deer herds. Combined, state-owned conservation lands account for roughly 1% of the county's area, with recent expansions adding more acreage to these protected areas. Although smaller in extent than federal forests, state-owned conservation lands further contribute to the share of the county that is protected from development.

Beyond government-owned lands, conservation trusts, and land preserves play a significant role in land protection in Sierra County. Notable examples include:

- **Truckee Donner Land Trust:** Operating across the northern Sierra, The Truckee Donner Land Trust has permanently protected more than 26,000 acres since 1990. In Sierra County its flagship acquisitions are the 3,000-acre Webber Lake/Lacey Meadows property and through a partnership with The Nature Conservancy, the 2,325-acre Independence Lake Preserve. By securing headwater meadows, old-growth red-fir forests, and miles of the Little Truckee River corridor, the Truckee Donner Land Trust safeguards regional water quality, trout habitat, and a critical wildlife linkage between the Tahoe Basin and the Sierra Valley. Year-round public access trails, historic Webber Lake Hotel restoration, and low-impact camping and paddling facilities advance RTP goals for outdoor recreation and rural tourism while maintaining strict conservation easements that limit future development.
- **Nature Conservancy:** The Nature Conservancy's Northern Sierra Program focuses on large-landscape conservation and meadow restoration that benefit both biodiversity and working lands. In Sierra County it co-owns and manages Independence Lake with the Truckee Donner Land Trust, implements forest-thinning and prescribed-fire projects that reduce wildfire risk to communities and transportation corridors, and is a lead partner in the 14,000-acre Sierra Valley Conservation Partnership, which restores hydrological function and migratory-bird habitat across public and private ranchlands.
- **Sierra County Land Trust (Lakes Basin):** A local land trust focused on the scenic Lakes Basin area in the county's west. The trust has acquired and now stewards about 1,645 acres in the Sierra Buttes/Lakes Basin region, preserving alpine lakes and forest habitat to maintain ecological integrity and recreational access.

- **Feather River Land Trust (Sierra Valley):** This trust has conserved thousands of acres of wetlands and ranchland in Sierra Valley, which spans eastern Sierra County. It owns the 2,575-acre Sierra Valley Preserve, protecting one of the largest wetland complexes in the Sierra Nevada and a renowned bird habitat along the Pacific Flyway. In addition, the trust works with local ranchers to establish conservation easements that keep private lands as open space or working ranches. Several ranch easements protect extensive areas from development, ensuring the maintenance of agricultural use and wildlife corridors. Through these efforts, conservation trusts have permanently protected roughly 10,000–15,000 acres of private land in Sierra County.

2.4.2. *UNITED STATES DEPARTMENT OF TRANSPORTATION EQUITABLE TRANSPORTATION COMMUNITY EXPLORER*

The Equitable Transportation Community Explorer highlights disparities in transportation access, which align with Sierra County's rural geography and aging population. Nearly 30% of residents are over age 65, compared to the statewide average of 15%, emphasizing the need for medical transportation and senior-friendly infrastructure (Sierra RTP, 2020). The dispersed population also struggles with inadequate connectivity between smaller communities, such as Sierraville and Calpine, and the central hub of Loyalton, where essential services are concentrated. Expanded paratransit and dial-a-ride services would help bridge these gaps.

2.4.3. *MEDIAN HOUSEHOLD INCOME*

The Sierra County median household income is $90,000 for a four-person household, according to the county's 2024–2029 Housing Element. This figure comes from the California HCD's 2023 State Income Limits, which are updated annually for housing programs.

Comparison: Sierra County's 2023 median is slightly above the statewide median of $87,100 and lower than some neighboring counties (e.g. Placer: $119,900; Nevada: $112,900). This highlights that while Sierra's median income exceeds the California average, it still trails the medians of more affluent neighboring counties.

Table 2.8: Disadvantaged Communities – Median Household Income

Disadvantaged Communities - Median Household Income (MHI)		
Region/Community	**MHI**	**Disadvantaged Community and Poverty Statistics**
Sierra County Overall	$90,000	Roughly 13% of households are at or below the poverty line in Sierra County
California (State Average	$87,100	12% of households are at or below the poverty line in California
Sierra Valley	$58,000	Classified "Low-Income/ Disadvantaged Community" under CA HCD?CTC criteria (≤ 80% of state MHI)
Downieville	$112,000	No Census-reported households at or under the poverty line

Sources: 2024 Sierra County Housing Element, U.S. Census Bureau ACS (2018–2022).

2.4.4. *CALIFORNIA COMMUNITIES ENVIRONMENTAL HEALTH SCREENING TOOL 4.0*

CalEnviroScreen 4.0 identifies significant environmental health vulnerabilities in Sierra County, such as wildfire exposure, aging infrastructure, and historical mining contamination. Regions like Downieville and Sierra City are particularly susceptible to wildfires due to dense forests and insufficient evacuation routes. Transportation projects aimed at improving wildfire resilience and emergency egress are essential to safeguarding residents and protecting natural resources.

2.4.5. *HEALTHY PLACES INDEX*

The Healthy Places Index underscores a need for improvements in public health indicators in Sierra County. The county ranks low on healthcare access, transportation connectivity, and active mobility infrastructure. Limited pedestrian and bike-friendly pathways in most communities hinder physical activity, while poor connectivity increases reliance on personal vehicles. Expanding Safe Routes to School programs and adding multi-use trails can encourage healthier, more active lifestyles while addressing equity gaps in transportation.

Table 2.9: Disadvantaged Communities – Health Places Index

Disadvantaged Communities - Healthy Places Index (HPI)		
Indicator	**Sierra County**	**California**
Healthcare Access	Low	Moderate to High
Transportation Connectivity	Low	Moderate
Active Mobility Infrastructure (Bike/Walk Pathways)	Limited	Moderate to Extensive
Physical Activity Levels	Below Average	Average
Reliance on Personal Vehicles	High	Moderate

Source: California Healthy Places Index (HPI), 2023.

Note:

- Limited bike and pedestrian infrastructure and poor transportation connectivity contribute to physical inactivity and reliance on private vehicles.

2.4.6. *NATIONAL SCHOOL LUNCH PROGRAM*

Approximately 40% of school-aged children in Sierra County qualify for free or reduced-price lunches, indicating widespread economic need. Access to education is further complicated by insufficient transportation infrastructure, particularly in rural regions. Enhancing school bus services, pedestrian safety features near schools, and affordable transit options will help ensure that children from low-income families can access education safely and affordably.

Table 2.10: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility

Disadvantaged Communities - Free or Reduced-Price Meal Eligibility		
Indicator	**Sierra County**	**California**
Percentage of Students Eligible for Free or Reduced-Price Meals	40%	55%
Access to School Transportation services	Standard for a rural county	Moderate to High
Pedestrian Safety Features Near Schools	Standard for a rural county	Moderate

Source: California Department of Education, 2023.

Notes:

- Approximately 40% of students in Sierra County qualify for free or reduced-price meals, reflecting economic challenges.

- Investments in school bus services, Safe Routes to School initiatives, and affordable transit options can be useful tools to ensure quality transportation options for all children and parents in the county.

2.4.7. *TRIBAL COMMUNITIES AND COMMUNITIES WITHOUT DATA*

Tribal communities, including the Washoe and Maidu, emphasize preserving access to sacred sites and traditional lands. However, limited data on transportation needs within tribal areas complicates planning efforts. Inclusive consultation processes are essential for identifying and addressing the unique mobility and cultural preservation needs of tribal residents. Improved transportation access to tribal areas would enhance both cultural heritage preservation and economic opportunities

2.5. HOUSING

2.5.1. *HOUSING CHARACTERISTICS*

Household sizes in Sierra County average about 2.1 persons per household, smaller than the California average of 2.9 (ACS 2017–2021). Homeownership rates are relatively high (~70%), reflecting a stable but aging homeowner population. Median household income is around $90,000, slightly higher than the state median of nearly $84,900. With fewer high-wage employment opportunities, residents often commute long distances for work, impacting transportation demand and cost-sensitivity to fuel prices. Nearly 20% of households can be considered low-income by state standards (California Housing Partnership, 2023), emphasizing the importance of affordable and reliable transportation options for basic access to goods, services, and employment.

Over 80% of the county's private land lies within the Sierra Valley and along the SR 49 and SR 89 corridors. Agricultural land (ranching, hay production) and low-density residential development characterize these areas. Existing General Plan land use designations and zoning ordinances promote low-density settlement patterns that reflect infrastructural limitations—lack of central sewer and water in outlying areas, and steep slopes that preclude more intensive development. The dispersed settlement pattern imposes longer travel distances to basic services and discourages the cost-effectiveness of installing infrastructure such as fixed-route public transit.

Table 2.11: Housing Characteristics

Housing Characteristics		
Characteristic	**Sierra County**	**California**
Average Household Size	2.1 persons/ household	2.9 Persons/ household
Homeownership Rate	~ 70%	~ 55%
Median Household Income	$90,000	$84,900
Percentage of Low-Income Households	~ 20%	~ 14%
Predominant Land Use	Agricultural, Low-Density	Mixed-Use, Higher Density
Infrastructure Constraints	Limited central sewer and water systems	Generally robust infrastructure

Sources: U.S. Census Bureau ACS (2017–2021); California Housing Partnership, 2023.

Notes:

- The high homeownership rate reflects a stable but aging population, while the lower household size and income highlight the rural character and limited economic opportunities.
- Dispersed settlement patterns increase transportation demand and reduce infrastructure cost-efficiency.

2.5.2. *HOME VALUE*

Housing affordability remains a significant factor in Sierra County, where median home values are substantially lower than California's state average but still present challenges for residents with limited incomes. The median home value in Sierra County is approximately $329,010, compared to the state median of $788,920 (Sierra County Housing Element). This disparity reflects the rural nature of the county and lower demand for housing compared to urban areas. Additionally, for many local residents, the lower home values are coupled with slightly higher median household incomes compared to the statewide average, making housing somewhat more affordable in Sierra County than the rest of California.

The aging housing stock, with many homes built before 1980, may present additional challenges such as energy inefficiency and the need for costly maintenance or upgrades. These factors contribute to financial strain for lower- income households, especially those already burdened by long commutes and limited economic opportunities.

Efforts to address housing affordability must also consider the dual pressures of maintaining affordable options for local residents while accommodating seasonal demand driven by tourism. The influx of vacation home buyers and short-term rentals, particularly in areas like Downieville and Sierra City, can inflate housing prices, further limiting availability for full-time residents. Strategic housing policies that promote energy-efficient upgrades and support affordable housing developments in key communities could alleviate these challenges while supporting a sustainable, balanced housing market.

Table 2.12: Median Home Value

Home Value Characteristics		
Metric	**Sierra County**	**California**
Median Home Value	$280,000	$712,800
Housing Stock (Pre-1980 Homes)	Significant Percentage	Varies
Affordability Gap	Minimal Due to Sierra County's median household income being slightly higher than the state average and median home values being significantly lower than the state average	Moderate to High
Seasonal Demand Impact	Significant in tourism-driven areas like Downieville and Sierra City	Moderate

Source: 2022 American Community Survey 5-Year Estimates

2.6. TRANSPORTATION

2.6.1. *VEHICLE OWNERSHIP*

Given the rural environment and limited transit services, vehicle ownership is comparatively high. Most households have one or two personal vehicles. According to the California Department of Motor Vehicles (DMV) vehicle registration data (2023), there are about 2,542 passenger vehicles registered in the county, resulting in a vehicle-to- population ratio of roughly 0.79 passenger vehicles per capita. While high relative to urban areas, the older average age of these vehicles can indicate greater maintenance challenges and potentially higher emissions per vehicle.

Notes:

- **Total registered passenger vehicles:** 2,542 (DMV, 2023).
- **Vehicle-to-population ratio:** ~0.79 vehicles per capita, reflecting rural reliance on personal vehicles.
- Older vehicles may present maintenance challenges and higher emissions.

2.6.2. *MODE SHARE*

Transportation in Sierra County is dominated by private vehicle use, a reflection of the county's rural character and limited public transit options. Over 85% of residents commute using single-occupancy vehicles, a higher proportion than the state average of 72% (U.S. Census Bureau, ACS 2021). Carpooling accounts for approximately 9% of commuting trips, while active transportation modes such as walking and biking represent less than 2% of trips. The share of residents using public transit is negligible, largely due to the absence of fixed-route services and the sparse population distribution.

While the high reliance on private vehicles is expected in a rural county with limited transit infrastructure, the lack of alternative transportation options poses challenges for environmental sustainability and equity. Vulnerable populations, including seniors, low-income households, and individuals without access to a vehicle, face significant barriers to mobility.

Efforts to diversify the mode share include demand-responsive transit services, conceptual plans for multi-use paths, and Safe Routes to School initiatives that encourage walking and biking for shorter trips. Investments in active transportation infrastructure and improved access to shared mobility options, such as vanpools or ride-sharing services, could reduce reliance on single-occupancy vehicles and support state goals for reducing vehicle miles traveled (VMT). These strategies align with California's shift to VMT as a CEQA metric, emphasizing the need to promote sustainable transportation alternatives in both rural and urban contexts.

2.6.3. *COMMUTING PATTERNS*

Sierra County's commuting patterns are shaped by its rural character and limited local employment opportunities. Approximately 85% of residents commute outside the county for work, with key destinations including Nevada County, Plumas County, and Reno, Nevada (California Employment Development Department, 2023). The median one-way commute time is roughly 30 minutes, reflecting the geographic separation between residential areas and employment hubs. This reliance on inter-county commuting contributes significantly to vehicle miles traveled (VMT) and places a financial and environmental burden on residents.

Commuting patterns also highlight disparities in mobility. Workers in remote areas, such as Sierra City and Alleghany, face longer travel times and fewer transportation options compared to those living in Loyalton, the county's largest community. Limited transit services exacerbate this issue, leaving most residents dependent on personal vehicles. For low-income households, the cost of fuel and vehicle maintenance can pose significant challenges.

Efforts to address these commuting challenges include promoting telecommuting opportunities, expanding carpooling networks, and exploring vanpool services tailored to long-distance commuters. Additionally, infrastructure investments that improve road conditions on key commuter routes, such as State Routes 49 and 89, are critical for ensuring safe and efficient travel. These strategies align with regional and state goals to reduce VMT and greenhouse gas emissions while improving access to economic opportunities.

Table 2.13: Commuting Patterns

Commuting Patterns	
Mode of Travel	**Percentage of Commuters**
Drove Alone	85.0%
Carpool	9.0%
Public Transit	Negligible
Active Transportation (Walking/Biking)	<2%

Source: U.S. Census Bureau, American Community Survey (ACS), 2021.

Notes:

- Data highlights Sierra County's high reliance on single-occupancy vehicles, reflecting its rural nature and limited public transit infrastructure.
- Active transportation is minimal due to geographic challenges and sparse pedestrian/bicycle infrastructure.
- Public transit share is negligible, primarily because of the absence of fixed-route services and the county's low population density.

2.6.4. *AIR QUALITY*

Air quality in Sierra County is generally good due to low traffic volumes, a dispersed population, and a high percentage of forested and undeveloped land. However, periodic wildfire events, both within and near the County, can temporarily reduce air quality and increase health risks due to smoke and particulate matter. While the region does not experience the persistent smog common in urban areas, vehicle emissions, wood heating, and dust from unpaved roads can contribute to localized air quality issues.

This RTP acknowledges the importance of preserving healthy air and reducing transportation-related emissions. Strategies include encouraging carpooling, supporting active transportation, and ensuring that future roadway and maintenance projects align with state and federal air quality standards.

2.7. TRANSPORTATION NETWORK INVENTORY

The county's transportation network is primarily composed of a two-tier system: state highways and local roads.

2.7.1. *STATE HIGHWAYS*

Sierra County's connectivity relies heavily on State Route (SR) 49 and SR 89 and small sections of US Highway 395 and Interstate 80.

- **State Route 49:** A two-lane rural highway providing east-west connectivity, linking Downieville and western Sierra County to neighboring Nevada and Plumas Counties, and eventually connecting travelers to Nevada City and Highway 20 to the south.
- **State Route 89:** Running north-south through the eastern part of the county, SR 89 connects Sierraville and the Sierra Valley to I-80, Truckee, and Lake Tahoe.

These highways also serve as critical lifelines for emergency response and evacuation during wildfires and other natural disasters.

2.7.2. *LOCAL ROADS AND COUNTY ROUTES*

The county maintains approximately 400 centerline miles of local roads (Sierra County Department of Transportation, 2023). Most are two-lane paved or sometimes narrow paved roads with limited shoulders. Gravel and dirt roads, particularly those leading to remote recreation sites or USFS lands, add another 100 miles of less formalized routes, including many US Forest Service roads.

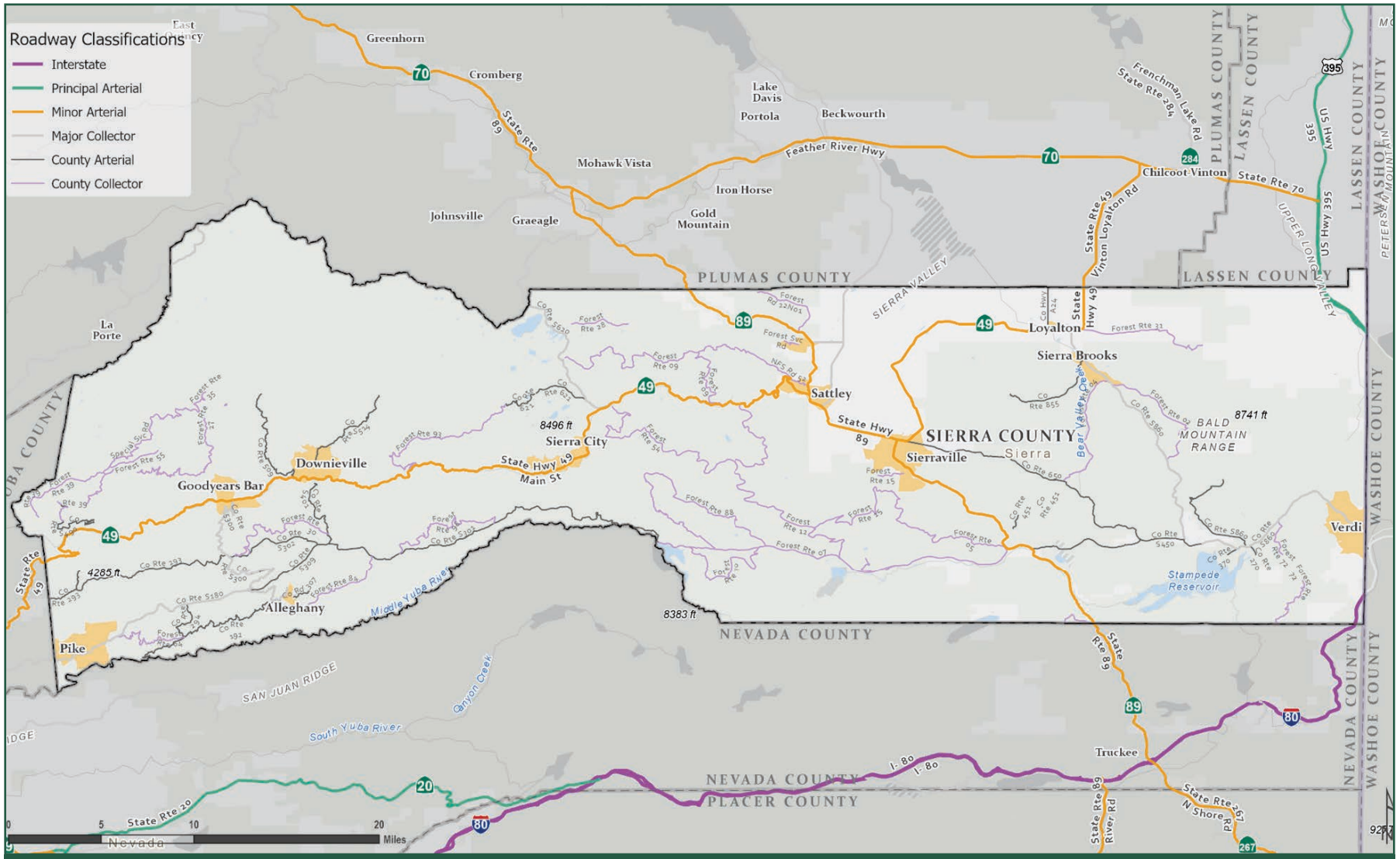

FIGURE 2.4: CALTRANS FUNCTIONAL CLASSIFICATION DESIGNATIONS MAP

2.7.3. *BRIDGES AND STRUCTURES*

Sierra County maintains approximately 56 publicly owned bridges, including both county/local roads and state highway bridges (Caltrans-maintained on routes like Highways 49 and 89). Although a small fraction compared to the state's overall bridge inventory, this number is significant for a rural mountain county.

Notable projects include the replacement of the Nevada Street Bridge and plans for a new Plumbago Road Bridge over Kanaka Creek in Alleghany. These projects aim to improve safety, increase load capacities, and modernize infrastructure.

Like many rural areas, Sierra County faces significant challenges maintaining older bridges, some built before the 1940s. Several bridges have structural deficiencies, such as limited load capacities, narrow designs, and aging decks or rails. Maintenance is especially critical in tourist-heavy areas like the Lakes Basin.

New bridge projects in Sierra County comply with modern seismic standards, though the region faces lower seismic risk compared to coastal California. Most older bridges are being replaced with new, earthquake-resistant structures rather than retrofitted. For example, recent bridge replacements at Salmon Creek and Kanaka Creek feature modern seismic engineering. Overall, Sierra County is actively addressing its bridge infrastructure challenges through targeted replacements and upgrades, ensuring bridges meet current safety and seismic standards.

2.7.4. *PUBLIC TRANSIT SERVICES*

Public transit in Sierra County is limited due to low population density and dispersed demand. Sierra County Transit Services (SCTS) provides demand-response service and a limited scheduled route serving Loyalton, Sierraville, Sierra City, and Downieville. Daily ridership averages fewer than 10 trips (Sierra County Transit Annual Report, FY 2022- 23), though it increases slightly on market or medical appointment days. Service is oriented primarily towards seniors, individuals with disabilities, and those without private vehicles. Trip reservations, made 24 hours in advance, reflect the challenges of providing cost-effective on-demand transit in a large, sparsely populated area.

2.7.5. *INTERREGIONAL CONNECTIONS*

Although no passenger rail service exists within Sierra County, regional bus connections and access to rail (e.g., Amtrak in Truckee or Colfax) or air travel (the Reno-Tahoe International Airport and the Sacramento International Airport) lie outside county boundaries. Interregional freight and passenger movements rely heavily on highway corridors, underlining the importance of keeping SR 49 and SR 89 operational in all seasons.

2.7.6. *ACTIVE TRANSPORTATION INFRASTRUCTURE*

Sierra County's active transportation infrastructure directly in the population centers face notable challenges due to the County's rural nature and limited funding, although much effort has been put into and continues to expand the recreational trail network throughout the County. Pedestrian facilities within population centers are primarily confined to sidewalks in main communities like Loyalton, Downieville, and Sierraville, while many outlying roads lack designated pedestrian spaces, with shoulders varying in width and quality. Bicycle infrastructure is minimal, with no striped bike lanes. Despite this, the county is a renowned destination for mountain biking, particularly in the Downieville region, which attracts thousands of enthusiasts annually to its extensive off-road trail systems maintained by the U.S. Forest Service and local organizations such as the Sierra Buttes Trail Stewardship.

Efforts to enhance and expand the recreational hiking, biking, and equestrian trails are underway, reflecting a growing recognition of the health, economic, and environmental benefits

of outdoor recreation. Local Safe Routes to School initiatives aim to improve safety and accessibility for children walking or biking to school. Additionally, conceptual plans for multi-use paths in Loyalton indicate a commitment to expanding infrastructure that supports walking and cycling. However, securing adequate funding and ensuring maintenance capacity remain significant challenges. The California Transportation Commission has allocated substantial funds statewide to improve transportation infrastructure, which could potentially benefit counties like Sierra. Leveraging such funding opportunities is essential for Sierra County to develop and maintain active transportation infrastructure that meets the needs of its residents and visitors.

2.7.7. *AVIATION FACILITIES*

The Sierraville-Dearwater Airport, a small general aviation field, services private pilots, emergency medical flights, and occasional charter operations. With fewer than 500 operations per year (FAA Form 5010, 2022), it plays a niche role in regional emergency preparedness and has been important for air base aerial firefighting operations during wildfires.

2.7.8. *GOODS AND FREIGHT MOVEMENT*

Freight traffic is minimal but essential for local commerce. Timber, agricultural products (hay, livestock feed), and basic supplies for local businesses constitute the bulk of truck freight. SR 49 and SR 89 serve as key routes for light to medium-duty trucks transporting goods in and out of the region. Heavier truck traffic is limited by roadway size restrictions on SR 49 due to curve limitations and seasonal closures. According to Caltrans freight data (2023), truck volumes typically account for less than 10% of AADT on these corridors. Challenges include ensuring year-round passability and maintaining pavement conditions that support safe truck operation.

2.8. TRAFFIC CONDITIONS AND VOLUMES

2.8.1. *TRAFFIC VOLUMES AND SEASONAL VARIATION*

Average Annual Daily Traffic (AADT) is low, generally under 3,000 vehicles on state highways and even lower on local roads. For instance, SR 49 near Downieville recorded an AADT of about 2,500 in 2023 (Caltrans Traffic Census). Peak traffic occurs during summer weekends, when recreational visitors significantly increase volumes, sometimes exceeding 4,000 vehicles per day. Winter volumes drop considerably, often below 1,500 vehicles per day in some segments, due to hazardous driving conditions and reduced tourist activity.

Table 2.14: Traffic Volumes and Seasonal Variations

Traffic Volumes and Seasonal Variation			
Road Segment	**Average Annual Daily Traffic (AADT)**	**Peak Summer Weekend Traffic**	**Winter Traffic (Low Season)**
SR 49 near Downieville	~ 700	~ 1,000	~ 1,500
Local Roads (County Average)	Typically less than 1,000	Typically less than 1,500	Typically less than 1,000
Major Recreation Corridors	~ 1,000 - 1,850 (varies by route)	~ 2,000 - 3,000	~ 1,000 - 2,000
Source: Caltrans Traffic Census, 2023.			

Notes:

- **Peak Traffic Impact:** Summer weekends see a significant increase in traffic due to recreational tourism (e.g., mountain biking, hiking).
- **Winter Decline:** Traffic volumes drop during winter months, with hazardous conditions such as snow and ice reducing road usage.
- **AADT Variability:** Traffic patterns fluctuate widely based on seasonal tourism, local events, and weather conditions.
- **Traffic Management Needs:** The significant seasonal variation underscores the need for targeted road maintenance, winter weather mitigation, and enhanced safety measures during peak periods.

2.8.2. *LEVEL OF SERVICE (LOS) AND THE SHIFT TO VEHICLE MILES TRAVELLED (VMT) THRESHOLDS*

With consistently low baseline traffic volumes, the majority of state highways and local roads in Sierra County operate at LOS A or B under normal conditions. Short-term congestion occurs during special events, such as the Fourth of July parades in Downieville and Loyalton, or the opening day of fishing season, when surges in visitors and parked vehicles in community centers like Downieville create localized bottlenecks. Seasonal factors, including winter storms, chain controls, and emergency incidents, also contribute to delays or temporary road closures, affecting transportation reliability more significantly than traditional capacity-based LOS metrics.

California's adoption of Vehicle Miles Traveled (VMT) as the primary metric for environmental review under the California Environmental Quality Act (CEQA) marks a significant shift in how transportation impacts are evaluated. Senate Bill 743 (SB 743), enacted in 2013, transitioned CEQA's focus from congestion and LOS toward VMT to better align with state goals for reducing greenhouse gas (GHG) emissions and combating climate change. This change reflects the understanding that traditional LOS metrics, which prioritize reducing vehicle delays, can inadvertently encourage roadway expansion and increase VMT, contradicting the state's climate objectives.

Sierra County's unique rural context presents challenges and opportunities under the VMT framework. With a dispersed population and limited public transit options, VMT per capita in Sierra County is relatively high compared to urban areas. However, the rural nature of the county limits congestion as a primary concern, making the shift to VMT a better indicator of environmental and sustainability impacts.

The focus on VMT aligns with the goals of Senate Bill 375 (SB 375), which requires regional planning agencies to integrate transportation and land use planning to reduce GHG emissions. Under SB 375, strategies such as promoting infill development, enhancing transit options, and encouraging active transportation modes become critical for meeting state-mandated GHG reduction targets.

In Sierra County, implementing VMT reduction strategies involves prioritizing projects that promote carpooling, active transportation, and efficient land use. For instance, expanding Safe Routes to School initiatives, improving bike and pedestrian infrastructure, and encouraging telecommuting through enhanced broadband access can reduce the need for long commutes while maintaining rural quality of life. Additionally, efforts to incorporate transit-oriented development (even in modest forms) near community hubs like Loyalton can reduce dependency on single-occupancy vehicles.

2.9. TRANSPORTATION SAFETY

2.9.1. *COLLISION DATA AND TRENDS*

Sierra County's low traffic volumes correspond to relatively few reported collisions. California Highway Patrol SWITRS data recorded 158 reportable traffic collisions on all public roads in Sierra County between 1 January 2019 and 31 December 2023, an average of about 32 crashes per year. Of these crashes, 7 were fatal (4.4 %), 53 caused severe injury (33.5 %), 61 produced other visible injuries (38.6 %), and 37 resulted in complaint of pain injuries (23.4 %). Although the absolute number of crashes is small relative to larger counties, each severe or fatal collision has a pronounced impact on Sierra County's population of only 3,200 residents. Consistent with the County's Local Roadway Safety Plan (LRSP), the principal contributing factors include driver unfamiliarity with steep mountain highways, frequent wildlife crossings, and winter ice or reduced visibility on high elevation routes.

2.9.2. *BICYCLE AND PEDESTRIAN SAFETY*

Non-motorized collisions are exceedingly rare, typically fewer than five incidents over a five-year period (SWITRS 2019–2023). While the low number is encouraging, it may also reflect minimal year-round pedestrian or cyclist activity on roads. Given the lack of extensive non-motorized infrastructure, any potential increase in walking or biking will require careful attention to facility design, speed control, and driver education to maintain safety.

2.9.3. *WILDLIFE-VEHICLE COLLISIONS (WVCS)*

Anecdotal evidence and Caltrans maintenance reports indicate that wildlife-vehicle collisions are an ongoing concern. Deer and other large mammals such as bears, mountain lions, and wolves often cross rural roads, especially at dawn and dusk. Measures such as improved signage, roadside vegetation management, and consideration of wildlife undercrossings are potential safety strategies.

2.10. ENVIRONMENTAL AND CLIMATE CONSIDERATIONS

2.10.1. *CLIMATE AND WEATHER IMPACTS ON TRANSPORTATION*

Sierra County's climate is characterized by harsh winters with snowfall exceeding 200 inches in high-elevation areas

(National Weather Service, Reno Office). Snow removal is a significant cost and operational challenge. Freeze-thaw cycles damage pavement surfaces, requiring frequent maintenance. Mudslides and falling rocks in steep canyons can block roads, while summer thunderstorms and lightning strikes contribute to wildfire hazards and fallen trees due to high wind.

As climate change intensifies, the county faces potential increases in extreme weather events, altered snowpack and runoff patterns, and more frequent and intense wildfires. These conditions necessitate robust adaptation and resilience strategies for the transportation network.

2.10.2. *AIR QUALITY AND EMISSIONS*

While air quality is generally good, complying with federal and state standards for ozone and particulates, wildfires in recent years have introduced smoke and particulate matter that can temporarily degrade air quality. The transportation sector remains a modest contributor to greenhouse gas (GHG) emissions within the county. Due to long travel distances for basic services and an aging vehicle fleet, per capita GHG emissions from transportation may be higher than in more urbanized areas, even if absolute emissions are low.

The California Air Resources Board (CARB) Emission Inventory (2023) suggests that vehicle miles traveled (VMT) per capita is comparatively high due to dispersed development patterns, highlighting a need for strategies to reduce unnecessary trips, support carpooling, and potentially encourage zero-emission vehicle (ZEV) adoption.

2.10.3. *ENVIRONMENTAL REGULATIONS AND RESOURCE CONSERVATION*

Federal and state environmental regulations influence transportation planning. Projects often require environmental review under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Mitigation for impacts to sensitive habitats, wetlands, and cultural resources can affect project timelines and costs. Additionally, coordination with USFS and the California Department of Fish and Wildlife ensures that transportation improvements align with resource conservation goals.

2.11. PUBLIC HEALTH AND SOCIAL EQUITY CONSIDERATIONS

2.11.1. *HEALTH AND MOBILITY*

Sierra County's aging population, with over 30% of residents aged 65 or older, faces significant challenges in accessing healthcare due to the lack of comprehensive local medical facilities. Most residents must travel over an hour to reach services in Nevada County, Plumas County, or Washoe County, creating barriers for those without reliable transportation. Demand-response transit services and volunteer driver programs are essential to bridge this gap, ensuring seniors and individuals with limited mobility can access critical healthcare. Expanding these services and enhancing their reliability will be key to addressing the county's healthcare access disparities while supporting aging-in-place initiatives.

2.11.2. *EQUITY AND ACCESS*

Low-income households, seniors, individuals with disabilities, and isolated rural residents may face transportation barriers that limit access to employment, education, health care, and social services. In some cases, community organizations coordinate ride-sharing or subsidized transit fares to improve accessibility. Enhancing broadband connectivity could also mitigate some transportation needs by enabling telehealth appointments and telecommuting options. Ensuring equitable investment in transportation infrastructure and services remains a priority in the RTP.

2.12. TECHNOLOGY AND COMMUNICATION INFRASTRUCTURE

2.12.1. *INTELLIGENT TRANSPORTATION SYSTEMS (ITS)*

Federal regulations require that statewide and regional transportation plans be developed in a manner consistent with applicable regional intelligent transportation system architectures. Sierra County lies within the Tahoe Gateway Counties ITS Strategic Deployment Plan, which includes Nevada, Sierra, Placer and El Dorado counties and overlaps with the Tahoe Basin ITS Strategic Plan. These architectures, developed using the National ITS Architecture as a resource, provide a framework for integrating advanced technologies across jurisdictions and identify existing and planned ITS services, system interfaces, information flows and standards. According to 23 CFR § 940.9, a regional ITS architecture must guide the development of ITS projects and programs, identify participating agencies and stakeholders, describe an operational concept and functional requirements, specify interface and data–exchange needs, and outline a sequence of projects.

Sierra County currently has few ITS deployments, largely due to its rural context and limited broadband and cellular coverage. However, ITS technologies, such as road-weather information systems, variable message signs, automatic incident detection, remote cameras and integrated traveler-information platforms, can enhance safety, mobility and emergency response on the county's highway network. SCTC intends to coordinate with Caltrans District 3 and other Tahoe Gateway partners to ensure that any future ITS projects are developed using a systems-engineering process consistent with 23 CFR part 940. This means that proposed ITS projects will:

- Be identified in the Tahoe Gateway or Tahoe Basin regional ITS architecture and be consistent with Sierra County's long-range transportation vision and goals.
- Involve all relevant stakeholders (Caltrans, CHP, local road agencies, transit providers, emergency responders and forest service operators) when defining operational concepts and assigning roles and responsibilities.
- Define functional requirements, information flows and applicable national and regional ITS standards before design and procurement.
- Address data-sharing and interoperability needs so that systems deployed by Sierra County (e.g., weather sensors or dynamic signage) can exchange information with Caltrans traffic-management systems and traveler-information platforms.

Include maintenance and update procedures for the regional ITS architecture, recognizing that technology and operational needs will evolve over time.

By committing to these steps, Sierra County's RTP aligns with federal planning requirements and the Tahoe Gateway and Tahoe Basin regional ITS architectures. Coordination with regional partners will help the County leverage statewide funding opportunities, improve traveler information and incident management, and ensure that rural ITS investments are integrated, cost-effective and supportive of statewide ITS strategies.

2.12.2. *BROADBAND AND CELLULAR SERVICE*

Limited broadband and cellular coverage can hinder the adoption of advanced transportation technologies, such as real-time transit information, integrated mobility apps, or online ridesharing platforms. The California Public Utilities Commission's (CPUC) Broadband Maps (2023) show that many rural pockets of Sierra County lack reliable high-speed internet, affecting access to telematics, emergency notifications, and remote work opportunities.

2.12.3. *ELECTRIC VEHICLE (EV) INFRASTRUCTURE*

Sierra County's EV charging infrastructure is currently limited, with only a few non-public charging stations located in Loyalton and Sierraville. This lack of accessible charging options along major corridors like State Routes 49 and 89 not only hampers local adoption of electric vehicles but also reduces the appeal of the region as a destination for eco-conscious tourists who rely on electric cars. Visitors to popular areas such as Downieville, the Gold Lakes Basin, and Sierra City may avoid traveling to Sierra County due to concerns over range anxiety and the inability to recharge vehicles conveniently.

Expanding EV charging infrastructure aligns closely with California's broader climate goals under Senate Bill 100 and Senate Bill 375, which emphasize reducing greenhouse gas (GHG) emissions from the transportation sector.

Increased charging access in rural and remote areas like Sierra County could support the state's push toward widespread EV adoption, particularly as California transitions away from internal combustion engine vehicle sales by 2035 under Executive Order N-79-20.

Additionally, enhancing EV infrastructure could stimulate local economic development. Strategically located charging stations near recreational areas, downtowns, and visitor hubs would encourage EV drivers to spend more time and money in the county while their vehicles charge. For example, installing Level 2 and DC fast chargers in Downieville and near trailheads in the Lakes Basin Recreation Area would capture revenue from tourists while providing a critical service.

For residents, improved EV infrastructure could lower the long-term costs of vehicle ownership, particularly as EV maintenance and fueling costs are typically lower than those for gasoline-powered vehicles. Coupled with California's growing incentives for EV purchases and infrastructure, such as rebates under the Clean Vehicle Rebate Project (CVRP) and the California Electric Vehicle Infrastructure Project (CALeVIP), Sierra County could see increased EV adoption even among its more cost-conscious population segments.

To achieve these goals, public-private partnerships can play a critical role. Working with EV manufacturers, charging network providers, and local businesses to co-fund charging station installations could reduce financial burdens on the county. Federal programs under the Infrastructure Investment and Jobs Act (IIJA), which includes substantial funding for rural EV infrastructure, present additional opportunities to accelerate deployment.

Prioritizing the expansion of EV infrastructure, particularly at key nodes like Loyalton, Sierraville, and interregional corridors, could help Sierra County reduce transportation-related emissions, meet state climate objectives, and enhance its appeal to environmentally conscious visitors and residents alike. These investments also support long- term economic growth while addressing Sierra County's unique rural challenges.

2.13. MAINTENANCE AND FINANCIAL CONSTRAINTS

2.13.1. *TRANSPORTATION FUNDING CHALLENGES*

Maintaining extensive roadway mileage with limited funding and a small tax base is a persistent challenge. The County relies on a combination of State Transportation Improvement Program (STIP) funds, Highway User Tax Account (HUTA) allocations, and federal grants. Costs for snow removal, road maintenance, and bridge rehabilitation can exceed available funds, leading to deferred maintenance and long-term infrastructure vulnerabilities.

2.13.2. *ASSET MANAGEMENT*

The County has begun to implement systematic asset management practices to prioritize projects. Pavement Condition Index (PCI) scores average between 55 and 65 (Sierra County Department of Transportation, 2023), indicating a need for ongoing rehabilitation. Bridge inspections reveal that several are nearing the end of their functional service life and require rehabilitation or replacement in the coming decade.

2.14. INTERGOVERNMENTAL AND REGIONAL COORDINATION

2.14.1. *COORDINATION WITH NEIGHBORING COUNTIES AND AGENCIES*

Sierra County works with Nevada, Plumas, and Lassen Counties, as well as Washoe County in Nevada, to address interregional transportation concerns. The county also collaborates with Caltrans District 3 for state highway projects, and with the neighboring Plumas and Nevada counties on matters that affect the broader Sierra Nevada region. Interagency cooperation is essential for effective emergency response planning, corridor management, and grant applications.

2.15. KEY FINDINGS AND IMPLICATIONS FOR THE RTP

2.15.1. *RURAL CHARACTER, LOW DENSITY*

Sierra County's rural character, characterized by dispersed settlement patterns and a low population density of roughly 3.4 persons per square mile, presents significant transportation challenges. The limited density makes traditional fixed-route transit systems economically unfeasible, leaving personal vehicles as the predominant mode of transportation. This reliance increases per-capita vehicle miles traveled (VMT), which can negatively impact environmental sustainability goals. Rural transit solutions, such as demand-response services, ride-sharing programs, and small-scale vanpooling, are critical to addressing mobility needs while maintaining fiscal efficiency. Long-term strategies must include flexible transit models tailored to the unique geography and travel patterns of Sierra County.

2.15.2. *AGING POPULATION AND WORKFORCE CHALLENGES*

With over 30% of Sierra County residents aged 65 or older, the transportation system must prioritize aging-in-place strategies. These include expanding paratransit services, improving sidewalk accessibility, and ensuring safe road conditions for medical and social trips. In addition, limited local employment opportunities force approximately 85% of the county's workforce to commute to jobs in neighboring regions, such as Nevada County and Reno. These out- commuting patterns contribute significantly to VMT. Strategies to reduce workforce-related VMT include enhancing telecommuting opportunities, providing commuter vanpools, and supporting economic development initiatives that create more local jobs.

2.15.3. *RECREATIONAL TOURISM DEMAND*

Sierra County's natural assets, including mountain biking trails in Downieville and the Gold Lakes Basin and bird watching in Sierra Valley, attract thousands of visitors annually. Seasonal tourism creates temporary spikes in traffic volumes, especially during summer and fall, straining local roadways, parking infrastructure, and public safety resources. For example, parking congestion in Downieville during the annual Classic Mountain Bike Race often disrupts community access. Balancing the needs of tourists with the preservation of natural resources requires targeted investments, such as constructing dedicated parking facilities, improving trailhead access, and developing shuttle services that reduce vehicle impacts in high-demand areas.

2.15.4. *INFRASTRUCTURE MAINTENANCE AND CLIMATE RESILIENCE*

Sierra County's harsh winters, with snowfall exceeding 200 inches in some areas, place heavy demands on transportation infrastructure. Frequent freeze-thaw cycles accelerate pavement degradation, while rockslides and flooding can disrupt critical routes. Aging bridges and narrow mountain roads further exacerbate these vulnerabilities. Limited local budgets often delay necessary maintenance, increasing long-term costs and safety risks. Climate change intensifies these challenges, necessitating proactive investments in resilient infrastructure. These include using climate-adaptive materials for road surfaces, constructing redundant evacuation routes, and integrating wildfire-resistant designs into road and bridge upgrades.

2.15.5. *OPPORTUNITIES FOR ACTIVE TRANSPORTATION AND SUSTAINABILITY*

Although the current walking and biking infrastructure is limited, there is growing interest in active transportation, driven by recreational demand and statewide initiatives to reduce greenhouse gas emissions. Expanding bike trails and pedestrian pathways not only enhance mobility for residents but also supports tourism. For example, connecting Downieville's trail network to neighboring communities could boost local economies while encouraging non-motorized travel.

Additionally, the integration of electric vehicle (EV) and/or hydrogen fuel cell charging stations along State Routes 49 and 89 represents an opportunity to reduce transportation emissions while attracting eco-conscious travelers. Partnering with local businesses to install Level 2 and DC fast chargers can support both residents and visitors. Long-term investments in active transportation infrastructure and EV adoption align Sierra County's transportation network with California's sustainability goals, including those outlined in Senate Bill 375 and the shift to VMT-based planning metrics.

Sierra County's existing transportation conditions reflect the region's rural nature, aging population, environmental constraints, and limited financial resources. State highways and local roads form the backbone of mobility. Seasonal tourism, an essential economic driver, imposes distinct demands on infrastructure and services and environmental challenges, from winter storms to wildfire hazards, underscore the importance of building a resilient and adaptable transportation system.


Loyalton, Sierra County

3. POLICY ELEMENT

The purpose of the Policy Element is to provide guidance to regional transportation decision-makers and promote consistency among State, regional, and local agencies. Consistent with the 2024 RTP Guidelines, the Policy Element is intended to:

- Describe the transportation issues in Sierra as a region.
- Identify and quantify regional needs expressed within both short-term (up to 10 years) and long-term (11-20years) planning horizons.
- Maintain internal consistency with the Financial Element and fund estimates

3.1. TRANSPORTATION ISSUES

3.1.1. *FEDERAL ISSUES*

Federal transportation policy and programming provides the direction through which transportation planning decisions are made at the State, regional, and local levels.

Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the bipartisan infrastructure law. The IIJA allocated $550 billion for new initiatives repairing and upgrading U.S. infrastructure, including to repair roads and bridges, improve public transit, and deliver clean drinking water and high-speed internet, among other provisions. It also reauthorized federal spending on long-standing infrastructure programs for funding highway maintenance, electrical grid upgrades, and water reclamation projects, among others, through 2026.

3.1.2. *STATEWIDE ISSUES*

California is dedicated to reducing GHG emissions through sustainable land use and transportation planning. In 2016, the California legislature passed SB 32, codifying a 2030 GHG emissions reduction target of 40% below 1990 levels. The transportation sector accounts for 37% of California's goals of GHG emissions reductions, such as SB 743, described in the following section, which has an impact on the RTP Guidelines and RTP development process. In 2017, transportation funding increased with the passage of California SB 1, a $52 billion transportation program funded by increased State gas taxes and vehicle license fees.

Senate Bill 391 and the California Transportation Plan

SB 391 (2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan, by December2015, to reduce GHG emissions and VMT. The Plan directed that GHG emissions be reduced to 1990 levels from then-current levels by 2020, and 80% below the 1990 levels by 2050as described by AB 32 and Executive Order (EO) S-03-05. CTP 2050 is a road map for making equitable, transparent, and transformable transportation decisions in California. The CTP 2050 is a long-range policy plan that provides a collective vision for major metropolitan areas, rural areas, and State agencies to achieve critical statewide goals, policies, and recommendations to guide transportation decisions and investments in the twenty-first century that meet future multimodal mobility needs and reduce GHG emissions.

Senate Bill 1 and the Impact on Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were debated within the State Legislature. The results of those legislative efforts culminated in the Governor's signing of SB1 on April 28, 2017. In November of 2018, California's Proposition 8 which proposed a repeal of SB 1, was defeated.

SB 1 is a $52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use

public roads. The fund is used exclusively for transportation purposes, including maintenance, repair, and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under CTC guidelines:

- **Active Transportation Program (ATP)** – $100 million added annually for bicycle and pedestrian projects
- **Local Streets and Roads** – $1.5 billion added annually for road maintenance and rehabilitation
- **State Highway Operation and Protection Program (SHOPP)** – $1.9 billion added annually for projects on State Highways
- **State Transportation Improvement Program (STIP)** – This funding source was stabilized; the funds historically received by the SCTC will be restored for eligible projects

Senate Bill 743

In 2013, then-Governor Brown signed SB 743, which created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer considered a significant impact under CEQA. Transportation impacts related to air quality, noise, and safety must be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of level-of-service standards within certain infill areas. The updated 2024 RTP Guidelines established VMT as the primary metric to document vehicular travel. SCTC has reported existing VMT and projected future VMT on critical roadways in the region in this document and will continue to be committed to supporting state and national GHG reduction goals.

California Electric Vehicle Mandate

On September 23, 2020, Governor Newsom signed EO N-79-20, establishing a State goal for 100% of in-state sales of new passenger vehicles and trucks in the State to be zero-emission by 2035. The EO establishes that 100% of new medium- to heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible, and by 2035 for new drayage trucks. Transit fleets are also subject to CARB's Innovative Clean Transit Rule, which requires that 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles must meet that standard by 2029. Sierra County has developed a Zero-Emission Bus (ZEB) Rollout Plan in compliance with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, which mandates a full transition to zero-emission bus fleets by 2040.

Senate Bill 960

On September 27, 2024, Governor Newsom Signed SB 960, requiring targets and performance measures that are adopted to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.

3.1.3. *REGIONAL AND LOCAL ISSUES*

Even with new funding guaranteed by SB 1 (the Road Repair and Accountability Act of 2017), primary local and regional issues revolve around a shortage of funding for maintenance of existing facilities. Additional issues at the local and regional levels include the need for transportation modes other than the automobile, which can enhance accessibility and connectivity between communities and health services, retail, recreational destinations, and employment centers. The following general categories of transportation issues have been identified as:

- Maintenance and improvement of road systems

- Improvements of non-auto transportation modes and programs that lower vehicle emissions, including establishment of an adequate electric grid for use by electric transit vehicles, personal electric vehicles, and electric bicycles
- Adherence to climate GHG reduction targets
- Promotion of economic development within the region

Economic developments efforts should include transportation agencies in their planning decisions to ensure that transportation infrastructure and programs adequately account for an increased demand on the systems. The SCTC will maintain roadways to enable recreational tourism and industrial and commercial activities such as hiking, camping, bicycling, and general tourism, including such infrastructure elements as:

- Road systems with adequate structural strength to support goods movement on a regular basis
- Adequate road width to support the travel and tourism industry

3.1.4. *CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS*

In 2006, the California State Legislature adopted AB 32, known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill established a cap on statewide GHG emissions and set forth the regulatory framework to achieve corresponding reductions in statewide emissions levels. The updated 2024 RTP Guidelines document provides several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have been applied towards small counties:

- Emphasize transportation investments in areas where desired land uses as indicated in a city or county general plan may result in VMT reduction or other lower-impact use
- Recognize rural contribution towards GHG reduction for counties that have policies that support development within their cities, and protect agricultural and resource lands
- Consider transportation projects that increase connectivity or provide means to reduce VMT without imposing negative effects on tourism or access to public lands

Executive Orders on Climate Change Issues

Fighting climate change by cutting GHG emissions is one of California's most important goals. In July 2021, the California State Transportation Agency introduced CAPTI. The 2024 RTP Guidelines require that RTPs be consistent with the CAPTI goals. This plan outlines suggestions for using discretionary transportation funds to address climate change. CAPTI is rooted in EOs N-19-19 and N-79-20, issued in 2019 and 2020 respectively, which set the framework for these efforts.

EOs regarding climate change establish a crucial framework for RTPAs. Although EOs primarily target State agencies, integrating climate change policies within RTP planning processes supports California's goals of lowering per capita GHG emissions and mitigating the impacts of climate change.

Since the last update in 2017, two EOs have been issued to address climate change. EO N-19-19, issued on September20, 2019, advocates for using the State's investment portfolio to advance climate leadership and establish a framework for climate investments. CAPTI was formulated in response to this EO (Appendix to be included). EO N-79-20, dated September23, 2020, mandates that all in-state sales of passenger cars and trucks are to be zero-emission by 2035. Additionally, it sets a goal for medium- and heavy-duty vehicles in California to be zero-emission by 2045.

Air Quality Conformity

Sierra County is part of the Northern Sierra Air Quality

Management District, which also includes Nevada and Plumas counties. For purposes of the National Ambient Air Quality Standards (NAAQS), Sierra County is designated "unclassified/attainment" for particulate matter, and it is in attainment for all other federal criteria pollutants. Because there is no federal nonattainment or maintenance designation in the county, there is no federal State Implementation Plan (SIP) for particulate matter, and transportation conformity does not apply. Conformity requirements apply only in areas that either do not meet or previously have not met air-quality standards. At the state level, the county is in nonattainment for the California PM10 standard; therefore, the Northern Sierra AQMD monitors wood-smoke and dust emissions and implements control strategies. The RTP will continue to coordinate with NSAQMD to ensure that transportation investments support ongoing attainment efforts and do not contribute to localized air-quality issues.

3.2. REGIONAL GOALS, OBJECTIVES, AND STRATEGIES

The RTP goals, objectives, and policies were developed to ensure that the Sierra County Region can uphold a regional transportation system within the financial constraints of State, federal, and local funding sources.

3.2.1. *STATE HIGHWAYS AND REGIONAL ROADWAYS*

With traffic volumes low and population growth minimal, expanding the traffic capacity of roadways is not now a priority. Of primary importance are safety and operational improvements: According to the Transportation Injury Mapping System, 379 crashes were reported on State Highways between 2013 and 2023. Reducing collision and fatality rates is an important step to address overall safety in the region. As well as safety, of critical concern for the region is the maintenance of regional roadways and connectivity to Butte, Lassen, Plumas, Yuba, Nevada, and Washoe Counties

3.2.2. *TRANSIT*

Sierra Transit Systems (STS) is Sierra County's public-transit operator, serving as a vital link for social-service clients, Feather River College students, older adults, and residents without cars. Expanding and strengthening STS routes—tying neighborhoods to job centers, healthcare and retail hubs, and popular recreation areas—will directly advance the county's economic-development objectives.

GOAL 1. SUPPORT AN EFFECTIVE AND ACCESSIBLE TRANSPORTATION SYSTEM.

Objective 1.1. Financially support public transportation.

Policy 1.1.1. Encourage and support the use of public transformation grants from State and Federal programs to the maximum extent possible.

Objective 1.2. Provide accessible transportation services and facilities responsive to the needs of passengers with disabilities or who are young, elderly, and/or with limited means.

Policy 1.2.1. Support and promote accessibility in public transportation to the maximum extent practicable. Implement recommendations from transit plans in the county.

Policy 1.2.2. Cooperatively develop short-and long-range plans with transit operators that provide guidance and assistance in determining capital and operating requirements.

Policy 1.2.3. Encourage interregional bus lines to provide more useful schedules into and within Sierra County. This may include ITS applications such as transit/paratransit links and new equipment.

Objective 1.3. Make Efforts to raise awareness, encourage ridership, and create an understanding of how to use transit systems.

Policy 1.3.1. Promote public transportation through social media, personal contact, and other marketing techniques; improve marketing and information programs to assist current ridership and attract potential riders.

Objective 1.4. Maintain or improve existing general aviation airports to meet federal and state airport license criteria. Performance measure: compliance with federal and state aviation standards.

Policy 1.4.1. Retain Dearwater Airport in Sierraville as a public airport for use by residents and the general public. Implementation – Implement and update master plan.

Objective 1.5. Maintain Roadways at acceptable safety standards.

Policy 1.5.1. Use traffic analysis or other studies to assess whether roadways are operating at the required safety standards. If the required safety standards are not met, strategies or improvements to roadway conditions should be prioritized.

Policy 1.5.2. Provide road and weather condition information to the traveling public.

Policy 1.5.3. The county shall support legislation to increase the state and federal allocations for small funding and seek viable state or federal grants to correct deficiencies. Implementation – Support as needed.

Objective 1.6. Improve parking conditions within Sierra County's activity centers and for visitor rest/information centers. Performance measures: improvement in public parking availability.

Policy 1.6.1. Work towards creation of new parking opportunities, focusing on congested areas (tourists, recreation and other), visitor rest areas, and visitor information areas. Implementation – Parking studies, Capital Improvements Plan and adoption of parking development standards.

Objective 1.7. Identify and secure additional funding sources to support transportation. Performance measure: calculate amount of required funding and percentage obtained.

Policy 1.7.1. Seek funding sources that will support transportation improvements and maintenance. Implementation – Coordinate with state and federal agencies.

Policy 1.7.2. Proactively pursue available discretionary state and federal funding programs available for safety improvements and rehabilitation. Implementation – Inclusion of discretionary funds in RTP and OWP.

Policy 1.7.3. Participate in efforts to expand federal and state funding for road maintenance funding in rural and recreational areas. Implementation – Participation in state and nationwide coalitions.

Policy 1.7.4. Increase the total mileage of safe bike routes, trails, and pedestrian walkways. Performance measure: Regional multi-use route mileage.

Policy 1.7.5. Support the creation of new trails and sidewalks and encourage linkages to public trails and community areas as new development is proposed. Implementation – Review of individual projects and acceptance of trail easements when appropriate. Adopt a street improvement standard that includes sidewalk, bicycle and pedestrian facilities.

Policy 1.7.6. Provide long-range plans for bicycle use. Implementation – Update the bicycle master plan.

Policy 1.7.7. Study the provision, where warranted, of new multi-purpose non-motorized trails within and between communities, such as along levees and old right-of-way segments. Implementation – Develop specific study of potential facilities.

Policy 1.7.8. Where warranted by bicycle activity and where feasible given financial and physical constraints, provide paved shoulders along roadways for bicycle use as part of roadway reconstruction or new construction projects. Implementation – Ongoing consideration as part of roadway design processes.

Policy 1.7.9. Reduce conflicts generated by bicycle events on county and state routes. Implementation – Coordination with Sherrif's department, CHP, emergency response agencies, and bicycle interests.

Objective 1.8. Achieve and maintain scenic roadway designation for appropriate state and county highways/ roads. Performance measure: Miles of roadway with scenic highway or scenic byway designation.

Policy 1.8.1. In accordance with the visual element of the general plan, prohibit offsite outdoor advertising along scenic highways and byways. Implementation – Conformity with visual element and with scenic highway/byway guidelines.

Objective 1.9. Provide for safe, efficient distribution of goods and services to Sierra County communities. Performance measure: Vehicle and truck counts and crash rates at state highway entrances to Sierra County.

Policy 1.9.1. Maintain state highways to a level that is safe for truck traffic. Implementation – State highway rehabilitation projects.

Goal 2. It is the Goal of SCTC to provide a Comprehensive, Efficient, and Safe Transportation System

Objective 2.1. Coordinate plans, programs, and projects for the County, State, and Federal transportation systems. Performance measure: level of contact between entities to coordinate transportation system improvements and services, and recognition of State and Federal plans, programs, and projects in county transportation planning documents.

Policy 2.1.1. Provide input to the RTP and recommend that Caltrans utilize the RTP to prioritize maintenance and improvements. Implementation – Letters to and coordinate with Caltrans

Policy 2.1.2. The SCTC should coordinate all transportation proposals, both within Sierra County as well as regional connections, and gain maximum benefits for residents of the region. Implementation – Adoption of the general and regional transportation plan.

Objective 2.2. To the extent practicable and financially sustainable, ensure access of Sierra County residents to vital employment, medical, commercial, and recreational activities. Performance measure: conformity with unmet public transit needs process.

Policy 2.2.1. The highest priority for regional public transportation is to serve the handicapped, elderly, and reduce traffic impacts. Implementation – Continued support of the public transit program.

Policy 2.2.2. The County should encourage non-profit and/ or private organizations to operate public transportation services, rather than provide services directly. Implementation – Continued support of Golden Rays and Incorporated Senior Citizens of Sierra County transit programs.

Policy 2.2.3. Encourage applications of non-profit and private enterprise for available transit grant program funds. Implementation – Grant writing assistance for Golden Rays and Incorporated Senior Citizens of Sierra County transit programs.

Policy 2.2.4. Provide transportation services that enhance provision of public services, such as education, job training, medical, and cultural activities. Implementation – Continued support of the public transit program. Explore new transit funding sources.

Policy 2.2.5. Consider including broadband infrastructure as part of roadway projects to allow job creation as well as increased opportunities for telecommuting. Implementation – Consider as part of roadway projects.

Objective 2.3. Provide levels of road maintenance that minimize unnecessary wear and more costly road reconstruction.

Policy 2.3.1. Establish a priority list based on the impact of maintenance; rehabilitation and reconstruction of the existing highway system will receive the highest consideration for available funds.

Goal 3. It is the goal of the SCTC to maintain a system safe system for truck traffic, within the existing roadway network, that preserves the rural quality of life of county residents.

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

Objective 3.1. Program improvements to the transportation system which improve traffic, bicycle, and pedestrian safety at locations with high rates of accidents, through elimination of hazards or potential hazards. Performance measure: Countywide accident rate per million vehicle miles of travel. Strategic Highway Safety Plan goals.

Policy 3.1.1. Develop a continuing program to improve curve safety on County roadways. Implementation – Capital Development Program and annual interface with Caltrans at General Plan progress report session.

Policy 3.1.2. Provide road widening and turnout areas on all existing one-lane roads to improve safety and traffic flow as new development is proposed. Implementation – Review of individual projects.

Policy 3.1.3. Ensure adequate access to existing or proposed developed areas by conforming to the Public Resources Code 4290 Fire Safety Requirements. Implementation – Conformity with Fire Safety Requirements.

Policy 3.1.4. Provide improvements to existing roads when needed to ensure safety. Implementation – Capital Improvements Program on a five-year cycle.

Policy 3.1.5. Actively ensure that hazardous waste management is current with State and Federal laws. Implementation – Annual review of county Hazardous Waste Management, adoption of the General Plan and coordination with the California Highway Patrol and Caltrans.

Objective 3.2. Maximize the level of year-round access on the country roadway system. Performance measure: Minimize mileage of country roadways not maintained in winter.

Policy 3.2.1. Maintain as many roads as year-round travel as budget will allow and which are not in conflict with winter recreational plans. Implementation – Annual budget process.

Objective 3.3. Identify anticipated street and road congestion/capacity problems before they become critical to program preventive measures and reduce the cost of correction. Performance measure: Roadways and intersections LOS.

Policy 3.3.1. LOS C as defined in the 6th edition of the Highway Capacity Manual (2016) shall be the target on all roadways (state and county). Implementation – Ongoing. Development Review, adoption of appropriate development fees, capital improvement program, annual General Plan progress.

Policy 3.3.2. Proactively review and comment on development projects in adjacent counties with potential traffic and air quality impacts on Sierra County, and coordinate with other counties regarding equitable mitigation of impacts in the county. Implementation – Participation in environmental review and permitting process for applicable development proposals.

Policy 3.3.3. Cooperate with the USFS to reduce traffic impacts which would impact either jurisdiction, and to resolve differences in USFS and county road management objectives. Implementation – Respond as proposals are made.

Policy 3.3.4. Require and expect property owners to maintain new residential roads; the county is generally not interested in accepting new residential roads for maintenance due to funding restrictions. Evaluate road maintenance agreement (including those in CC & Rs) to ensure that Homeowners Associations or other appropriate entities will be funded adequately to maintain private roads. Consider acceptance of private road offers of easement dedication. Implementation – Review of individual projects.

Objective 3.4. Program improvements to the transportation system which prevent further deterioration of the existing system and provide priority to preventive maintenance, rehabilitation, and reconstruction projects over enhancements projects. Performance measure: Countywide Road pavement condition.

Policy 3.4.1. Maintenance of the existing system should be assured prior to considering the construction of new county-maintained roadways. New major roadways are not desired. Implementation – Adoption of the General Plan and ongoing development review.

Policy 3.4.2. The County should provide the maintenance and minor improvements needed to perpetuate its system of safe rural roads. Implementation – Annual budget process.

Policy 3.4.3. Bridge structures should be repaired, reinforced, or replaced as needed on a basis compatible with existing roadway widths and architecture. Upgraded standards should be used only, if necessary, for safety reasons or if needed to obtain state and federal funding. Implementation – Oversight of proposals by other agencies and internal use of this policy by Public Works Department.

Policy 3.4.4. Encourage the Forest Service to adequately maintain National Forest roads which are utilized by recreationalists, logging trucks, and other traffic. Implementation – Yearly progress report session at annual General Plan review, and subsequent correspondence if needed.

Objective 3.5. Develop road systems that are compatible with the areas they serve. Performance measure: Roadway/ intersection LOS and consistency with adopted roadway standards.

Policy 3.5.1. Develop policy on speed limit control, reduction, and enforcement on state roads with pass through communities. Implementation – Review individual projects.

Policy 3.5.2. Develop public and private roadway standards consistent with the Roadway Classifications chart in the General Plan Circulation Element that ensures safety balanced with environmental concerns. Implementation – Develop County Road Standards.

Policy 3.5.3. Designate commercial hauling routes through developed areas. Implementation – Review and adopt a county ordinance setting specific performance standards for commercial traffic through existing communities.

Objective 3.6. Maintain the natural and historic characteristics of the region that makes Sierra County attractive to both residents and visitors. Performance measure: Impact of roadway system on countywide of Capital Improvement Plan.

Policy 3.6.1. Transportation improvements for recreation travel should be directed toward development and protection of scenic routes and support the local economy. Implementation – Consistency of Capital Improvements Pan.

Policy 3.6.2. Ensure that new roadway development and circulation improvements are designed with the goals of the "least possible" impact in mind. For example, special standards should be used in the following cases: Implementation – Consistency of Capital Improvements Plan.

- Along Waterways
- Adjacent to steep slopes which would require extensive cut/fill.
- Adjacent to wetlands
- Where visually important specimen trees of tree standard exist
- At existing bridges, especially to preserve historical one lane bridges of Downieville
- Along scenic highways

Policy 3.6.3. Develop standards that require erosion control plans, including use of Best Management Practices for runoff control, be prepared for all new roadways designs and circulation improvements projects. Improvements – Creation of new Development Standards along with updated Zoning Ordinance.

Policy 3.6.4. Support efforts of the Federal and State government to reduce conditions on transportation funding which would require the county to use design standards higher than county standards. Implementation – Respond as proposals are made.

Policy 3.6.5. Actively oppose USFS road management objectives which conflict with county goals. Implementation – Respond as proposals are made.

Objective 3.7. It is the goal of the county to prevent growth inducement along transportation corridors that is consistent with existing land use patterns.

Objective 3.8. Avoid the provision of roadway capacity (such as through road corridor expansion) over that required to safely accommodate existing and planned land uses identified in the General Plan. Performance measure: Existing or forecast LOS and VMT along roadway corridors.

Policy 3.8.1. Oppose the development of high-speed thoroughfares on new or existing federal, state or county-maintained roads, Implementation – Ongoing oversight of proposals by other agencies.

Policy 3.8.2. Oppose the development of major new roads (other than local roads to serve residential development) or major improvements to existing state, federal, or county roads which would be required by higher standards, higher design speeds, or expanded capacity over those normally acceptable to the county. Implementation – Ongoing oversight of proposals by other agencies.

3.2.3. *ACTIVE TRANSPORTATION*

There is a need to enhance Sierra County bicycle and pedestrian facilities for recreational users, tourists, and residents. Wider shoulders, bike lanes, and paths will greatly increase safety, while wayfinding signage and safe crossing areas will improve connectivity between community and tourist destinations. The public input process indicated that providing additional facilities for bicyclists and pedestrians is an important regional transportation need.

Goal 4. Encourage a Safe and Convenient Non-Motorized Transportation System

Objective 4.1. Encourage the development of active transportation that will be convenient to use, easy to access, continuous, safe, and integrated into a multimodal transportation network. Facilities should serve as many segments of the population as possible.

Policy 4.1.1. Include active transportation as part of a complete street transportation program.

Policy 4.1.2. Plan for and provide a continuous and easily accessible bikeway system within the region.

Policy 4.1.3. Seek discretionary funding to implement identified active transportation projects.

Policy 4.1.4. Promote the county as a safe and enjoyable destination for bicycling and pedestrian use.

Policy 4.1.5. Promote the adoption and use of bicycle and pedestrian-related transportation intelligent systems (ITS) applications in line with regional and federal guidelines.

Objective 4.2. Address safety, micro-mobility and active-transportation gaps through complete streets planning.

Develop and implement short-term and long-term strategies that eliminate safety hazards, close gaps in the active-transportation network and integrate micro-mobility options. Strategies should emphasize complete streets design to ensure roads serve people walking, biking, using micro-mobility devices (e.g., e-bikes and scooters).

Policy 4.2.1. Identify and prioritize network gaps. Conduct a countywide gap analysis to map missing sidewalks, bike facilities and trail connections. Develop a prioritized list of short-term improvements—such as interim widened shoulders, wayfinding signage and delineators—while planning for long-term construction of continuous, accessible, low-stress routes linking communities, schools, parks and recreational trailheads.

Policy 4.2.2. Implement low-cost safety enhancements. Install high-visibility crosswalks, curb extensions, pedestrian refuges, lighting and traffic-calming devices at locations with crash histories or high pedestrian/bicycle volumes, particularly in Loyalton, Downieville, and Sierraville. Coordinate with Caltrans to introduce quick-build complete-streets pilots on state routes (e.g., SR 49 and SR 89) that can be evaluated and refined over time.

Policy 4.2.3. Expand micro-mobility options and infrastructure. Partner with local businesses, schools and nonprofit organizations to pilot bike share, e-bike and e-scooter programs tailored to Sierra County's rural context. Provide secure parking and charging facilities and adopt ordinances establishing safe operating speeds, helmet use and trail etiquette.

Policy 4.2.4. Strengthen Safe Routes to School and mobility education. Build on existing Safe Routes to School initiatives by implementing walking-school buses, bicycle-training classes and traffic-safety education. Provide targeted outreach to older adults, visitors and underserved populations to encourage walking and biking for short trips and recreation.

Policy 4.2.5. Adopt a countywide Complete Streets policy. Develop design standards that require all new roadway projects and major rehabilitations to incorporate complete-streets elements—such as protected bike lanes, sidewalks, ADA-compliant crossings and transit stops—unless exceptions are justified. Coordinate with Caltrans to implement context-sensitive complete streets on state highways.

Policy 4.2.6. Monitor and fund safety and micro-mobility projects. Pursue grants from the Active Transportation Program, Highway Safety Improvement Program and other federal or state sources. Establish a data-collection program to track crashes, near misses and micro-mobility usage, and use the results to refine priorities and demonstrate project benefits when seeking funding.

3.2.4 AVIATION

Promoting general and commercial aviation facilities and services already in place that complement the countywide and regional transportation system are necessary for the pursuit of economic and development opportunities, including goal of increasing tourism. At a minimum, maintenance of general aviation facilities is essential.

Goal 5. Promote Aviation Facilities

Objective 5.1. Maintain and enhance existing airports

Policy 5.1.1. Seek all available funding sources for airport maintenance and enhancement and implement capital improvement plans and projects identified as part of the California Aviation System Plan, System Needs Assessment Element.

Policy 5.1.2. Promote land use compatibility with the surrounding environment for each airport, through cooperation with the Aviation Land Use Commission.

Policy 5.1.3. Encourage and foster effective and efficient use of existing airport facilities including new partnership with third-party agencies and regional services, including commercial aviation and shuttle services.

Objective 5.2. Ensure effective planning, funding, and land-use compatibility for Sierra County's airports. Develop and implement strategies that update aviation planning documents, secure sustainable financing and build local expertise to maintain safe, efficient and compatible operations at public-use and private-use airports.

Policy 5.2.1. Update planning documents and regulatory plans. Work with Caltrans Aeronautics and the Sierra County Airport Land Use Commission to update the Airport Layout Plan (ALP) for the Sierraville–Dearwater Airport during the 2025–2040 timeframe and then revise the Airport Land Use Compatibility Plan (ALUCP) accordingly. Seek Capital Improvement Program (CIP) grant funding to complete these updates.

Policy 5.2.2. Leverage targeted aviation funding programs. Identify and pursue financial assistance through the California Aid to Airports Program (CAAP)—including the Airport Improvement Program (AIP), Acquisition and Development Program and the Local Airport Loan Program—to support facility maintenance, safety improvements and plan updates. Maintain awareness of federal and state funding cycles and partner with Caltrans Aeronautics to maximize grant competitiveness.

Policy 5.2.3. Participate in state-sponsored training. Encourage commissioners and local planning staff to attend Caltrans Aeronautics' Airport Land Use Compatibility training program. The training familiarizes participants with compatibility processes and criteria, ensuring that land-use decisions surrounding airports remain consistent with updated ALUCP policies.

Policy 5.2.4. Utilize operational data to inform capital planning. Monitor aviation activity at County-owned facilities; for example, Sierraville–Dearwater Airport hosts approximately 1,200 operations annually. Use operations and based-aircraft data to prioritize facility needs and justify funding requests.

3.3. TRIBAL TRANSPORTATION AND CULTURAL RESOURCES

Sierra County's cultural heritage encompasses both prehistoric and historic-era resources. Evidence of human occupation in the Sierra Valley dates back at least 5,000 to 10,000 years; archaeologists associate early stone-tool and milling features with the Martis culture, which may be ancestral to the Washoe and Maidu peoples. Bedrock mortars, grinding rocks, projectile points and other stone tools have been found near Sattley and along present-day State Route 89. These artifacts show that indigenous groups seasonally harvested seeds, bulbs and acorns and hunted game across the valley and foothills. Later, the Washoe Tribe of Nevada and California and the Maidu (now represented by the Greenville Rancheria) occupied and traversed Sierra Valley and adjacent ridges prior to Euro-American settlement, leaving additional archaeological sites throughout the County.

Under the California Environmental Quality Act (CEQA), cultural resources include prehistoric archaeological sites, historic-era buildings, structures and objects, and may also encompass intangible heritage. Tribal cultural resources, as defined by AB 52, are a subset of cultural resources that have

cultural value to a California Native American tribe; they can be specific sites, features or objects, but they may also be cultural landscapes, viewsheds or sacred places. For example, many tribal communities consider mountain peaks, unusual rock formations, springs, streams, rock-art locations and burial or cremation sites as sacred. Because tribal resources may extend beyond the physical footprint of a project, both ground disturbance and visual or auditory changes can adversely affect them.

Two federally recognized tribes have ties to Sierra County: the Washoe Tribe of Nevada and California and, although its reservation lies in Plumas County, the Greenville Rancheria of Maidu Indians. The SCTC maintains ongoing communication with these tribes, and with other tribes who may identify ancestral connections to Sierra Valley, when considering transportation policies and projects. Recognizing that tribal cultural resources are distinct from but may overlap with other cultural resources, the SCTC will:

- Consult early and in good faith with tribal governments pursuant to AB 52 and SB 18 to identify cultural and tribal cultural resources that may be affected by RTP projects.
- Avoid, minimize or mitigate impacts to prehistoric archaeological sites and historical buildings by following the Secretary of the Interior's standards for identification and treatment.
- Coordinate with tribes to protect sacred landscapes, viewsheds and ceremonial areas, understanding that even non-ground-disturbing actions, such as roadway realignments or scenic-corridor projects, can affect their cultural significance.

4. ACTION ELEMENT

The Action Element presents a plan to address the needs of and issues surrounding each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element also highlights the programs, policies, technical assistance, investments, and other actions to support RTP strategies and goals.

In the Action Element, projects and programs are categorized as short- or long-range improvements, consistent with identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions, and transportation needs discussed in the first three sections of this RTP. The project capacity of the RTP has not been increased since the issuance of the 2020 Sierra RTP.

4.1. PROJECT PURPOSE AND NEED

The RTP Guidelines and supplement to the RTP Guidelines adopted by the CTC require that an RTP "provide a clearly defined justification for its transportation projects and programs." This requirement is often referred to as either the "project intent statement" or "project purpose and need." A project's "need" is an identified transportation deficiency or problem, and its "purpose" is the set of objectives that will be met to address the transportation deficiency. Each table of projects included in the Action Element contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. The intent of improvements in each category is described below.

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for 10-year (2035) and 20-year (2045) planning horizons. The 10-year planning blocks allow for consistency with the STIP, which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system.

The broad categories of system preservation, capacity enhancement, safety, and/or multimodal enhancements capture the intended outcome for projects during the life of the RTP and serve to enhance and protect "livability" for residents in the County. Projects and funding listed in this Action Element are consistent with the Interregional Transportation Improvement program.

4.1.1. *REGIONAL PRIORITIES*

Maintenance and Improvement Emphasis

In Sierra County, the limited available funding is focused on maintaining existing facilities across all modes. Aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality, and help accommodate future travel demand in the region. Should a capacity-increasing project become a regional priority, it would be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has a limited capacity to fund and implement large projects due to funding and staffing constraints.

Regionally Significant Projects

Regionally significant projects for Sierra County include Smithneck Creek Road Reconstruction. Smithneck Creek Road is the only year-round access for the Sierra Brooks Community and is a major recreational access point for Tahoe National Forest and Toiyabe National Forest. Road conditions have deteriorated from long term usage, with winter weather causing significant damage through freeze/thaw cycles, and gaps in road fill causing water and freeze to increase the degradation of the road surface, creating hazardous driving conditions.

Along with roadway rehabilitation the Smithneck Creek Road project will also provide additional bicycle and pedestrian facilities between SR 49 and the Sierra Brooks subdivision, an added spur will bring a connection to the Smithneck Creek County Park which is south of the subdivision. A bicycle route will be added along Smithneck Road (County Road S860. The proposed route will be class 2 between SR 49 and Antelope Valley Road, class 3 through the Sierra Brooks subdivision, and then class 2 between Bear Valley Road and Smithneck Creek County Park. An additional pedestrian safety measure may also be included as a crosswalk with advanced signage at or near the intersection of SR 49 and Smithneck Road.

4.1.2. *TRANSPORTATION SAFETY*

Addressing transportation safety in a regional planning document can enhance the health, economic, and quality-of-life outcomes for residents of and visitors to Sierra County. In response to safety issues, Caltrans crafted a Strategic Highway Safety Plan with one primary safety goal: to reduce roadway fatalities to less than one fatality per one hundred million VMT. The Plan concentrates on 15 "Challenge Areas" concerning transportation safety in California. For each Challenge Area, it provides background data, establishes specific goals, considers strategies to achieve those goals, and discusses institutional issues that could affect goal implementation. The policy aspect of this RTP incorporates safety goals and objectives that are in line with the California Strategic Highway Safety Plan and addresses regional safety needs.

4.1.3. *SIERRA COUNTY STRATEGIES TO PREPARE FOR CLIMATE CHANGE*

Potential hazards to the transportation infrastructure include increased severity and frequency of storms, droughts, and wildfires, which may have direct and/or indirect impacts on the transportation system in Sierra County. SCTC is taking proactive approaches to mitigate any such impacts.

4.1.4. *TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS*

Transportation security and emergency preparedness address issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Achieving the highest levels of emergency preparedness would include maintaining and improving roadways, airport facilities, bicycle and pedestrian facilities, and public transit services. Most short- and long-range projects identified for the region have an emphasis on maintenance and operational improvements. In addition to maintaining facilities vital for the region's safe evacuation, emergency preparedness involves training and education as well as planning appropriate responses to possible emergencies.

4.2. PROJECT LISTS

Projects included in the RTP are categorized as either short- or long-range projects. The short-range projects (2025-2035) are shown in tables 4.1–4.6. Complete project tables including short- and long-range projects can also be found in **Appendix C.**

4.2.1. *ROADWAY PROJECTS*

Table 4.1 shows current short-range and roadway projects for agencies in Sierra County. The long-range projects can be found in **Appendix C.**

Table 4.1: Roadway Projects

Roadway Projects					
RTP Project Number	**Roadway Name**	**City**	**Description**	**Construction Year**	**Cost**
Sierra County - Short Range					
16-Road-SC	Streets of Sierra City	Various	Pavement overlay	2025-2030	$10,000,000
01-Road-SC	Smithneck Road	Various	Reconstruct and rehabilitate	2035-2040	$10,000,000
Short Range Total					**$20,000,000**

4.2.2. *BRIDGE PROJECTS*

Table 4.2 shows current short-range bridge projects for agencies in Sierra County. The long-range projects can be found in **Appendix C.**

Table 4.2: Bridge Projects

Bridge Projects				
Project Number (Local)	**Funding Source**	**Description**	**Construction Year**	**Cost**
Sierra County - Short Range				
13C0051	STIP/HBP	Plumbago Road Bridge over Kanaka Creek in Alleghany	2025-2026	$2,200,000
13C0006	STIP/HBP	Nevada Street Bridge over North Yuba River Rehabilitation Project	2026-2027	$2,500,000
Short Range Total				**$4,700,000**

4.2.3. *TRANSIT PROJECTS*

The following table shows the short-range operating and capital transit projects planned in Sierra County. Over $300,000 in short-range transit needs have been identified in Sierra County.

Table 4.3: Transit Projects

TRANSIT PROJECTS			
Funding Source	**Project Name**	**Construction Year**	**Total Cost**
STA / PTMISEA	Purchase Two Vans	2025	$190,000
STA / PTMISEA	Replace Public Transit Vehicles at End of Useful Life	2026	$180,000
JARC, New Freedom, 5310/Local	Hire Mobility Manager for Coordinated Public Transit Human Services Transportation Projects (cost per year)	TBD	$43,000
Short Range Total			**$413,000**

4.2.4. *BICYCLE AND PEDESTRIAN PROJECTS*

Due to a severe lack of funding, there are no short-range bicycle and pedestrian projects in Sierra County. Most active transportation projects do not yet have identified funding sources and will be implemented as funding permits. The long-range Bicycle and Pedestrian projects can be found as Table 4.4 in **Appendix C**.

4.2.5. *AVIATION PROJECTS*

The following table shows short-range aviation projects in Sierra County. A total of just over 2 million in short-range needs have been identified in Sierra County. The long-range aviation projects can be found in **Appendix C**.

Table 4.5: Aviation Projects

AVIATION PROJECTS				
Project Name	**Funding**	**Construction Year**	**Airport**	**Cost in Construction Year**
Runway Reconstruction	FTA/State	2025-2030	Dearwater Airport - Sierraville	$600,000
Reconstruct Apron	FTA/State	2025-2030	Dearwater Airport - Sierraville	$400,000
Construct turnaround: Runway 3	FTA/State	2025-2030	Dearwater Airport - Sierraville	$30,000
Widen Runway to 60 Feet	FTA/State	2025-2030	Dearwater Airport - Sierraville	$210,000
ALP Master Plan	FTA/State	2025-2030	Dearwater Airport - Sierraville	$18,000
New Parallel Taxiway-One Half Length #1	FTA/State	2025-2030	Dearwater Airport - Sierraville	$330,000
New Parallel Taxiway-One Half Length #2	FTA/State	2025-2030	Dearwater Airport - Sierraville	$330,000
Land Acquisition for Aviation Easement	FTA/State	2025-2030	Dearwater Airport - Sierraville	$180,000
Short Range Total				**$2,098,000**

4.2.6. *CALTRANS STATE HIGHWAY OPERATIONS AND PROTECTIONS PROGRAM (SHOPP)*

SHOPP is a state program administered through Caltrans. A total of $29.24 million in project needs has been identified for State Highways in Sierra County, representing both the total project costs and the funding allocated through the SHOPP program for the usual 0–5 year SHOPP period.

Table 4.6: SHOPP Projects

SHOPP Project List							
Route	**Begin PM**	**End PM**	**Location**	**Description**	**Status**	**Construction Year**	**Project Cost**
49	15.6	16.9	Route 49 on Main Street near Downieville	Drainage Restoration	Planned	2030/31	$4,130,000
89	20	29.584	Route 89 north to Plumas County Line	CAPM	Planned	2031/32	$5,682,000
49	R34.26	R34.26	Route 49 at Howard Creek Bridge (Br# 13-10)	Bridge	Planned	2031/32	$1,250,000
49	0	47.3	Route 49 from the county line to approx. 0.3 mile north of N. Jct SR 89	Drainage System Restoration	Planned	2031/32	$1,406,000
49	R34.26	R34.26	5 miles east of Sierra City at the Howard Creek Culvert	Remove the existing culvert, bridge replacement, and new approach guard	Planned	2034/35	$6,600,000
89	0	15.2	Route 89 from the county line to 0.2 miles north Rte 49 Junction	CAPM	Programmed	2026/27	$21,840,000
Total SHOPP							**$40,908,000**

4.3. PROGRAM-LEVEL PERFORMANCE MEASURES

The Rural County Task Force completed a study on the use of statewide performance measure indicators for the 26 RTPAs in California to evaluate their applicability to rural and small urban areas like Sierra County; the study identified and recommended measures that would best suit the unique conditions and resources available in these locales. These performance measures continue to help in the selection of RTP project priorities and in monitoring how well the transportation system functions.

The following standards guided the selection of performance measures for this RTP:

1. Performance measures align with California transportation goals and objectives.
2. Performance measures are consistent with the current goals and objectives of Sierra County.
3. Performance measures are applicable to Sierra County as a rural area.
4. Performance measures can be linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Sierra County.

Program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system functions. The aim of each performance measure and its location within the RTP are described herewith.

4.3.1. *PERFORMANCE MEASURE 1 – CONGESTION/DELAY/VEHICLE MILES TRAVELED*

This performance measure monitors how well State Highways function, based on peak volume, capacity, and VMT. The data is reported annually and as a trend beginning in the year 2000. Monitoring this performance measure requires minimal resources as data for the State Highway System is readily available. Not all locations are reported annually in Caltrans vehicle reports; thus some 'current' data may be more outdated for some roadway sections. This performance measure is reasonably accurate for the State Highway System and may be used in a cost/benefit analysis that includes additional calculations such as travel time delay as a function of time-of-day directional volume/capacity ratio.

The county and incorporated cities do not track VMT. However, Caltrans does incorporate average daily traffic data from the County and is included in the Caltrans Vehicle report in a tabled "Highway Performance Monitoring System (HPMS) mileage summary by Functional Classification, Population and Net Land Area." Because rural areas contain population centers of less than 5,000 people or have areas below a population density of 1,000 people per square mile, VMT is not reported on local roadways.

Desired outcome and RTP/State goals:

- Measure of overall vehicle activity and use of the roadway network
- Input maintenance and system preservation
- Input to safety
- RTP Goals 1,2,3,6

4.3.2. *PERFORMANCE MEASURE 2 – PRESERVATION/SERVICE FUEL USE/TRAVEL USE/ TRAVEL DISTANCE/TIME/COST*

This performance measure monitors the condition of the roadway in Sierra County through pavement conditions. Pavement conditions should be monitored every 2 years using Sierra County's Pavement Management System (PMS) methodology. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/ State goals:

- Safety
- System Preservation
- Accessibility
- Reliability
- Productivity
- Return on Investment
- RTP Goals: 1, 2, 3

4.3.3. *PERFORMANCE MEASURE 3 – MODE SHARE/ SPLIT*

This performance measure monitors transportation mode and mode share to understand how State and County road's function based on modes used. The data is reported as a trend over time from 2000 and does not require a high level of additional resource requirements. Although the data is less accurate for smaller counties, the data is reasonable accurate in Sierra County. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State goals:

- Multimodal
- Efficiency
- RTP goals: 2, 3, 4, 5, 6

4.3.4. *PERFORMANCE MEASURE 4 – SAFETY*

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for the public. There is a need to establish methods to proactively improve the safety of the transportation network.

This performance measure monitors safety through the total accident cost and should be reviewed annually. To obtain a full picture of this data, staff may be required to access secondary data sources. Reasonably accurate data can be used directly for benefit/cost analysis. The County tracks the number of collisions on local roads and compiles the data to identify locations that need safety improvements. California Statewide Integrated Traffic Records System data from CHP is used to monitor the number of fatal and injury collisions by location to identify needed improvements.

Desired outcomes and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per average daily traffic on select roadways over the past three years
- Monitor the number, location, and severity of collisions. Recommended improvements to reduce incidence and severity
- Work with Caltrans to reduce the number of collisions on State Highways in Sierra County
- Completion of projects identified in the TCRs and RTP
- RTP goals: 1, 2, 3

4.3.5. *PERFORMANCE MEASURE 5 – LAND USE*

This measure monitors the efficiency of land use and is reported over time since 2000. There is a need in Sierra County to balance land preservation with land use patterns that discourage sprawl and leap-frog development. Accessing this data requires minimal resource requirements and should be reviewed every 2 years for a high level of accuracy. This kind of data is not used for benefit/cost analysis.

Desired outcome and RTP/State goals:

- Land use efficiency.
- Coordinate with Caltrans on State Highway projects to maintain them at acceptable levels and reduce lane miles needing rehabilitation.
- Recommended RTP projects to maintain roads at or above the minimum acceptable condition as set by the county.

5. FINANCIAL ELEMENT

The financial element identifies current and expected revenue resources available to implement the short-range (2025-2035) and long-range (2036-2045) projects defined in the Action Element of the RTP. The funding in the short-range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. Long-range projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the Financial Element is to define realistic funding constraints and opportunities.

5.1. FINANCIALLY CONSTRAINED PROJECT LIST AND ANTICIPATED REVENUES

The RTP's Financial Element identifies funding sources and estimates revenues for Sierra County transportation projects over the 2025–2035 (short-range) and 2036–2045 (long-range) horizons (Table 5.1). Short-range projects listed in the Action Element are financially constrained; they are either already programmed or reasonably assumed to be funded through existing state, federal and local programs such as the State Transportation Improvement Program (STIP), Highway Users Tax Account, Road Maintenance and Rehabilitation Account, Local Transportation Fund, State Transit Assistance and the federal Highway Bridge Program. The total cost of these short-range projects does not exceed the revenues projected for the same period, ensuring fiscal constraint. Long-range projects are identified for planning purposes; their implementation will depend on future revenue availability and updates to the RTP.

5.2. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Projects in this RTP that will use STIP funds are included in— or will be added to—the Sierra County Regional Transportation Improvement Program (RTIP). The RTIP is the county's four-year program of STIP-funded projects and becomes part of the statewide Transportation Improvement Program. Federal guidance requires that transportation improvement programs include all regionally significant projects and be consistent with the Metropolitan Transportation Plan (or RTP) and fiscally constrained. To meet this requirement, the SCTC ensures that the financially constrained project list in the RTP and the RTIP are aligned. When the RTIP is updated, SCTC will verify that projects from the RTP that rely on STIP funding are reflected in the RTIP and that their costs are covered by reasonably available revenue. Conversely, any project added to the RTIP must be consistent with the goals and policies of the RTP.

5.3. PROJECTED REVENUES

Table 5.1 presents the expected revenue sources and funding for the next 20 years, categorized by short or long-range timelines. All estimates account for expected inflation based on the consumer price index inflation rate and adjusted to reflect the cost in year of expenditure. Long-range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation, and program and policy change.

Table 5.1: Projected Revenues from Federal, State and Local Sources for Sierra County

Projected Revenues from Federal, State, and Local Sources for Sierra County			
Revenue Category	**Revenue**		
	Short-Range (1-10 yr)	**Long-Range (11-20 yr)**	**Total**
Roadway Funding			
Roadway Revenue -Highway Users Tax Account County (HUTA), and Road Maintenance and Rehabilitation Account (RMRA), RSTP[1]	$34,270,067	$61,372,470	$95,642,537
State Transportation Improvement Program (STIP)[2]	$5,424,000	$6,000,000	$11,424,000
Total Roadway Funding	**$39,694,067**	**$67,372,470**	**$107,066,537**
Transit Funding			
Federal Transit Administration (FTA) 5311[3]	$564,959	$683,816	$1,248,775
Local Transportation Funds (LTF-Article 8)[4]	$778,000	$1,140,000	$1,918,000
SB 125 (TIRCP/ZETCP)[5]	$317,641	$-	$317,641
State Transit Assistance (STA)[6]	$821,000	$821,000	$1,642,000
Total Transit Funding	**$2481,600**	**$2,644,816**	**$5,126,416**
Aviation Funding			
Annual Distribution for Aviation[7]	$100,000	$100,000	$200,000
Bridge Funding			
Highway Bridge Program (HBP)[8]	$4,700,000	$12,783,000	$17,483,000

Table 5.1 Continued

Projected Revenues from Federal, State, and Local Sources for Sierra County			
Revenue Category	**Revenue**		
	Short-Range (1-10 yr)	**Long-Range (11-20 yr)**	**Total**
Total County Transportation Revenue (No SHOPP)	**$46,975,667**	**$82,900,286**	**$129,875,953**
State Highway Funding			
State Highway Operation Protection Program (SHOPP)[9]	$40,908,000	$-	$40,908,000
Total State Highway Funding	**$40,908,000**	**$-**	**$40,908,000**

NOTES

(1) Based on apportionments from State Controller.

(2) Based on historic and current STIP programming amounts.

(3) Annual 5311 and 5310 funds based on Sierra SRTP.

(4) Based on annual distributions.

(5) Based on historic and current STA amounts.

(7) Based on AIP $10K/airport.

(8) Based on project lists and estimated future projects.

(9) Derived from Caltrans supplied project list.

5.4. COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP, indicating its financial constraints. Estimates in parentheses represent areas where projected costs are greater than projected revenues. As can be seen, this funding constraint is an issue for many long-range projects.

Table 5.2: Revenue vs. Costs by Mode

Revenue vs Costs by Mode							
Mode	Funding Source	Projected Revenue		Projected Project Cost		Revenue Minus Costs	
		Short-Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway	HSIP, SRS, STIP, HUTA, SB1	$39,964,067	$67,372,470	$20,000,000	$256,601,602	$19,694,067	$(189,229,132)
Bridge	HBP	$4,700,000	$12,783,000	$4,700,000	$12,783,000	$-	$-
Transit	LTF, STA, FTA, Farebox, LCTOP	$2,481,600	$2,644,816	$413,000	$2,644,816	$2,068,600	$-
Airport Capital	AIP	$100,000	$100,000	$100,000	$100,000	$-	$-
Total		**$46,975,667**	**$82,900,286**	**$25,213,000**	**$272,129,418**	**$21,762,667**	**$(189,229,132)**

5.5. REVENUE VS. COST BY MODE

5.5.1. *ROADWAYS*

Table 5.3 compares Sierra County roadway improvement costs to the expected available revenues. Roadway revenues identified here include the STIP, Regional Surface Transportation Program, Highway Users Tax Account, receipts from federal lands, and local transportation funds. Each of these programs have different eligibility requirements, but revenues are generally used for roadway preservation, rehabilitation, reconstruction, and other improvements.

Table 5.3: Comparison of Roadway Costs to Expected Revenue

Comparison of Roadway Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway Comparison	$39,964,067	$67,372,470	$20,000,000	$256,601,602	$19,694,067	$(189,229,132)

5.5.2. *BRIDGES*

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges.

Table 5.4: Comparison of Bridge Costs to Expected Revenue

Comparison of Bridge Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bridge Comparison	$4,700,000	$12,783,000	$4,700,000	$12,783,000	$-	$-

5.5.3. *TRANSIT*

Transit projects are funded under the Transportation Development Act, which provides moneys from the Local Transportation Fund and State Transit Assistance to supporting public transportation. The Local Transportation Fund is derived from a quarter-cent of the state sales tax collected within Sierra County and the State Transit Assistance is generated from a statewide sales tax on motor vehicle (diesel) fuel. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration Programs. Local funds and transit fares also cover some costs.

Table 5.5: Comparison of Transit Costs to Expected Revenue

Comparison of Transit Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Transit Operating & Capital Comparison	$2,481,600	$2,644,816	$413,000	$2,644,816	$2,068,600	$-

5.5.4. *BICYCLE AND PEDESTRIAN*

Funding for bicycle and pedestrian projects in Sierra County will come primarily from the Active Transportation Program, a highly competitive State grant program.

Table 5.6: Comparison of Bikeway and Pedestrian Costs to Expected Revenue

Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bikeway and Pedestrian Comparison	$-	TBD	$-	$29,160,000	$-	$(29,160,000)

5.5.5. *AVIATION*

The Federal Aviation Administration allocates an annual aviation grant of $10,000 to eligible airports.

Table 5.7: Comparison of Aviation Costs to Expected Revenue

Comparison of Aviation Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Aviation Capital & Maintenance Comparison	$100,000	$100,000	$100,000	$100,000	$-	$-

6. DATA SOURCES AND REFERENCES

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2025 SIERRA COUNTY

REGIONAL TRANSPORTATION PLAN

APPENDICES

Downieville, Sierra County

PRESENTED BY

Green DOT Transportation Solutions

APPENDIX A

OUTREACH

STAKEHOLDER LIST

PROJECT TEAM	
Organization	**Contact Person**
Sierra County	Bryan Davey
Sierra County	Suzanne Smith
Sierra County	Kaylon Hall
Green DOT Transportation Solutions	Jeff Schwein
Green DOT Transportation Solutions	Nathaniel Redmond
Green DOT Transportation Solutions	Kailey Flynn

STAKEHOLDERS		
Organization	**Contact Person**	**Title**
CA Department of Fish and Wildlife	Morgan Kilgour	Regional Manager (North Central Region 2)
Caltrans District 3	Sergio Aceves	Acting Director
Central Valley Regional Water Quality Board	Kelli Garver	Ombudsman
City of Loyalton	Kathy LeBlanc	City Clerk
Discover Downieville		
Downieville Junior-Senior High School	James Berardi	Superintendent
Downieville Outfitters		
Downieville Volunteer Fire Department	Robert Hall	Captain
Golden Rays Senior Van Services	Kathy Williams	Transportation Coordinator
Humboldt-Toiyabe National Forest	Erica Hupp	Public Affairs Officer
Incorporated Seniors of Sierra County	Magdalene DeBerg	Executive Director
Lahoton Regional Water Quality Control Board	Ben Letton	Ombudsman
Loyalton Elementary School	Ms. Andrea White	Site Administrator
Loyalton High School	Megan Meschery	Principal
Northern Sierra Air Quality Management District	Julie Hunter	Air Pollution Control Officer / Director
Sierra Business Council	Jill Sanford	Communications Director
Sierra Buttes Trail Stewardship	Gregg Williams	Executive Director

Organization	Contact Person	Title
Sierra County Board of Supervisors	Lee Adams	District 1
Sierra County Board of Supervisors	Lila Heuer	District 2
Sierra County Board of Supervisors	Paul Roen	District 3
Sierra County Board of Supervisors	Terry LeBlanc	District 4
Sierra County Board of Supervisors	Sharon Dryden	District 5
Sierra County Chamber of Commerce	Rebecca Mooers	Secretary
Sierra County Fire Protection District #1	Victoria Fisher	Vice Chair
Sierra County Library	Peggy Daigle	Downieville Station Manager
Sierra County Office of Education	Shawn Snider	County Superintendent
Sierra County Planning Department	Monica Beachell	Departmental Specialist
Sierra County Public Health	Hannah Von Tour	Public Health Educator
Sierra County Sherrif's Office	Autumn Barry	Executive Assistant to the Sheriff
Sierra County Social Services	Jamie Shiltz	Social Worker Supervisor
Sierra County Visitors Bureau	Niecea Freeman	Co-Vice President, Marketing & Community Outreach
Sierra Nevada Conservancy	Brittany Covich	Public and Outreach Division Chief
Sierra Valley Ground Water Management District	Einen Grandi	Chariman
Sierra Valley Resource Conservation District	Rick Roberti	Chairman
Tahoe National Forest	Lauren Faulkenberry	Public Affairs Officer
Truckee Donner Land Trust	Greyson Howard	Communications Officer
Upper Feather River Watershed Group	Paul Roen	Sierra County Rep (Chair)
NEIGHBORING COUNTIES		
Organization	**Contact Person**	**Title**
Butte County Association of Governments (BCAG)	Andy Newsum	Executive Director
Lassen County Transportation Commission (LCTC)	John Clerici	Executive Secretary
Nevada County Transportation Commission (NCTC)	Mike Woodman	Executive Director

Organization	Contact Person	Title
Plumas County Transportation Commission (PCTC)	Jim Graham	Executive Director
Regional Transportation Commission (RTC) of Washoe County	William Thomas	Executive Director
Sacramento Area Council of Governments (SACOG)	James Corless	Executive Director
NEIGHBORING TRIBES		
Organization	**Contact Person**	**Title**
Greenville Rancheria of Maidu Indians	Kyle Self	Chairperson
Nevada City Rancheria Nisenan	Richard Johnson	Chairman
Tsi Akim Maidu	Grayson Coney	Cultural Director
Washoe Tribe of Nevada and California	Serrell Smokey	Chairman

OUTREACH SUMMARY

Sierra County Regional Transportation Plan

Outreach Summary

Prepared by:

Green DOT Transportation Solutions

Prepared for:

Sierra County Transportation Commission

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0 INTRODUCTION

Throughout the course of the Regional Transportation Plan (RTP) planning process, various outreach methods were utilized to ensure comprehensive community participation and input. The comments and feedback received were instrumental in shaping the Plan and a future of transportation in Sierra County that is reflective of the community's needs and wants.

This attachment details the community outreach and engagement efforts undertaken by the RTP Project Team to actively engage local stakeholders and gather critical feedback.

1 OUTREACH METHODS

1.1. PUBLIC NOTICING

1.1.1. Project Webpage

A dedicated webpage was created to serve as a central hub for all information related to the Regional Transportation Plan (RTP). The webpage featured comprehensive details on the project's scope, the planning process, and timelines. It also provided information on community outreach meetings, project documents, and direct links to online surveys. The webpage was updated throughout the development of the Plan to reflect the latest progress and to encourage continuous community engagement.

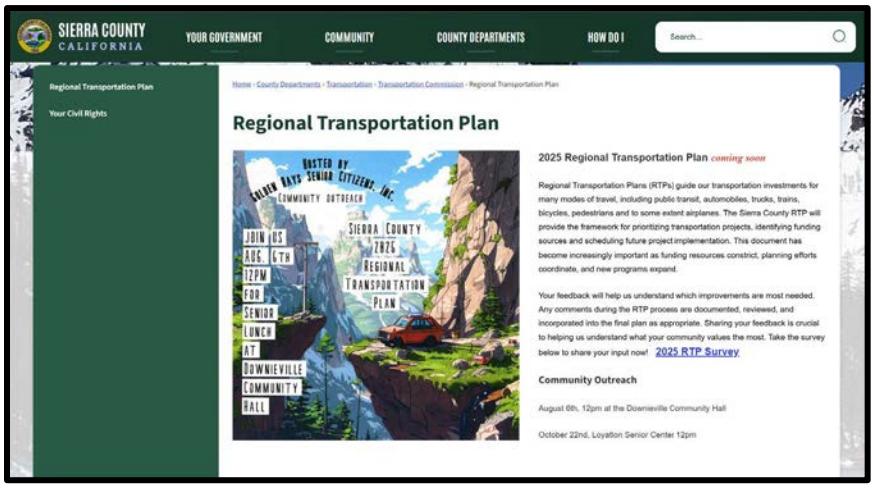


Figure 1.1: Project Webpage

1.1.2. Media and Advertising

Social Media

The project team employed a multifaceted approach to disseminate information about the RTP, utilizing both digital and physical channels to maximize community engagement. Online, detailed graphics and updates were regularly posted to project-specific social media profiles. These platforms were strategically used to enhance the project's visibility by sharing content on community event pages, and by identifying and following key community stakeholder organizations to foster a robust online presence.

Figure 1.2: RTP Social Media

Physical Flyering

In addition to digital outreach, the team implemented a traditional engagement strategy through the distribution of physical flyers. These were strategically placed at prominent community locations in the weeks prior to the scheduled community meetings. The advanced distribution was designed to ensure that community members had ample time to organize their schedules and participate effectively in the planning process.

Figure 1.3: RTP Flyers

2 STAKEHOLDER ENGAGEMENT

2.1. STAKEHOLDER ADVISORY COMMITTEE

The Stakeholder Advisory Committee (SAC) was established to provide a comprehensive governance and advisory structure for the Regional Transportation Plan. The SAC was composed of an expansive group of stakeholders including agency staff, Chamber of Commerce members, District Supervisors, County staff, Caltrans District 3, and prominent community members. These stakeholders brought a wide range of perspectives and expertise, crucial for addressing the diverse needs of the community. Please see Appendix A: Stakeholder List for a complete list of Stakeholders.

2.2. NEIGHBORING COUNTIES AND TRIBES' CONSULTATION LETTERS

Formal consultation letters were mailed to neighboring counties and tribes including Butte County Association of Governments (BCAG), Lassen County Transportation Commission (LCTC), Nevada County Transportation Commission (NCTC), Plumas County Transportation Commission (PCTC), Sacramento Area Council of Governments (SACOG), and Regional Transportation Commission (RTC) of Washoe County. There was no response for further consultation from anyone who was contacted.

3 PUBLIC EVENTS

3.1. COMMUNITY WORKSHOPS

The Sierra County Transportation Commission and project team hosted two workshops to introduce the 2025 Regional Transportation Plan Update and collect feedback from the community. The workshops were advertised and promoted to encourage community members to attend and provide input. Each meeting included a presentation introducing the Regional Transportation Plan, the purpose of the plan, the outreach process, funding challenges, community needs, and elements of the RTP. After the presentation, community members were able to ask questions or give comments to the project team. Community members were given the opportunity to determine priority projects and identify concerns with existing transportation conditions. In addition, sign-in sheets, maps, surveys, and comment cards were made available at the meeting to help attendees identify specific areas within the County that are a community concern for safe travel. For a summary of feedback received at the events, please refer to Section 4-Public Participation results

3.1.1. Downieville - August 6, 2024

The community outreach event with Golden Ray's Senior Inc. was held at the Downieville Community Hall on August 6, 2024, at 12:30 pm. There were twenty people in attendance.

3.1.2. Loyalton - October 22, 2024

The Loyalton Community Workshop was held at the Loyalton Senior Center during their regularly scheduled daily lunches on October 22, 2024 at 12:30 PM. There were about 10 people in attendance. Many attendees commented on the poor road conditions around Loyalton as well as snow maintenance concerns. Additionally, the Executive Director of the Incorporated Senior Citizens Sierra County sent the project survey along with the lunches delivered. Thirty (30) surveys were collected from this successful effort.

Figure 3.1: Community Workshops

Presentations

The Project Team developed a presentation to deliver to attendees that broke down the purpose and goals of a Regional Transportation Plan in addition to important context to Sierra County. Throughout the presentation, there were opportunities for the public to interject and comment on the Plan or process.

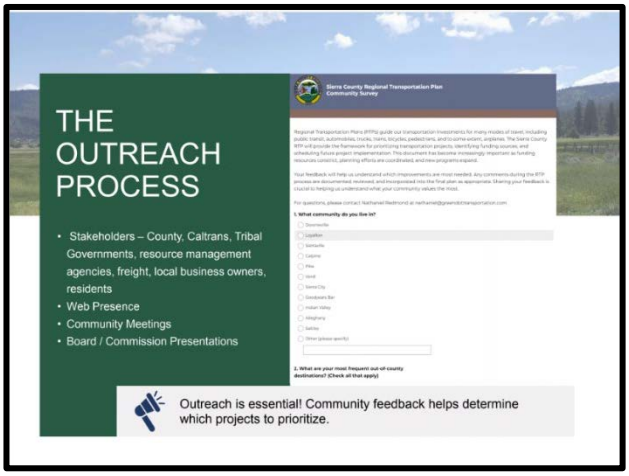


Figure 3.2: Presentation Slide

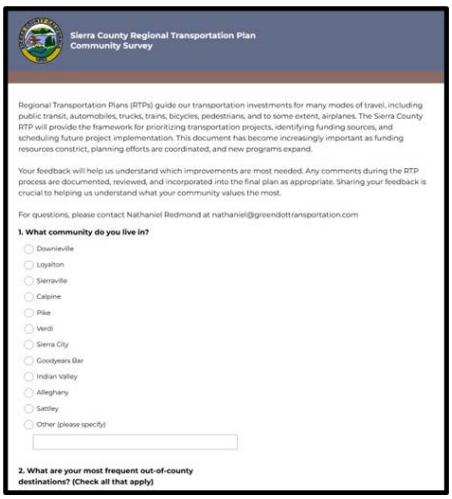
4 DATA COLLECTION AND ANALYSIS

4.1. PUBLIC SURVEY

To enhance community engagement and gather valuable input from local stakeholders in Sierra County, a streamlined and user-friendly survey was developed. The primary objective of this survey was to capture the transportation-related concerns and suggestions from the community, thereby identifying key areas for potential improvements within the County.

The survey was crafted to be concise yet comprehensive, ensuring that participants could complete it within a short time frame, between three to five minutes. This brevity was intentional to encourage higher participation rates by respecting the time constraints of community members.

To facilitate easy access and participation, the survey was hosted online. The survey link was prominently posted on the project's official website and was also disseminated through various communication channels to reach a broad audience within the community. This strategic placement ensured optimal visibility and accessibility, inviting extensive community participation, and ensuring that a diverse range of voices was heard in the planning process. Please see Appendix A: Survey Results for a complete account of the survey results.


Sierra County Regional Transportation Plan
Community Survey

Regional Transportation Plans (RTPs) guide our transportation investments for many modes of travel, including public transit, automobiles, trucks, trains, bicycles, pedestrians, and to some extent, airplanes. The Sierra County RTP will provide the framework for prioritizing transportation projects, identifying funding sources, and scheduling future project implementation. This document has become increasingly important as funding resources constrict, planning efforts are coordinated, and new programs expand.

Your feedback will help us understand which improvements are most needed. Any comments during the RTP process are documented, reviewed, and incorporated into the final plan as appropriate. Sharing your feedback is crucial to helping us understand what your community values the most.

For questions, please contact Nathaniel Redmond at nathaniel@greendottransportation.com

1. What community do you live in?

- Downieville
- Loyalton
- Sierraville
- Calpine
- Pike
- Verdi
- Sierra City
- Goodyears Bar
- Indian Valley
- Alleghany
- Sattley
- Other (please specify)

2. What are your most frequent out-of-county destinations? (Check all that apply)

Figure 4.1: Survey (Online & In Person)

4.2. QUANTITATIVE ANALYSIS OF FEEDBACK

The Sierra County transportation survey collected responses from 49 residents across the region, providing valuable insights into travel patterns, infrastructure needs, and transportation priorities. It is important to note that about 30 of these responses (~61%) are from the Incorporated Senior Citizens Sierra County lunch delivery collection.

The data reveals a community heavily dependent on personal vehicles for mobility, with significant out-of-county travel requirements for accessing essential services. The numerical findings demonstrate clear patterns in transportation usage and highlight specific areas of concern that can guide future planning efforts. The survey's structured rating questions allowed for precise measurement of resident priorities, showing strong consensus around road maintenance while revealing differing opinions on other transportation investments.

4.2.1. Demographics and Travel Patterns

The survey reveals a concentration of respondents from the county's two main population centers (Loyalton and Downieville), with minimal representation from smaller communities. What's particularly striking is the high frequency of out-of-county travel, with nearly half of respondents (46.94%) making these trips multiple

times weekly. This pattern underscores the region's dependence on neighboring areas for services and activities. The transportation mode breakdown shows an overwhelming reliance on personal vehicles, with minimal bicycle use (84.44% do not ride) and limited public transit utilization (56.82% do not use transit), despite daily walking being common for about half the population.

4.2.2. Commuting Patterns

The commuting data reveals a fascinating bimodal distribution that characterizes rural mountain communities. While many residents (38.46%) enjoy very short commutes under one mile, suggesting walkable employment within town centers, a significant portion face extreme commuting challenges, with 25.64% traveling over 30 miles to work. Even more revealing is data for necessary destinations access, showing nearly two-thirds of respondents (63.89%) must travel over 30 miles for basic necessities, highlighting the transportation challenges in this rural region. This extreme disparity between short local trips and long-distance necessity travel creates unique planning challenges.

4.2.3. Transportation Concerns

The data surrounding transportation concerns provides clear direction for improvement priorities, with road conditions standing out as the dominant issue affecting over half of respondents (56.76%). The high ranking of both speeding drivers (37.84%) and lack of transit service (35.14%) suggests a transportation environment that feels both unsafe and restrictive for many residents. Interestingly, despite limited bicycle use reported earlier, nearly one-fifth of respondents (18.92%) still identified bicycle/pedestrian facilities as a concern, indicating latent demand for these options that might increase with improved infrastructure.

4.2.4. Infrastructure Priorities

The infrastructure priorities reveal thoughtful consideration of multi-modal solutions, with wide shoulders (35.29%) emerging as the top choice—likely reflecting their versatility in serving cars, pedestrians, and cyclists in a rural environment with limited space. The equal preference for both sidewalks/curb ramps and improved transit service (both 29.41%) demonstrates a balanced approach to transportation improvements. The relatively even distribution across multiple infrastructure types suggests residents recognize the need for system-wide improvements rather than a single solution.

4.2.5. Priority Ranking (1-5 scale)

The priority rankings show a clear hierarchy of needs, with road maintenance (4.20) substantially outranking all other priorities—consistent with the concerns about road conditions. Transit options received the second highest score (3.72), creating significant distance from the lower-ranked priorities. The low ranking of recreational

opportunities (1.85) suggests residents are focused on practical transportation needs rather than amenities. This prioritization provides clear guidance for allocating limited transportation resources in the region.

4.3. QUALITATIVE ANALYSIS OF FEEDBACK

This analysis reveals the complex transportation challenges facing rural Sierra County, where residents must balance significant travel distances with limited infrastructure, seasonal challenges, and diverse needs across different communities and user groups.

4.3.1. Road Maintenance & Conditions

Road infrastructure emerged as the most critical concern throughout the survey, reflecting the fundamental importance of reliable roadways in this rural, mountainous region. Respondents expressed frustration with deteriorating conditions that affect daily travel, with particular emphasis on winter maintenance challenges. Many residents depend on these roads to travel to essential services, making maintenance not just a convenience issue but a matter of safety and access to necessities. The survey reveals a pattern of specific trouble spots that require quick attention, as well as systemic concerns about maintenance practices and communication:

"Road conditions are terrible in Loyalton, potholes, asphalt disintegrating."

The lack of real-time information and cameras to monitor conditions was emphasized:

"There are no highway cameras in the county and the only two cameras are on Highway 49 at Bassetts Station and at the Sierra City Store."

4.3.2. Transit Service Needs

Public transit issues revealed deeper questions about connectivity, accessibility, and inclusion in Sierra County. The comments suggest that transit is viewed not just as transportation but as a vital public service that enables independence for vulnerable populations and creates connections between otherwise isolated communities. The lack of east-west connectivity was specifically highlighted as a systemic gap in the current network:

"There is currently no network that connects all communities east/west, need to add an east/west network"

Accessibility was a significant concern for disabled residents, highlighting the importance of inclusive transportation design:

"To make sure the transport vehicles, car, van, bus are easily accessible-easy to get into for persons with disabilities. Right now the vehicles are too high, steps are high, very difficult to get into the vehicles."

Several respondents identified specific communities requiring better service:

"Loyalton, Sierra Brooks" need better transit service

4.3.3. Pedestrian & Cyclist Infrastructure

Walking and cycling facilities were discussed in terms of both recreation and practical transportation, reflecting diverse needs within the community. Some respondents focused on the tourism potential of enhanced bicycle infrastructure, while others emphasized the importance of safe walking spaces for residents of all ages. The comments revealed both specific location-based needs and broader concerns about the relationship between different transportation modes. Notably, there appears to be some tension between pedestrians and cyclists that could be addressed through better-designed infrastructure:

"Sierra City, Sierraville, Downieville" need more bicycle and pedestrian facilities

"We need bike parking at the stores, like the diner and hardware store"

Some responses indicated conflicts between user groups that might be mitigated with better infrastructure:

"Cyclists are rude and speed too much, they don't pay attention to pedestrians or give way."

A consistent theme was the need for more dedicated paths and lanes:

"I would recommend bike lanes on Highway 49 from Downieville to Sierra Valley. It could be just a wide shoulder, but something is needed for those that recreate in the county."

4.3.4. Traffic Safety Concerns

Safety emerged as a multifaceted concern intertwined with infrastructure, driver behavior, and seasonal conditions. Respondents expressed particular worry about speeding drivers in populated areas, inadequate signage, and hazardous road conditions. These concerns appear most acute in areas where pedestrians, cyclists, and vehicles must share limited space, such as town centers and narrow mountain roads. The comments reveal a desire for both infrastructural solutions and behavioral changes to create safer transportation environments:

"Need flashing stop signs at all intersections in Downieville"

"Stop signals at bridges/slow traffic down into down"

"We need to lower speed limit in town"

Some responses pinpointed specific problem areas:

"100 Hills St Apartments, there is so much reckless driving"

4.3.5. Alternative Transportation Solutions

The survey revealed creative thinking about alternative transportation solutions that reflect the unique character and challenges of Sierra County. Several respondents proposed allowing smaller vehicles like golf carts and ATVs for local transportation, particularly during winter conditions. These suggestions demonstrate how local knowledge, and experience can inform practical transportation solutions that might not apply in more urban settings. They also highlight how seasonal variations dramatically affect transportation needs in mountain communities:

"During peak weekends - golf cart transportation from distant parking lot - forest service parking lot"

"Golf carts and ATVs should be allowed to use in Downieville"

4.3.6. Information & Wayfinding Needs

A significant theme throughout the survey was the need for better information systems to help both residents and visitors navigate Sierra County's transportation network. This includes real-time updates on road conditions, clear signage about road status and pullouts, and better online resources. These comments reflect how information infrastructure has become as important as physical infrastructure in modern transportation systems, particularly in areas with challenging seasonal conditions or complex geography:

"I would like to ask if Caltrans could add signs on Highway 49 between Downieville to the Sierra Valley that identifies 'Pullout ahead.'"

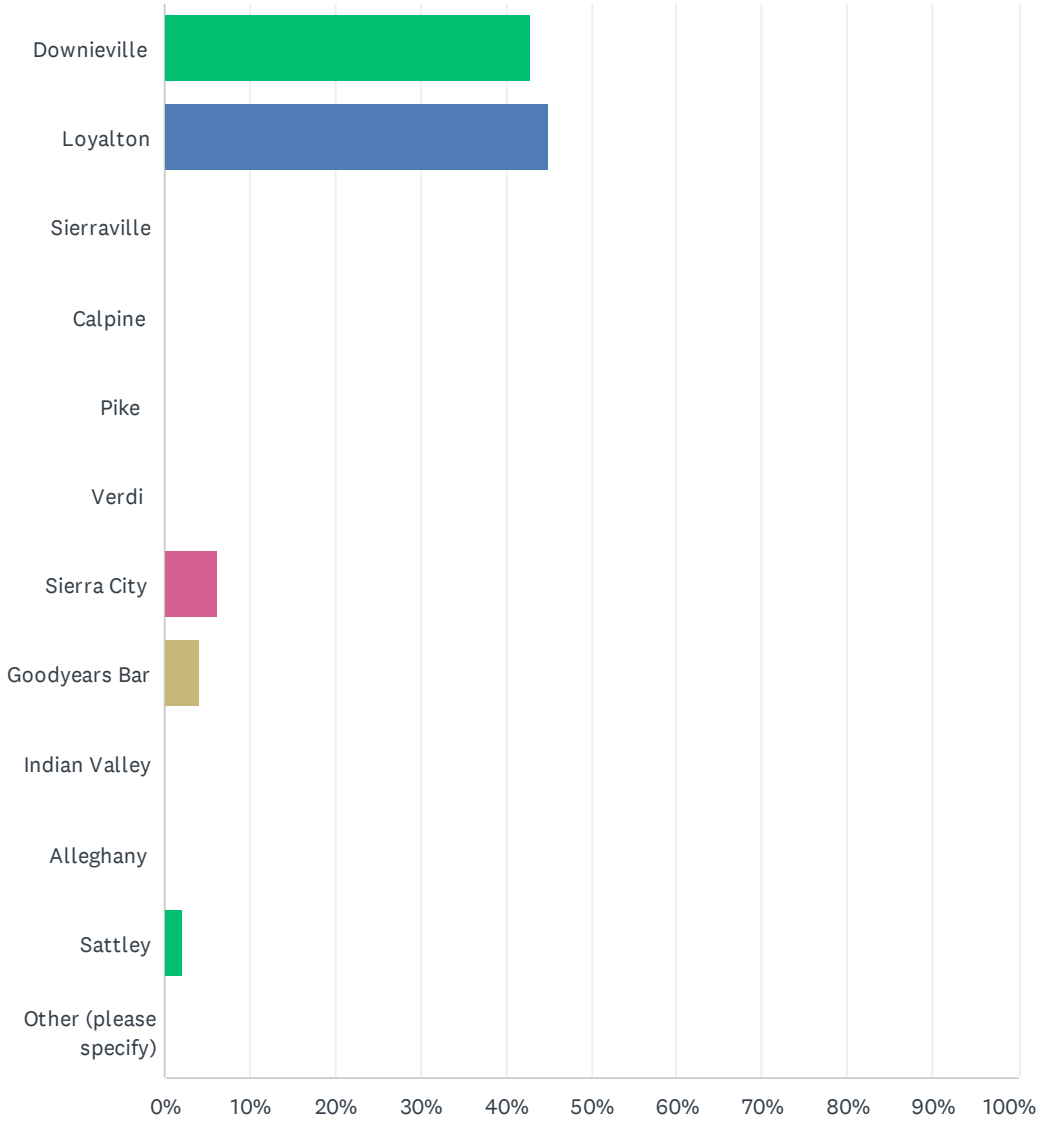
A detailed comment highlighted the information challenges during winter travel:

"In winter, visitors use their Google Maps, and it doesn't work in Sierra County nor distinguish a maintained road vs. one that is not plowed in the winter."

SURVEY RESULTS

Q1 What community do you live in?

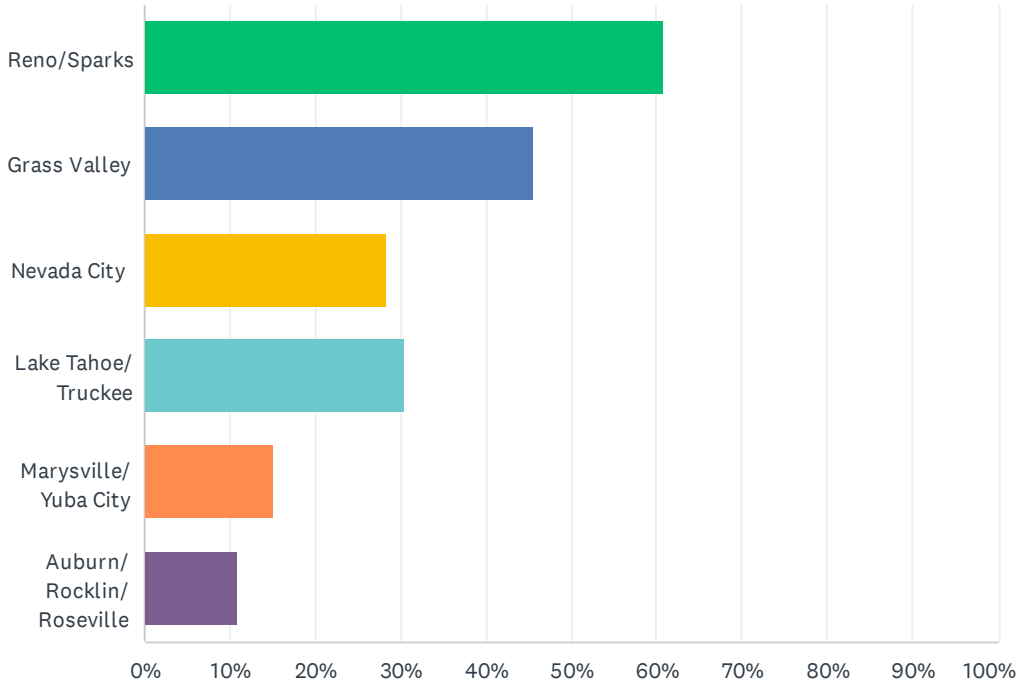
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Downieville	42.86%	21
Loyalton	44.90%	22
Sierraville	0.00%	0
Calpine	0.00%	0
Pike	0.00%	0
Verdi	0.00%	0
Sierra City	6.12%	3
Goodyears Bar	4.08%	2
Indian Valley	0.00%	0
Alleghany	0.00%	0
Sattley	2.04%	1
Other (please specify)	0.00%	0
TOTAL		49

Q2 What are your most frequent out-of-county destinations? (Check all that apply)

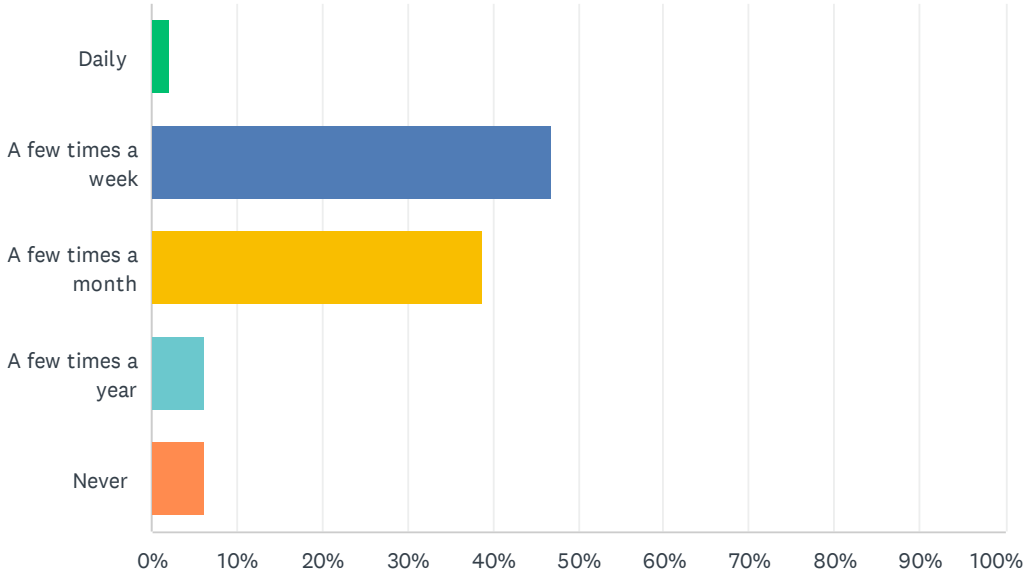
Answered: 46 Skipped: 3



ANSWER CHOICES	RESPONSES	
Reno/Sparks	60.87%	28
Grass Valley	45.65%	21
Nevada City	28.26%	13
Lake Tahoe/ Truckee	30.43%	14
Marysville/ Yuba City	15.22%	7
Auburn/ Rocklin/ Roseville	10.87%	5
Total Respondents: 46		

Q3 How frequently do you travel out-of-county?

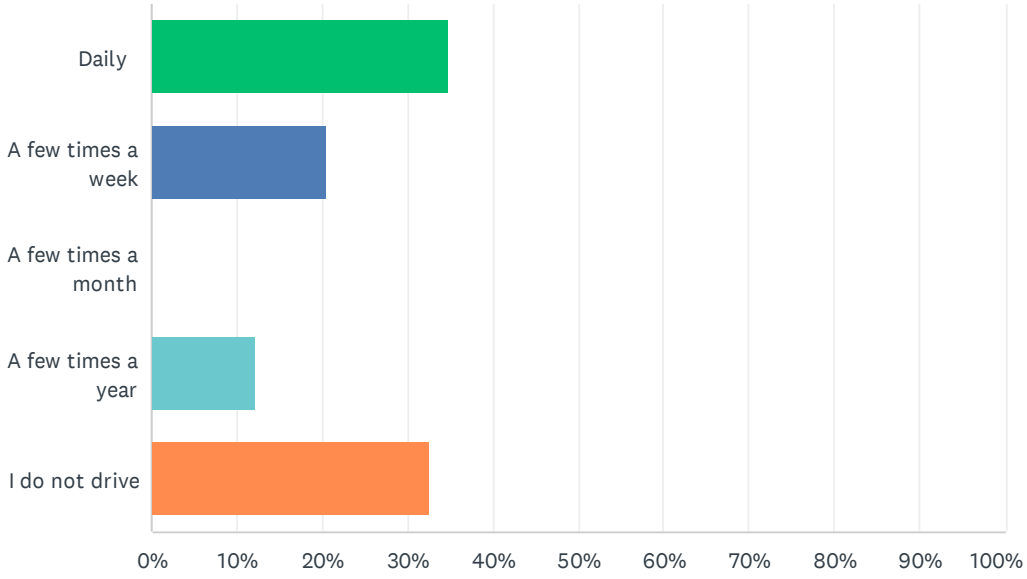
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	2.04%	1
A few times a week	46.94%	23
A few times a month	38.78%	19
A few times a year	6.12%	3
Never	6.12%	3
TOTAL		49

Q4 How often do you drive a vehicle, on average?

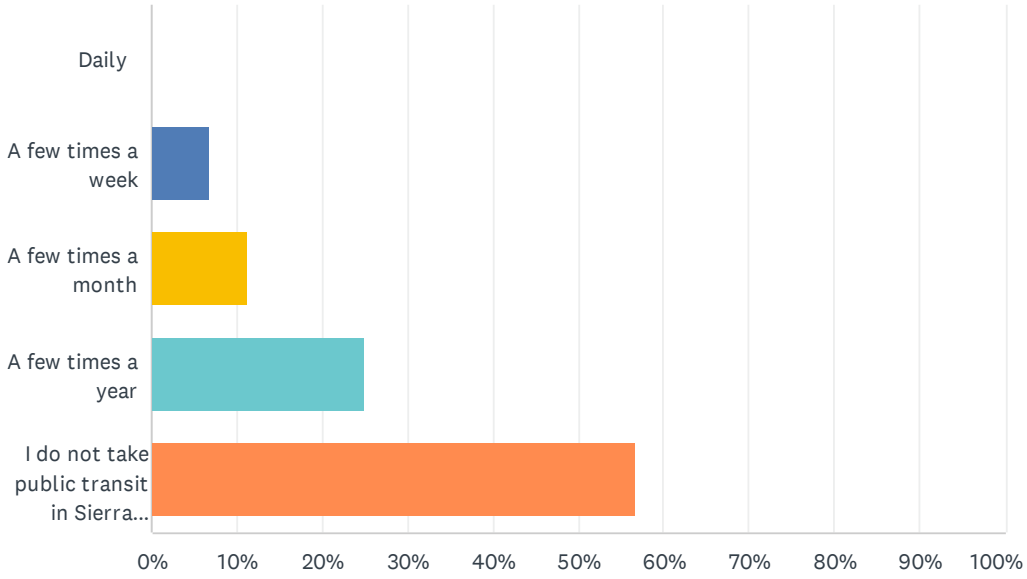
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	34.69%	17
A few times a week	20.41%	10
A few times a month	0.00%	0
A few times a year	12.24%	6
I do not drive	32.65%	16
TOTAL		49

Q5 Approximately how often do you use Golden Rays/ Inc. Seniors transportation in Sierra County?

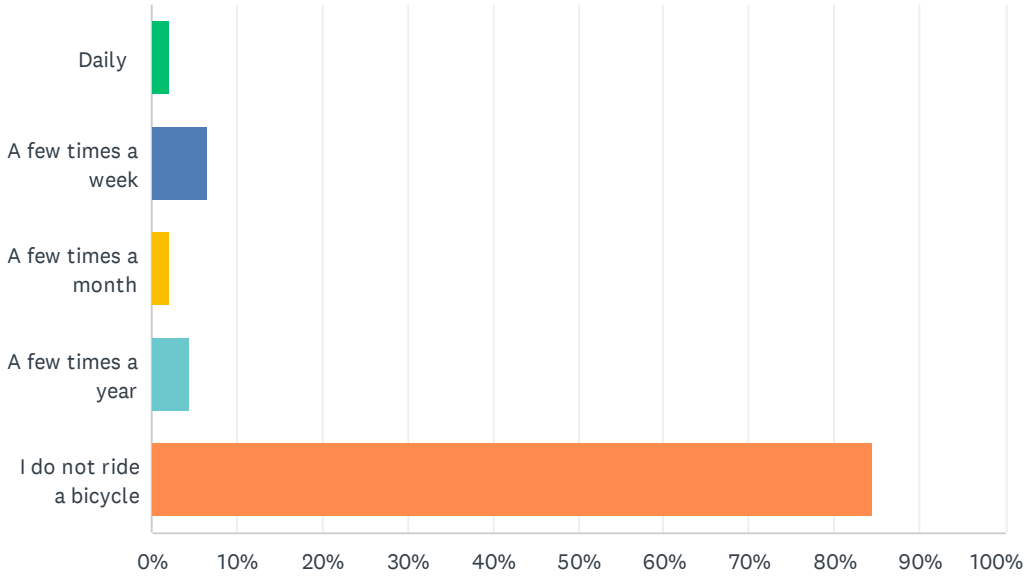
Answered: 44 Skipped: 5



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
A few times a week	6.82%	3
A few times a month	11.36%	5
A few times a year	25.00%	11
I do not take public transit in Sierra County	56.82%	25
TOTAL		44

Q6 Approximately how often do you ride a bicycle in Sierra County (including recreational or utilitarian)?

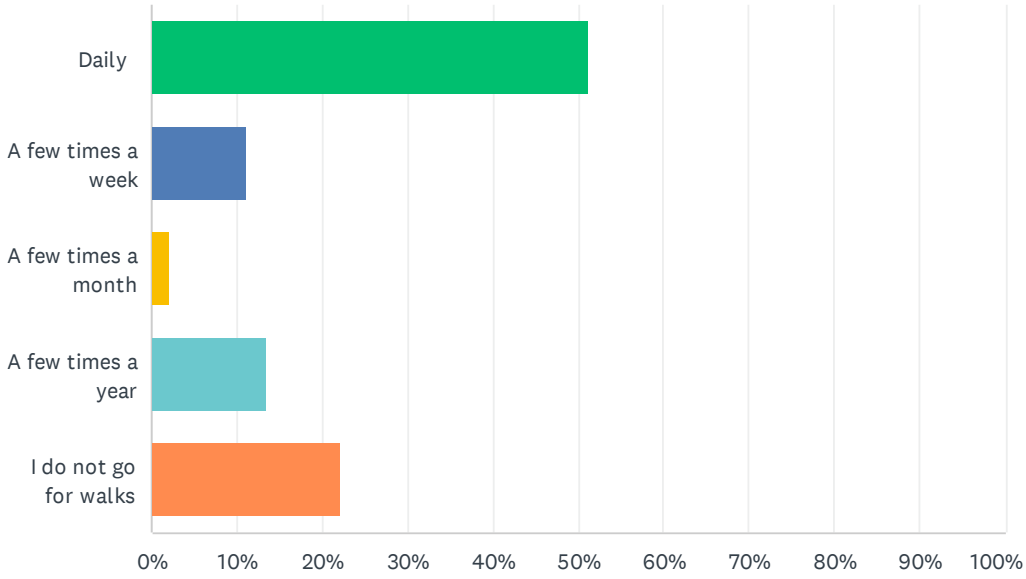
Answered: 45 Skipped: 4



ANSWER CHOICES	RESPONSES	
Daily	2.22%	1
A few times a week	6.67%	3
A few times a month	2.22%	1
A few times a year	4.44%	2
I do not ride a bicycle	84.44%	38
TOTAL		45

Q7 Approximately how often do you walk in Sierra County (including recreational or utilitarian)?

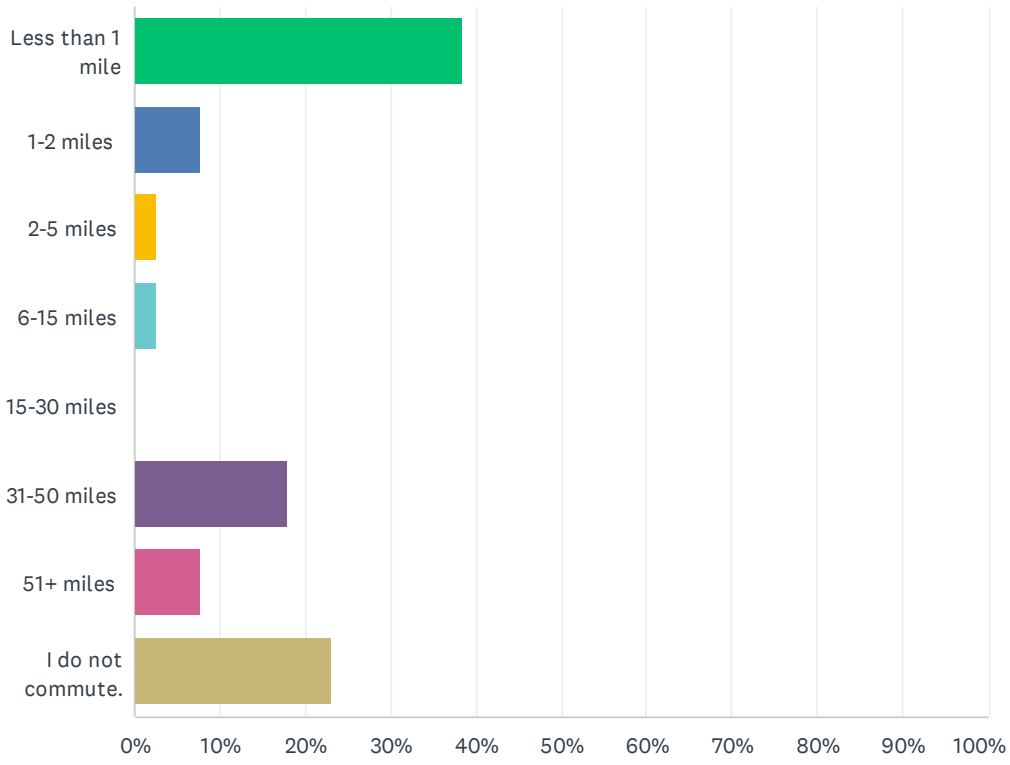
Answered: 45 Skipped: 4



ANSWER CHOICES	RESPONSES	
Daily	51.11%	23
A few times a week	11.11%	5
A few times a month	2.22%	1
A few times a year	13.33%	6
I do not go for walks	22.22%	10
TOTAL		45

Q8 How far do you commute to work or school?

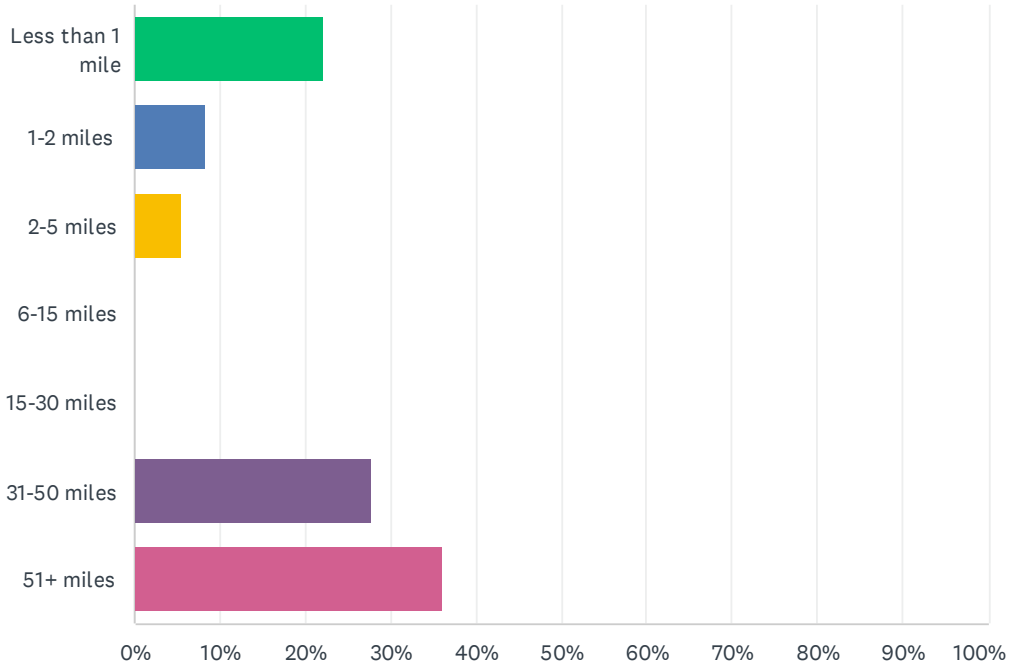
Answered: 39 Skipped: 10



ANSWER CHOICES	RESPONSES	
Less than 1 mile	38.46%	15
1-2 miles	7.69%	3
2-5 miles	2.56%	1
6-15 miles	2.56%	1
15-30 miles	0.00%	0
31-50 miles	17.95%	7
51+ miles	7.69%	3
I do not commute.	23.08%	9
TOTAL		39

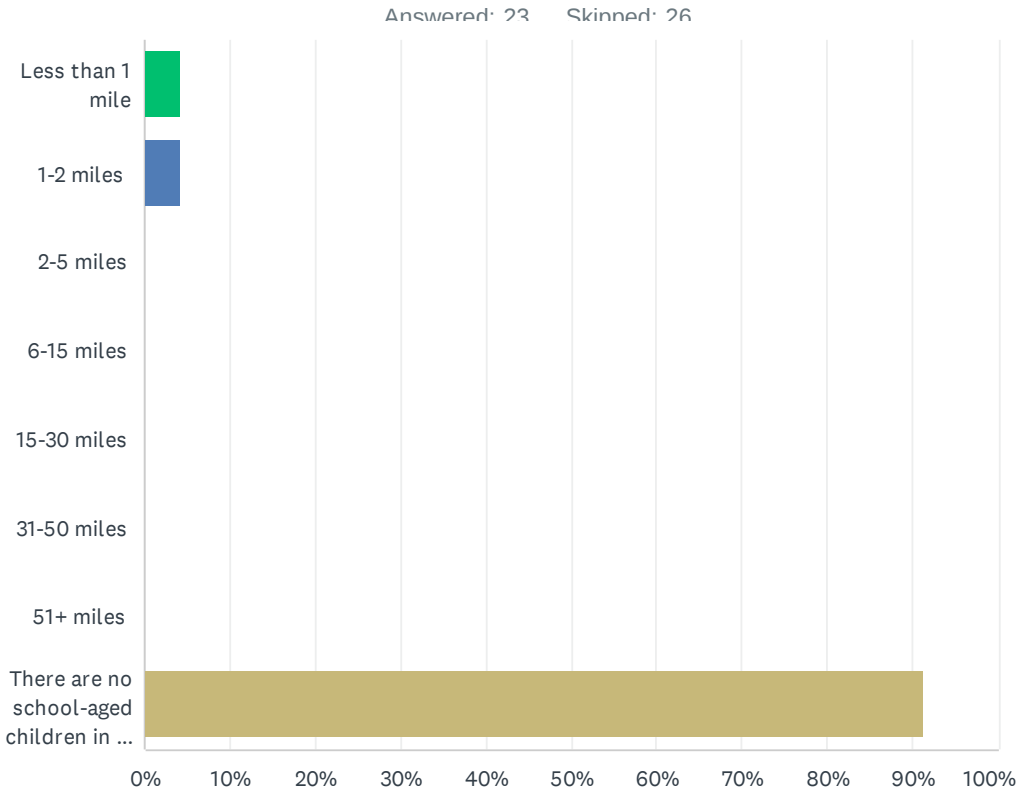
Q9 How far do you commute to other necessary destinations, such as the grocery store?

Answered: 36 Skipped: 13



ANSWER CHOICES	RESPONSES	
Less than 1 mile	22.22%	8
1-2 miles	8.33%	3
2-5 miles	5.56%	2
6-15 miles	0.00%	0
15-30 miles	0.00%	0
31-50 miles	27.78%	10
51+ miles	36.11%	13
TOTAL		36

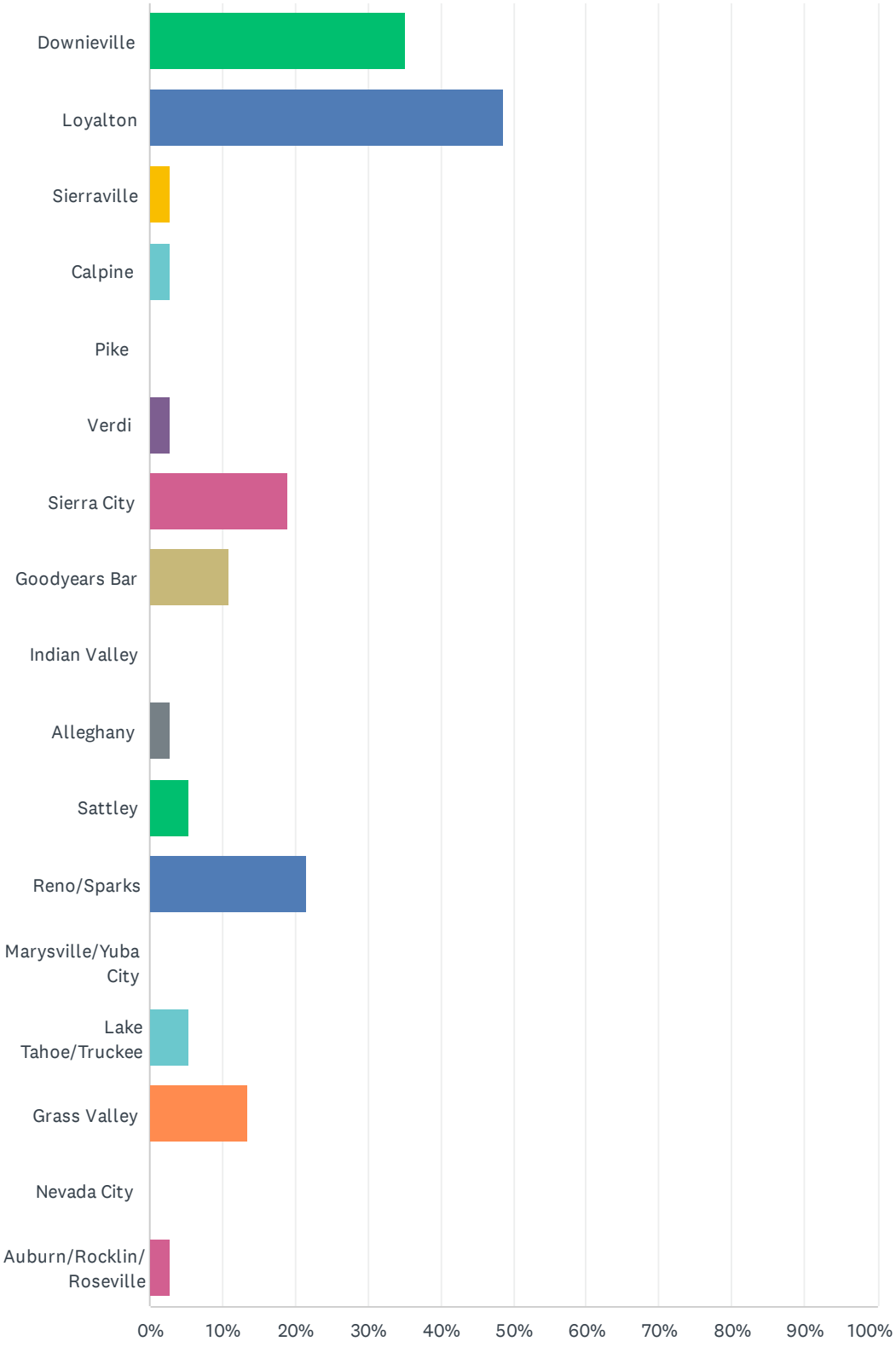
Q10 If you have school-aged children, how far do they commute to school?



ANSWER CHOICES	RESPONSES	
Less than 1 mile	4.35%	1
1-2 miles	4.35%	1
2-5 miles	0.00%	0
6-15 miles	0.00%	0
15-30 miles	0.00%	0
31-50 miles	0.00%	0
51+ miles	0.00%	0
There are no school-aged children in my household	91.30%	21
TOTAL		23

Q11 Where do you work or travel to most? (Check all that apply)

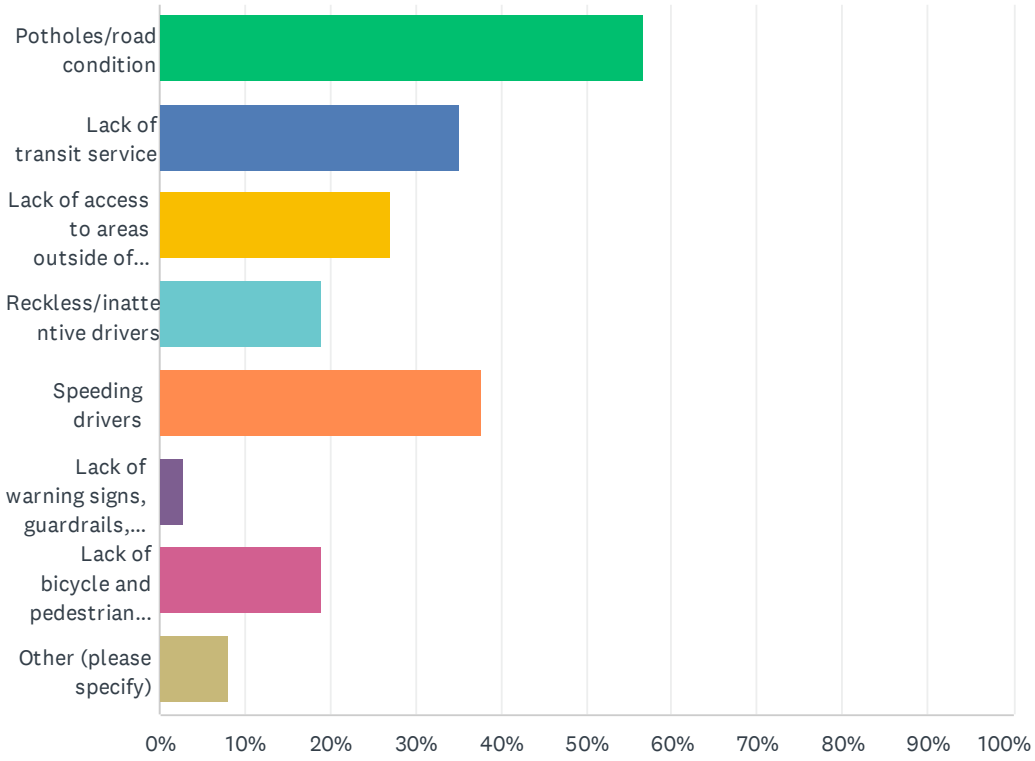
Answered: 37 Skipped: 12



ANSWER CHOICES	RESPONSES	
Downieville	35.14%	13
Loyalton	48.65%	18
Sierraville	2.70%	1
Calpine	2.70%	1
Pike	0.00%	0
Verdi	2.70%	1
Sierra City	18.92%	7
Goodyears Bar	10.81%	4
Indian Valley	0.00%	0
Alleghany	2.70%	1
Sattley	5.41%	2
Reno/Sparks	21.62%	8
Marysville/Yuba City	0.00%	0
Lake Tahoe/Truckee	5.41%	2
Grass Valley	13.51%	5
Nevada City	0.00%	0
Auburn/Rocklin/Roseville	2.70%	1
Total Respondents: 37		

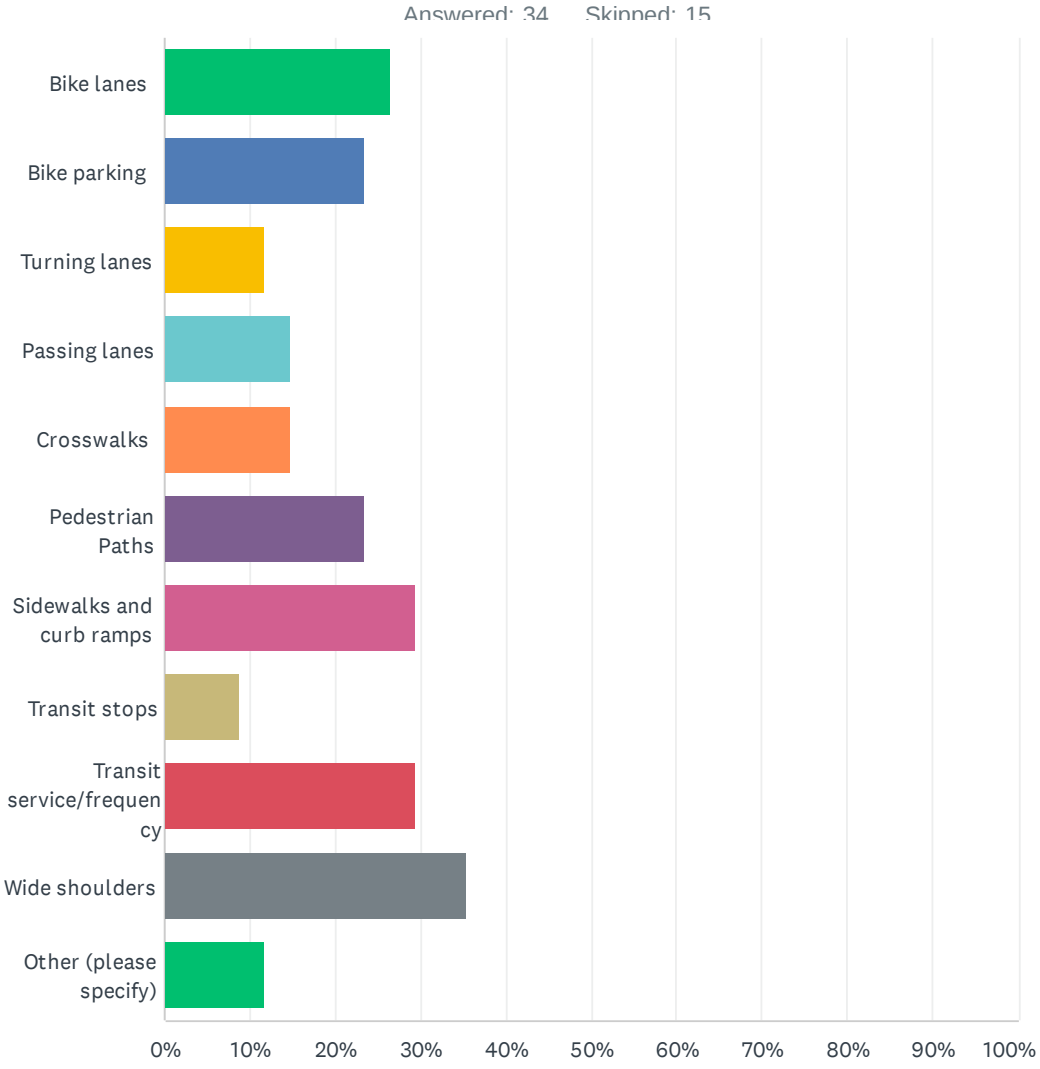
Q12 What concerns do you have with the transportation network in Sierra County? Check all that apply.

Answered: 37 Skipped: 12



ANSWER CHOICES	RESPONSES	
Potholes/road condition	56.76%	21
Lack of transit service	35.14%	13
Lack of access to areas outside of Sierra County	27.03%	10
Reckless/inattentive drivers	18.92%	7
Speeding drivers	37.84%	14
Lack of warning signs, guardrails, etc.	2.70%	1
Lack of bicycle and pedestrian facilities	18.92%	7
Other (please specify)	8.11%	3
Total Respondents: 37		

Q13 Would you like to see more of the following? Check all that apply.



ANSWER CHOICES	RESPONSES	
Bike lanes	26.47%	9
Bike parking	23.53%	8
Turning lanes	11.76%	4
Passing lanes	14.71%	5
Crosswalks	14.71%	5
Pedestrian Paths	23.53%	8
Sidewalks and curb ramps	29.41%	10
Transit stops	8.82%	3
Transit service/frequency	29.41%	10
Wide shoulders	35.29%	12
Other (please specify)	11.76%	4
Total Respondents: 34		

Q14 What areas need more bicycle and pedestrian facilities? (ex. communities, neighborhoods, specific streets, specific intersections, etc.)

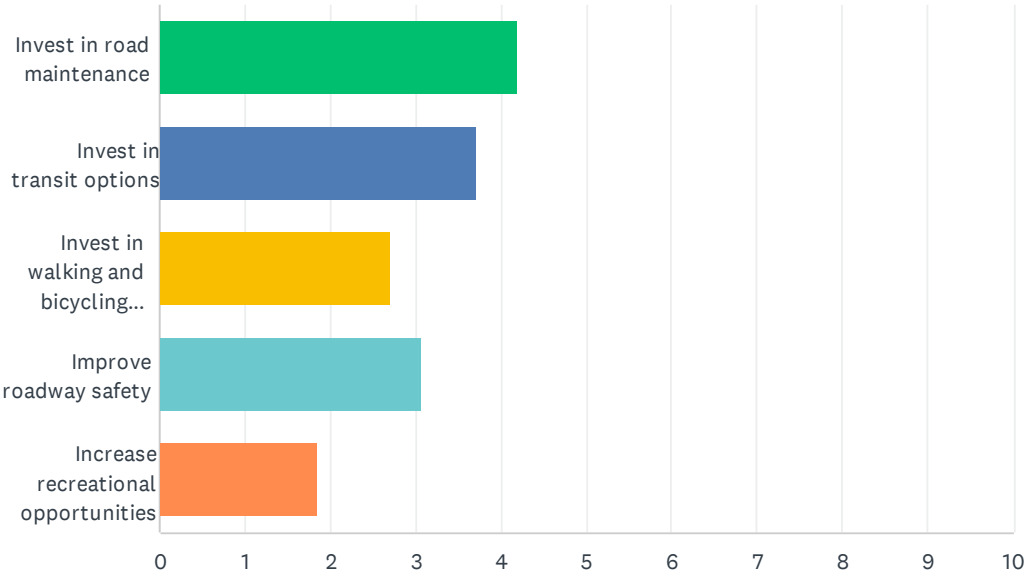
Answered: 18 Skipped: 31

Q15 What areas need better transit service or facilities? (ex. communities, neighborhoods, specific streets, specific intersections, etc.)

Answered: 13 Skipped: 36

Q16 Please rank the following transportation needs in order of priority (1 is your highest priority and 5 is your lowest)

Answered: 35 Skipped: 14



	1	2	3	4	5	TOTAL	SCORE
Invest in road maintenance	53.33% 16	23.33% 7	13.33% 4	10.00% 3	0.00% 0	30	4.20
Invest in transit options	37.93% 11	17.24% 5	27.59% 8	13.79% 4	3.45% 1	29	3.72
Invest in walking and bicycling options	14.29% 4	17.86% 5	17.86% 5	25.00% 7	25.00% 7	28	2.71
Improve roadway safety	10.71% 3	35.71% 10	14.29% 4	28.57% 8	10.71% 3	28	3.07
Increase recreational opportunities	3.70% 1	3.70% 1	22.22% 6	14.81% 4	55.56% 15	27	1.85

Q17 Do you have any comments or suggestions regarding the transportation network in Sierra County?

Answered: 15 Skipped: 34

APPENDIX B

COORDINATION WITH STATE WILDLIFE ACTION PLAN

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Great Valley Ecoregion	Contains the alluvial plains of the Sacramento and San Joaquin Valleys. Summers are hot and dry and winters are mild. Oceanic influence on climate is slight in the middle of the Great Valley, which receives some marine air through the Carquinez Strait, but becomes negligible at the north and south ends of the Valley. Predominant vegetation includes annual grassland, cheatgrass, valley oak, vernal pools and wetland communities, blue oak, allscale and saltgrass. Elevation range: 0 to 2,000	American Southwest Riparian Forest and Woodland	Diagnostic species include Fremont cottonwood, black and red willow, California sycamore, California wild grape, arroyo willow, narrow-leaf willow, button-bush, and spice bush. Most stands are found in permanently moist settings or riparian settings where sub-surface water is available year-round.	Valley Foothill Riparian
		Freshwater Marsh	This vegetation type consists of freshwater emergent marshes and coastal/tidal marshes and meadows. It can be found surrounding streams, rivers, lakes and wet meadows. These habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. Dominant species are generally perennial monocots including graminoids such as rushes, reeds, grasses and sedges. Dominant species include: common reeds, hardstem bulrush, small-fruited bulrush, water parsley, slough sedge, soft rush, salt rush, and pacific silverweed.	Fresh Emergent Wetland
Sierra Nevada Foothills Ecoregion	Includes the hot foothills of the Sierra Nevada, and the southwestern end of the Cascade Ranges, adjacent to the Great Valley. Predominant vegetation communities include blue oak, broom, cheatgrass, chamise, mixed chaparral, foothill pine, and valley oak. Elevation range: 200 to 5,000	Chaparral	Represented by a wide variety of floristic alliances, but in general can be grouped into coastal (maritime), xeric (dry, sunny slopes), mesic (cooler, shady slopes), and lower montane (somewhat frost sensitive) types. All of these groupings have different characteristic species and fire regimes. The core diagnostic species are shrubs with evergreen thickened leaves including many species of manzanita, *Ceanothus*, scrub oaks, and other characteristic shrubs: toyon, chamise, flannel-bush, silk-tassel bush, and many others. Many shrubs tend to break down into their fire responses, including obligate-seeding and resprouting strategies.	Mixed Chaparral; Chamise-Redshanks Chaparral
		California Foothill and Coastal Rock Outcrop Vegetation	Vegetative cover is generally < 2%. Cliffs and outcrops west of the deserts and inland from the immediate coast, south of central California. Rock surfaces or rapidly eroding unstable slopes are characteristic. Stands do not include alpine or subalpine sparse, rocky vegetation, and also do not include the sparsely vegetated portions of the warm and cold deserts. Target is poorly understood floristically; includes coastal succulents (e.g., *Dudleya* and *Coreopsis gigantea*).	Barren

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Foothills Ecoregion (continued)		Desert Transition Chaparral	These chaparral stands occur in the "rain shadow" of the mountains. Compared to the target "Chaparral," the stands are less dense, contain a mix of other non-chaparral shrubs with desert affinities, and tend to have less frequent and less intense fires. This target contains the desert margin scrub oaks *Quercus john-tuckeri, Q. turbinella*, and *Q cornelius mulleri*, also sugar-bush, red-shank, Silk-tassel bush, and cup-leaf ceanothus. Understory short shrubs include golden-bush, California buckwheat, and matchweed. Prickly-pear, cholla, jojoba, nolina, and other desert perennials and annuals are also common associates in many of the stands.	Mixed Chaparral; Chamise-Redshanks Chaparral
		Montane Chaparral	These are cold-adapted and occupy successional relationships to various coniferous forests on productive sites, or persist in rocky or other poor soil sites. Contains the *Ceanothus cordulatus, C. velutinus, Arctostaphylos patula, A. nevadensis, Chrysolepis sempervirens*, and *Q. vaccinifolia*-dominated montane chaparrals. Does not include bittercherry, ocean spray or other taller winter deciduous shrub stands, which may occur near or adjacent to these evergreen stands.	Montane Chaparral
		California Foothill and Valley Forests and Woodlands	These forests may be open woodlands to denser forests, and may be dominated by broadleaf evergreen or deciduous hardwoods, co-dominated by hardwoods and conifers, or dominated entirely by conifers. Understories can be grassy, shrubby, or mixed with both. This target contains two groups, one dominated by broad leaf trees and the other dominated by conifers. Fire ecology is varied depending on the spacing of trees and the herbaceous or woody understory characteristics.	Coastal Oak Woodland; Blue Oak Woodland; Blue Oak-Foothill Pine; Montane Hardwood; Valley Foothill Riparian; Valley Oak Woodland; Closed-Cone Pine-Cypress; Juniper

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Ecoregion	The temperate to very cold parts of the Sierra Nevada, which is a north-northwest aligned mountain range that is much steeper on the east than on the west side. Predominant vegetation communities include mixed conifer, ponderosa pine, Jeffrey pine, white fir, red fir, lodgepole pine, huckleberry oak, western juniper, aspen, big sagebrush, mixed subalpine forest, mountain hemlock, whitebark pine, and giant sequoia. Elevation range: 1,000 to 14,495	North Coastal Mixed Evergreen and Montane Conifer Forests	All of these forests average cooler and wetter conditions than California Foothill and Valley Forests and Woodlands. There is relatively broad overlap between the three groups composing this target. The moist coastal mixed evergreen has (or had) tanoak, madrone, giant chinquapin mixed frequently with Douglas-fir, but also mixes with bigleaf maple and red alder in upland settings. The more interior mixed evergreen forests have cooler winters and warmer summers than the moist coastal group above, and contain Oregon oak and drier Douglas-fir with canyon oak mixes.	Montane Hardwood; Montane Hardwood-Conifer; Douglas-Fir; Klamath Mixed Conifer; Sierran Mixed Conifer; White Fir; Eastside Pine; Jeffrey Pine; Ponderosa Pine
		Alpine Vegetation	This target is representative of the state's alpine zone in the Sierra Nevada, Cascades, White, Sweetwater, and Klamath Mountains. It either occurs above timberline or is found localized within subalpine areas in cold air drainages (e.g., North-facing slopes, often near long persisting snow banks). The characteristic species are either herbaceous (many are cushion plants, some tufted or rhizomatous graminoids) or low prostrate or dwarf shrubs. Different groups segregate based on substrate type (e.g., scree, talus, felfield) and moisture regime (e.g., snowbank, felfield). Snowbank indicator species include white heather, several species of saxifrage, and sedge. Felfield indicators include alpine reedgrass, Congdon sedge, alpine goldenbush, and Phlox species, among others. Alpine turf indicators include dwarf willows, dwarf huckleberry, Muir's hairgrass, and several sedges.	Alpine Dwarf-Shrub
		Pacific Northwest Subalpine Forest	Includes montane conifer forests and woodlands adapted to very high winter snowfall, from montane to subalpine elevations. Snow loads are the greatest anywhere in North America and persist well into the summer. Tree germination is also limited in some cases by the short period the ground is not covered by snow. Characteristic trees include red fir, mountain hemlock, and western white pine.	Red Fir; Subalpine Conifer

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Ecoregion (continued)		Wet Mountain Meadow	Typical of low lying sites in the mountains and in some lower elevation valleys and depressions. Widespread throughout the state wherever freshwater meadows and seeps occur. Saturated soil or standing water through the growing season are key characteristics. Wet mountain meadows are generally characterized by herbaceous plants with shrubs or trees absent or sparse (<20 percent cover), or along the edges. Most species are perennial and canopy cover is generally dense (60-100 percent).	Wet Meadow
		Western Upland Grasslands	Dominated by grasses, which are typically not restricted to moisture surrounding landscape (not seeps, riparian, or wet meadows). Dominant vegetation generally includes native grasslands of Idaho fescue, Great Basin wild rye, blue wild rye, one-sided bluegrass. It also includes the non-native grasslands that are from cool temperate settings in Eurasia such as creeping bentgrass, velvetgrass, Kentucky bluegrass, and Harding grass and cheat-grass.	Perennial Grassland; Annual Grassland
Sacramento HUC 1802	Encompasses much of northern California. Includes the Sacramento River Basin, including Shasta Lake and the isolated Clear Lake drainage basin, in California; and drainage into Goose Lake in Oregon. Covers an area of 27,600 square miles. Traverses the Coastal, Cascade, Warner, and Sierra Nevada mountain ranges and Modoc Plateau.	Clear Lake Native Fish Assemblage	Species of Greatest Conservation Need (SGCN) associated with target are Clear Lake hitch, Sacramento perch, Clear Lake tule perch, Pacific brook lamprey, prickly sculpin, Sacramento blackfish, Sacramento pikeminnow, California roach, Sacramento sucker, three-spine stickleback, and rainbow trout.	N/A
Central Lahontan HUC 1605	Includes the Central Lahontan Basin, consisting of the Carson, Truckee, and Walker River Basins in California and Nevada. Covers an area of 12,500 square miles. This unit is characterized by a diverse topography and climate. It includes high points along the eastern slopes of the Sierra Nevada and adjacent valley bottoms. The unit experiences very high to very low levels of precipitation associated with heavy snowfall in the mountainous regions and rainshadow effects in the valleys to the east and a similarly wide variation in temperature extremes. Varied topography and climate provides for a correspondingly diverse array of habitats, including abundant high quality waters and wetlands that support many distinct and unique plants and communities in this unit. Particularly notable are	Carson River Native Fish Assemblage	Includes 10 species of native fish. SGCN associated with target are Paiute cutthroat trout, Lahontan cutthroat trout, mountain sucker, and mountain whitefish. Other species in native fish assemblage are Paiute sculpin, Lahontan creek tui chub, Lahontan redside, Lahontan speckled dace, and Tahoe sucker.	N/A
		Walker River Native Fish Assemblage	SGCN associated with target are Lahontan cutthroat trout, mountain sucker, mountain whitefish, and freshwater mussels.	N/A

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Central Lahontan HUC 1605 (continued)	endemic fish species such as Paiute cutthroat trout and several species of desert pupfish. Numerous beneficial uses related to biological resources have been identified in this unit; as well as numerous CDFW-designated Significant Natural Areas. Elevation range: 4,200 to 11,400			
San Joaquin HUC 1804	Includes the entire San Joaquin River basin and its tributaries, including the Chowchilla, Merced, Stanislaus, Calaveras, Cosumnes, Mokolumne, Fresno, and Tuolumne rivers, Panoche Creek, and Mormon Slough. Also includes the San Luis reservoir and the San Joaquin Delta. Covers an area of 15,600 square miles. This unit, together with the Sacramento unit (1802), covers about one fourth of the total area of the state and furnishes roughly 51% of the State's water supply. The upper portions of this unit are characterized by high gradient mountain streams entering low gradient meadows and grasslands/agricultural lands and in areas terminating into large warm water lakes with unique native fish assemblages. Surface water from this unit in combination with the Sacramento unit meet and form the Delta, which ultimately drains into the San Francisco Bay. Two major water projects, the CVP and SWP, deliver water from the Delta to Southern California, the San Joaquin Valley, Tulare Lake Basin, the San Francisco Bay area, as well as within the Delta boundaries. The Delta is a maze of river channels and diked islands. Historic and ongoing point and nonpoint source discharges impact surface waters in this unit. Significant portions of major rivers and the Delta within this unit are impaired, to some degree, by discharges from agriculture, mines, urban areas and industries. The wetlands of this unit form important waterfowl habitat for migratory waterfowl using the Pacific Flyway. The alluvial fans within portions of this unit contain salts and selenium, which can be mobilized through irrigation practices and can pose potential threat to condition of surface waters and wetlands supporting important wildlife. Elevation range: 0 to 12,800	San Joaquin Native Aquatic Species	SGCN associated with target are hardhead, California roach, Red Hills roach, Sacramento sucker, Sacramento pikeminnow, Sacramento blackfish, Sacramento spittail, hitch, western pearlshell mussel, California floater mussel, Paiute cutthroat trout, Lahontan cutthroat trout, rainbow trout, California red-legged frog, foothill yellow-legged frog, and mountain yellow-legged frog.	N/A

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Tulare-Buena Vista Lakes HUC 1803	Includes drainage into the closed basins of Tulare and Buena Vista Lake in portions of Fresno, Kern, Kings, and Tulare counties of the southern San Joaquin Valley, California. Covers an area of 16,200 square miles. This unit is situated in the topographic horseshoe formed by the Diablo and Temblor Ranges on the west, by the San Emigdio and Tehachapi Mountains on the south, and by the Sierra Nevada Mountains on the east and southeast. It receives flood water from the major rivers during times of heavy runoff and surface water only drains from this unit north into the San Joaquin River in years of extreme rainfall. This unit once supported vast tule marshes, riparian corridors, abundant wetlands, and one of the most diverse, productive grasslands in temperate North America. However, the Tulare and Buena Vista lakes basin has been developed for farming due to its fertile soils, relatively cloudless summers, and high quality runoff from the adjacent mountains; it is now one of the most important agricultural centers of the world. Surface water supplies are inadequate to support the present level of agricultural and other development; ground water resources supply additional demands. Of primary concern in this unit is the accumulation of salts due to importation and evaporative use of the water. Evaporation ponds are being used for disposal of these saline waters, but the ponds are known to detrimentally impact wildlife. Additionally, historically poor sanitation associated with recreational uses and erosion from construction, logging, grazing, and irrigated agriculture are threats to stream environments in this unit. Elevation range: 160 to 13,200	Upper Kern Native Fish Assemblage	SGCN associated with target are California golden trout, hardhead, Kern River rainbow trout, and Little Kern golden trout. Other native fish in the assemblage is Sacramento sucker	N/A

Table 5.4-2 Key Ecological Attributes – Central Valley and Sierra Nevada Province

Key Ecological Attributes	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Area and extent of community	X	X	X	X		X	X		X	X	X	X	X	X	X	X	X
Community structure and composition		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Connectivity among communities and ecosystems	X	X	X	X		X	X		X		X	X	X		X	X	
Fire regime			X	X	X	X	X	X		X	X	X		X			X
Hydrological regime	X							X								X	
Nutrient concentration and dynamics													X				
Pollutant concentrations and dynamics													X	X			
Soil quality and sediment deposition regime	X				X						X	X	X	X			X
Successional dynamics	X	X	X		X	X	X	X		X							
Surface water flow regime	X	X											X	X	X	X	X
Water level fluctuations											X	X				X	
Water quality															X	X	
Water temperatures and chemistry																X	

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Invertebrates																		
California floater mussel	*Anodonta californiensis*															X	X	
Western pearlshell mussel	*Margaritifera falcata*														X	X	X	X
Valley elderberry longhorn beetle*	*Desmocerus californicus dimporphus*	X																
Fishes																		
Pacific lamprey*	*Entosphenus tridentatus*																X	
Goose Lake lamprey*	*Entosphenus tridentatus* ssp.[1]																	
Pit-Klamath brook lamprey	*Lampetra lethophaga*																	
Green sturgeon*	*Acipenser medirostris*																X	
Lahontan cutthroat trout*	*Oncorhynchus clarkii henshawi*														X	X	X	
Paiute cutthroat trout*	*Oncorhynchus clarkii seleniris*														X		X	
Rainbow trout	*Oncorhynchus mykiss*													X			X	
California golden trout*	*Oncorhynchus mykiss aguabonita*																	X
Kern River rainbow trout*	*Oncorhynchus mykiss gilberti*																	X
Goose Lake redband trout*	*Oncorhynchus mykiss* ssp.[1]																	
Little Kern golden trout*	*Oncorhynchus mykiss whitei*																	X
Mountain whitefish	*Prosopium williamsoni*														X	X		
Hitch	*Lavinia exilicauda chi*																X	
Clear Lake hitch	*Lavinia exilicauda chi*													X				
California roach	*Lavinia symmetricus*													X			X	
Pit roach*	*Lavinia symmetricus mitrulus*																	
Hardhead*	*Mylopharodon conocephalus*																X	X
Sacramento blackfish	*Orthodon microlepidotus*													X			X	
Sacramento pickeminnow	*Ptychocheilus grandis*													X			X	
Lahontan redside	*Richardsonius egregius*														X	X		
Speckled dace	*Rhinichthys osculus*														X	X		
Lahontan Lake tui chub*	*Siphateles bicolor pectinifer*														X			
Lahontan Creek tui chub	*Siphateles bicolor obesa*														X	X		
Goose Lake tui chub*	*Siphateles bicolor thalassina*																	
Sacramento sucker	*Catostomus occidentalis lacusanserinus*													X			X	X
Goose Lake sucker*	*Catostomus occidentalis lacusanserinus*																	
Mountain sucker*	*Catostomus platyrhynchus*														X	X		
Tahoe sucker	*Catostomus tahoensis*														X	X		
Unarmored threespine	*Gasterosteus aculeatus*													X				

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
stickleback*	*williamsoni*																	
Sacramento perch	*Archoplites interruptus*													X				
Clear Lake tule perch	*Hysterocarpus traski lagunae*													X				
Prickly sculpin	*Cottus asper*													X				
Paiute sculpin*	*Cottus beldingi**														X	X		
Pit sculpin	*Cottus pitensis*																	
Amphibians																		
California tiger salamander*	*Ambystoma californiense*	X		X		X	X	X										
Southern long-toed salamander*	*Ambystoma macrodactylum*								X	X	X	X	X					
Limestone salamander*	*Hydromantes brunus*			X	X		X	X										
Mount Lyell salamander*	*Hydromantes platycephalus*									X	X							
Red-bellied newt	*Taricha torosa*		X															
Western spadefoot*	*Spea hammondii*			X	X		X	X										
Kern Canyon slender salamander	*Batrachoseps simatus*					X												
Tehachapi slender salamander	*Batrachoseps stebbinsi*					X			X									
Relictual slender salamander	*Batrachoseps relictus*								X									
Yosemite toad	*Anaxyrus canorus*														X	X		
Northern leopard frog	*Lithobates pipiens*											X	X					
Foothill yellow-legged frog*	*Rana boylii*	X																
California red-legged frog*	*Rana draytonii*	X	X			X												
Southern mountain yellow-legged frog	*Rana muscosa*								X	X	X	X	X					
Sierra Nevada yellow-legged frog	*Rana sierra*														X	X		
Reptiles																		
Northwestern western pond turtle*	*Actinemys marmorata*	X	X			X												
Blunt-nosed leopard lizard*	*Gambelia sila*			X	X		X	X										
Blainville's horned lizard (coast horned lizard) *	*Phrynosoma blainvillii*			X	X		X	X										
Sagebrush lizard	*Sceloporus graciosus*								X		X							
Western skink	*Plestiodon skiltonianus*	X				X												
California legless lizard*	*Anniella pulchra*			X	X		X	X										
Southern rubber boa*	*Charina umbratica*								X									
Ring-necked snake	*Diadophis punctatus*	X		X	X	X	X	X										
California mountain kingsnake	*Lampropeltis zonata*											X	X					
San Joaquin whipsnake	*Masticophis flagellum ruddocki*			X	X		X	X										

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Gopher snake	*Pituophis catenifer*	X		X	X		X	X				X	X					
Coast patch-nosed snake*	*Salvadora hexalepis virgultea*			X	X		X	X										
Giant garter snake*	*Thamnophis gigas*	X	X	X	X		X	X										
Birds																		
Greater white-fronted goose	*Anser albifrons*	X	X	X	X		X	X									X	
Sooty grouse	*Dendragapus fuliginosus*								X		X							
California quail	*Callipepla californica*	X		X	X	X	X	X										
Great egret	*Adea alba*	X	X	X	X		X	X										
Great blue heron	*Ardea herodias*	X	X	X	X		X	X										
Black-crowned night heron	*Nycticorax nycticorax*	X	X															
Least bittern*	*Ixobrychus exilis*	X	X															
American white pelican*	*Pelecanus erythrorhynchos*		X														X	
California condor*	*Gymnogyps californianus*			X	X		X	X			X							
Osprey	*Pandion haliaetus*	X	X			X			X		X						X	
Northern goshawk*	*Accipiter gentilis*	X				X			X	X	X							
Golden eagle*	*Aquila chrysaetos*	X		X	X	X	X	X	X	X	X	X	X					
Rough-legged hawk	*Buteo lagopus*			X	X		X	X										
Ferruginous hawk	*Buteo regalis*			X	X		X	X										
Swainson's hawk*	*Buteo swainsoni*	X		X	X	X	X	X										
Northern harrier*	*Circus cyaneus*		X	X	X		X	X										
White-tailed kite*	*Elanus leucurus*			X	X	X	X	X										
Bald eagle*	*Haliaeetus leucocephalus*	X				X			X								X	
Snowy plover (interior population)*	*Charadrius nivosus*																X	
Western yellow-billed cuckoo*	*Coccyzus americanus occidentalis*	X																
Short-eared owl*	*Asio flammeus*		X	X	X		X	X				X	X					
Long-eared owl*	*Asio otus*	X		X	X	X	X	X				X	X					
Burrowing owl*	*Athene cunicularia*	X		X	X	X	X	X										
Great gray owl*	*Strix nebulosa*										X							
Spotted owl*	*Strix occidentalis*								X		X							
Vaux's swift*	*Chaetura vauxi*								X			X	X					
Black swift*	*Cypseloides niger*			X	X		X	X	X		X							
American peregrine falcon*	*Falco peregrinus anatum*		X	X	X	X	X	X			X							
Prairie falcon	*Falco mexicanus*			X	X		X	X										
Olive-sided flycatcher*	*Contopus cooperi*								X		X							
Loggerhead shrike*	*Lanius ludovicianus*			X	X		X	X										
Hutton's vireo	*Vireo huttoni*	X				X												

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Clark's nutcracker	*Nucifraga columbiana*										X							
Purple martin*	*Progne subis*	X	X	X	X	X	X	X	X									
Bank swallow*	*Riparia riparia*	X	X	X	X		X	X				X	X					
Common yellowthroat*	*Geothlypis trichas**	X	X	X	X		X	X										
Marsh wren	*Cistothorus palustris*		X															
Yellow-breasted chat*	*Icteria virens*	X																
Yellow warbler*	*Setophaga petechia*	X		X	X	X	X	X	X									
Rufous-crowned sparrow	*Aimophila ruficeps*			X	X		X	X										
Grasshopper sparrow*	*Ammodramus savannarum*			X	X		X	X										
Song sparrow	*Melospiza melodia*	X	X															
California towhee	*Melozone crissalis*			X	X		X	X										
Savannah sparrow*	*Passerculus sandwichensis*			X	X	X	X	X										
Tricolored blackbird*	*Agelaius tricolor*	X	X	X	X	X	X	X										
Gray-crowned rosy-finch*	*Leucosticte tephrocotis*									X								
Mammals																		
Vagrant shrew	*Sorex vagrans*											X	X					
Pallid bat*	*Antrozous pallidus*	X		X	X	X	X	X										
Townsend's big-eared bat*	*Corynorhinus townsendii*			X	X		X	X										
Spotted bat	*Euderma maculatum*			X	X		X	X										
Western small-footed bat	*Myotis ciliolabrum*	X		X	X		X	X										
Long-eared bat*	*Myotis evotis*								X									
Fringed myotis*	*Myotis thysanodes*	X		X	X		X	X										
Yuma myotis	*Myotis yumanensis*	X																
Western pipistrelle	*Parastrellus hesperus*			X	X		X	X										
Western mastiff bat	*Eumops perotis californicus*	X	X	X	X		X	X										
American pika*	*Ochotona princeps*									X	X							
Snowshoe hare	*Lepus americanus*								X									
Black-tailed jackrabbit	*Lepus californicus*			X	X		X	X				X	X					
Riparian brush rabbit*	*Sylvilagus bachmani riparius*	X																
Mountain beaver	*Aplodontia rufa*								X		X							
Nelson's antelope squirrel*	*Ammospermophilus nelsoni*	X																
Northern flying squirrel	*Glaucomys sabrinus*								X		X							
California pocket mouse	*Chaetodipus californicus*			X	X		X	X										
North American beaver	*Castor canadensis*		X															
Heermann's kangaroo rat*	*Dipodomys heermanni heermanni*			X	X		X	X										
Giant kangaroo rat*	*Dipodomys ingens*	X																
San Joaquin kangaroo rat*	*Dipodomys nitratoides*			X	X		X	X										

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets[1]																	
		Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Fresno kangaroo rat*	*Dipodomys nitratoides exilis*			X	X		X	X										
San Joaquin pocket mouse*	*Perognathus inornatus inornatus*	X		X	X	X	X	X										
Dusky-footed woodrat	*Neotoma fuscipes*			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	*Neotoma fuscipes riparia*	X																
Large-eared woodrat	*Neotoma macrotis*			X	X		X	X										
Deer mouse	*Peromyscus spp.*	X		X	X		X	X	X									
Porcupine*	*Erethizon dorsatum*					X			X		X							
Gray wolf*	*Canis lupus*								X									
Sierra Nevada red fox*	*Vulpes vulpes necator*									X								
Ringtail*	Bassariscus astutus	X		X	X	X	X	X	X			X	X					
California wolverine*	*Gulo gulo*								X	X	X							
Northern river otter	*Lontra canadensis*	X	X			X												
Pacific marten*	*Martes caurina [=americana]*								X	X	X							
Fisher - West Coast DPS*	*Pekania [=Martes] pennanti*								X		X							
American badger*	*Taxidea taxus*	X		X	X	X	X	X	X			X	X					
Western spotted skunk	*Spilogale gracilis*	X		X	X	X	X	X	X									
Tule elk*	*Cervus elaphus nannodes*	X																
Sierra Nevada bighorn sheep	*Ovis canadensis sierrae*									X	X							

Table 5.4-4 Key Pressures on Conservation Targets – Central Valley and Sierra Nevada Province

Pressure	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Agricultural and forestry effluents	X	X												X			
Annual and perennial non-timber crops	X	X									X	X	X	X		X	
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X															
Dams and water management/use	X	X									X	X	X	X	X	X	
Fire and fire suppression			X	X	X	X	X	X		X	X	X		X			
Household sewage and urban waste water	X	X												X		X	
Housing and urban areas	X	X	X	X	X	X	X				X	X		X			
Industrial and military effluents																	
Introduced genetic material														X	X		X
Invasive plants/animals	X	X			X				X		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X	X	X	X	X		X	X		X	X		X
Logging and wood harvesting	X							X			X	X					
Marine and freshwater aquaculture																X	
Mining and quarrying		X											X	X			
Parasites/pathogens/diseases										X							
Recreational activities					X				X	X	X	X	X			X	
Renewable energy			X	X		X	X	X									
Roads and railroads	X	X			X						X	X		X	X		
Tourism and recreation areas																	
Utility and service lines	X							X									

Table 5.4-5 Stresses and Pressures for American Southwest Riparian Forest and Woodland

Priority Pressures	Stresses												
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics							Ecosystem Conditions and Processes				
	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in flood occurrence, frequency, intensity, and area flooded (including hydroperiod)	Change in water levels and hydroperiod	Change in water temperature	Change in groundwater tables	Change in nutrients	Change in pollutants	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents	X			X			X	X		X			
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X	X	X		X		X	X	X		X	X
Dams and water management/use	X	X	X	X	X	X			X	X		X	X
Household sewage and urban waste water	X			X			X	X		X	X		
Housing and urban areas	X	X	X	X		X		X	X	X		X	X
Invasive plants/animals				X					X	X	X	X	
Livestock, farming, and ranching	X		X				X		X	X	X		X
Logging and wood harvesting	X									X			
Roads and railroads	X	X								X		X	X
Utility and service lines										X			X

Table 5.4-6 Stresses and Pressures for Freshwater Marsh

Priority Pressures	Stresses											
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics						Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in flood occurrence, frequency, intensity, and area flooded (including hydroperiod)	Change in groundwater tables	Change in pollutants	Change in nutrients	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure and composition	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents	X		X			X	X			X		
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X	X	X	X	X		X	X	X	X	X
Dams and water management/use	X	X	X	X	X			X	X	X	X	X
Household sewage and urban waste water	X		X			X	X			X		
Housing and urban areas	X	X	X	X	X	X		X	X	X	X	X
Invasive plants/animals	X		X					X	X	X	X	
Livestock, farming, and ranching	X	X		X			X			X	X	
Mining and quarrying	X					X						
Roads and railroads	X	X		X B16					X	X	X	X

Table 5.4-7 Stresses and Pressures for Chaparral; Desert Transition Chaparral; Montane Chaparral; California Foothill and Coastal Rock Outcrop Vegetation

Priority Pressures	Stresses				
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Habitat fragmentation
Annual and perennial non-timber crops		X	X	X	X
Climate change	X	X	X	X	X
Fire and fire suppression	X	X	X	X	X
Housing and urban areas	X	X			X
Invasive plants/animals	X	X	X	X	X
Renewable energy		X	X	X	X

Table 5.4-8 Stresses and Pressures for California Foothill and Valley Forests and Woodlands

Priority Pressures	Stresses						
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes				
	Changes in natural fire regime	Changes in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Fire and fire suppression	X	X	X	X	X	X	X
Housing and urban areas	X		X	X			X
Invasive plants/animals	X	X		X	X	X	
Livestock, farming, and ranching	X		X	X	X	X	X
Recreational activities	X			X		X	
Roads and railroads				X			X

Table 5.4-9 Stresses and Pressures for North Coastal Mixed Evergreen and Montane Conifer Forests

Priority Pressures	Stresses				
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Fire and fire suppression	X	X		X	X
Livestock, farming, and ranching	X	X	X	X	X
Logging and wood harvesting	X	X	X	X	X
Renewable energy					X
Utility and service lines		X			X

Table 5.4-10 Stresses and Pressures for Alpine Vegetation

Priority Pressures	Stresses				
	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Habitat fragmentation
Climate change	X	X	X		X
Commercial and industrial areas		X	X		X
Invasive plants/animals	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X
Recreational activities	X		X		

Table 5.4-11 Stresses and Pressures for Pacific Northwest Subalpine Forest

Priority Pressures	Stresses					
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Change in biotic interactions (altered community dynamics)
Climate change	X	X	X	X	X	X
Fire and fire suppression	X	X	X	X	X	X
Parasites/pathogens/diseases	X			X		X
Recreational activities				X		

Table 5.4-12 Stresses and Pressures for Wet Mountain Meadow; Western Upland Grasslands

Priority Pressures	Stresses										
	Geophysical and Disturbance Regimes		Hydrology and Water Characteristics				Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in natural fire regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in groundwater tables	Change in nutrients	Change in soil moisture	Change in sediment quality	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development
Agricultural and forestry effluents			X		X						
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X
Catastrophic geological events	X		X				X		X	X	X
Dams and water management/use	X		X	X	X		X	X	X	X	X
Fire and fire suppression	X	X					X	X	X	X	X
Housing and urban areas	X	X	X	X	X	X		X	X	X	X
Industrial and military effluents			X								
Invasive plants/animals (non-native species)		X					X			X	
Invasive plants/animals* (native species)				X			X		X	X	X
Livestock, farming, and ranching	X	X	X		X	X	X	X	X	X	X
Logging and wood harvesting	X	X	X				X		X	X	X
Mining and quarrying					X						X
Parasites/pathogens/ diseases					X		X				X
Recreational activities		X						X		X	X
Roads and railroads	X		X							X	X

APPENDIX C

PROJECT LISTS

Table 4.1

ROADWAY PROJECTS*

RTP Project Number	Roadway Name	City	Description	Construction Year	Cost
Sierra County - Short Range					
16-Road-SC	Streets of Sierra City	Various	Pavement overlay	2025-2030	$ 10,000,000
01-Road-SC	Smithneck Road	Various	Reconstruct and rehabilitate	2035-2040	$ 10,000,000
Short Range Total					**$ 20,000,000**
Sierra County - Long Range					
02-Road-SC	Gold Lake Road	Gold Lake Road	Reconstruct and rehabilitate	2035-2040	$ 20,000,000
03-Road-SC	Various	Goodyears Bar	Rehabilitate and reconstruct streets.	2035-2040	$ 1,973,160
04-Road-SC	Lemon Canyon Rd.	Sierraville	Rehabilitate pavement	2035-2040	$ 1,726,920
05-Road-SC	Campbell Hot Springs Rd.	Sierraville	Rehabilitate and construct road	2035-2040	$ 1,726,920
06-Road-SC	Main St.	Downieville, SR 49	Downieville Main St. SR 49 reconstruct ped way and rehab	2035-2040	$ 3,700,080
07-Road-SC	Salmon Lake Road	Gold Lake Road to Salmon Lake	Rehabilitate	2035-2040	$ 789,480
09-Road-SC	Sardine Lake Road	Gold Lake Road to Sardine Lake	Rehabilitate	2035-2040	$ 862,920
10-Road-SC	Packer Lake Road	Gold Lake Road to Packer Lake	Rehabilitate	2035-2040	$ 1,973,160
11-Road-SC	Ridge Road	SR 49 to Pliocene	Overlay	2035-2040	$ 6,166,800
12-Road-SC	Forest City Road	Pliocene to Forest	Reconstruct and rehabilitate	2035-2040	$ 18,501,480
13-Road-SC	Mountain House Rd.	SR 49 to Forest	Reconstruct and rehabilitate	2035-2040	$ 11,101,320
14-Road-SC	Brandy City Road	SR 49 to Brandy City	Reconstruct and rehabilitate	2035-2040	$ 6,166,800
15-Road-SC	Streets of Calpine	Various	Pavement overlay	2035-2040	$ 2,466,720
17-Road-SC	Streets of Sierraville	Various	Pavement overlay	2035-2040	$ 2,466,720
19-Road-SC	Streets of Downieville	Main St, School St, Sunnyside, Pearl Ave, Maiden,	Pavement overlay	2035-2040	$ 3,700,080
20-Road-SC	Streets of Alleghany	Ponta Ranch, River St, East River, Nevada St, Various	Pavement overlay	2035-2040	$ 1,850,040
21-Road-SC	Long Valley Rd.	I-80 to US 395	Reconstruct and rehabilitate	2035-2040	$ 6,166,800
22-Road-SC	Lavezzola Rd.	East Main St. to Empire Ranch, Downieville	Reconstruct and rehabilitate	2035-2040	$ 11,101,320
23-Road-SC	Saddleback Rd.	SR 49 to Saddleback Lookout	Reconstruct and rehabilitate	2035-2040	$ 11,101,320
24-Road-SC	Sierraville Visitor Center	Sierraville	Construct visitor center including traveler's information kiosk, public restrooms, paved parking lot and enhancement	2035-2040	$ 545,400
25-Road-SC	Salmon Lake Road	Gold Lake Road to Salmon Lake	Rehabilitate	2025-2030	$ 789,480
26-Road-SC	Streets of Downieville	Main St, School St, Sunnyside, Pearl Ave, Maiden,	Pavement overlay	2025-2030	$ 3,700,080
27-Road-SC	Henness Pass Rd.	Ponta Ranch, River St, East River, Nevada St, Pliocene Rd. to Cornish Camp	Rehabilitate	2035-2040	$ 4,933,440
28-Road-SC	Stampede Reservoir Road	SR 89 to Stampede Dam	Pavement overlay	2025-2030	$ 862,920
Long Range Total					**$ 256,601,602**
Total Roadway Projects					**$ 276,601,602**

* RTP Projects are consistent with the Sierra County RTIP

Table 4.2

BRIDGE PROJECTS

Project Number (Local)	Funding Source	Description	Construction Year	Cost
Sierra County - Short Range				
13C0051	STIP/HBP	Plumbago Road Bridge over Kanaka Creek in	2025-2026	$ 2,200,000
13C0006	STIP/HBP	Nevada Street Bridge over North Yuba River	2026-2027	$ 2,500,000
Short Range Total				**$ 4,700,000**
Sierra County - Long Range				
13C0003	STIP/HBP	Pearl Street Bridge at Downieville River, at	2025-2030	$ 4,643,000
13C0052	STIP/HBP	Port Wine Ridge Road Bridge at Cedar Grove	2025-2030	$ 1,310,000
13C0050	STIP/HBP	Port Wine Ridge Road at Rock Creek Tributary	2025-2030	$ 218,000
13C0046	STIP/HBP	Sierra City - Wild Plum Road Bridge at North Fork	2025-2030	$ 2,341,000
13C0054	STIP/HBP	Brandy City Road Bridge at Cherokee Creek	2025-2030	$ 2,033,000
13C0043	STIP/HBP	Mountain House Road Bridge At Rock Creek	2025-2030	$ 126,000
13C0019	STIP/HBP	Port Wine Ridge Road Bridge at Rock Creek	2025-2030	$ 228,000
13C0037	STIP/HBP	Post Office Spur at Goodyears Creek	2025-2030	$ 228,000
13C0045	STIP/HBP	Lavezzola Road Bridge at Lavezzola Creek	2025-2030	$ 228,000
13C0055	STIP/HBP	Main Street Cr S500 at Downie River	2025-2030	$ 228,000
New Bridge	STIP/HBP	Independence Lake Road - New bridge on	2025-2030	$ 1,200,000
Long Range Total				**$ 12,783,000**
Total Bridge Projects				**$ 17,483,000**

Table 4.3

TRANSIT PROJECTS

Funding Source	Project Name	Construction Year	Total Cost
STA / PTMISEA	Purchase Two Vans	2025	$ 190,000
STA / PTMISEA	Replace Public Transit Vehicles at End of Useful Life	2026	$ 180,000
JARC, New Freedom, 5310/Local	Hire Mobility Manager for Coordinated Public Transit Human Services Transportation Projects (cost per year)	TBD	$ 43,000
Total Transit Projects			**$ 413,000**

Table 4.4

BICYCLE AND PEDESTRIAN PROJECTS

RTP Project Number	Funding Source	Location	Roadway / Area	Description	Construction Year	Cost
Sierra County Long Range						
01-BP-SC	ATP	Sierra Valley	Beckwith Road (A-24)	Widen Shoulders + Signage	2035-2040	$ 658,000
02-BP-SC	ATP/STIP	Loyalton	SR 49 Loyalton Vicinity	Widen Shoulders + Signage	2035-2040	$ 526,000
03-BP-SC	ATP/STIP	Sierra Valley	SR 49 Sattley to Sierraville	Widen Shoulders + Signage	2035-2040	$ 1,053,000
04-BP-SC	ATP/STIP	Sierra Valley	Westside Road (A-23)	Widen Shoulders + Signage	2035-2040	$ 1,842,000
05-BP-SC	ATP/STIP	Sierra Valley	SR 49 Sierraville to Loyalton	Widen Shoulders + Signage	2035-2040	$ 3,263,000
06-BP-SC	ATP/STIP	Sierra Valley	SR 49 Loyalton to Plumas County Line	Widen Shoulders + Signage	2035-2040	$ 605,000
07-BP-SC	ATP/STIP	Sierra Valley	Calpine Road	Widen Shoulders + Signage	2035-2040	$ 334,000
08-BP-SC	ATP/STIP	Sierra Valley	SR 89 from Calpine Road to SR 49	Widen Shoulders + Signage	2035-2040	$ 789,000
09-BP-SC	ATP/STIP	Sierra Valley	SR 49/89 from SR 89 intersection to Sattley	Widen Shoulders + Signage	2035-2040	$ 237,000
10-BP-SC	ATP/STIP	West County	SR 49 from Yuba County line to Yuba Pass	Widen Shoulders + Signage	2035-2040	$ 8,947,000
11-BP-SC	ATP/STIP	Sierra Valley	SR 89 from Plumas County Line to Calpine	Widen Shoulders + Signage	2035-2040	$ 1,789,000
12-BP-SC	ATP/STIP	Yuba Pass	SR 49 from Bassets to SR 89 junction	Widen Shoulders + Signage	2035-2040	$ 3,421,000
13-BP-SC	ATP/STIP	Gold Lakes	Gold Lake Hwy from Bassetts to Plumas County line	Widen Shoulders + Signage	2035-2040	$ 2,052,000
14-BP-SC	ATP/STIP	Downieville	Downieville - Downhill trailhead to parking area	New Multi-Use Path	2035-2040	$ 3,600,000
15-BP-SC	ATP/STIP	Countywide	Countywide Wayfinding and informational signage	Wayfinding Signage	2035-2040	$ 18,000
16-BP-SC	ATP	Downieville	Downieville Visitors Center and Merchants	New Bicycle Racks	2035-2040	$ 11,000
17-BP-SC	ATP	Countywide	Schools	New Bicycle Racks	2035-2040	$ 11,000
18-BP-SC	ATP	Countywide	Bicycle Map	Marketing/Information	2035-2040	$ 4,000
Total Bicycle and Pedestrian Projects						**$ 29,160,000**

Table 4.5
AVIATION PROJECTS

Project Name	Funding	Construction Year	Airport	Cost
Sierra County - Aviation Projects				
Runway Reconstruction	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 600,000
Reconstruct Apron	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 400,000
Construct turnaround: Runway 3	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 30,000
Widen Runway to 60 Feet	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 210,000
ALP Master Plan	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 18,000
New Parallel Taxiway-One Half Length #1	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 330,000
New Parallel Taxiway-One Half Length #2	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 330,000
Land Acquisition for Aviation Easement	FTA/State	2025-2030	Dearwater Airport - Sierraville	$ 180,000
Total Aviation Projects				**$ 2,098,000**

Table 4.6

SHOPP Project List

Route	Begin PM	End PM	Location	Description	Status	Construction Year	Project Cost
49	15.6	16.9	Route 49 on Main Street near Downieville	Drainage Restoration	Planned	2030/31	$ 4,130,000
89	20	29.584	Route 89 north to Plumas County Line	CAPM	Planned	2031/32	$ 5,682,000
49	R34.26	R34.26	Route 49 at Howard Creek Bridge (Br# 13-10)	Bridge	Planned	2031/32	$ 1,250,000
49	0	47.3	Route 49 from the county line to approx. 0.3 mile north of N. Jct SR 89	Drainage System Restoration	Planned	2031/32	$ 1,406,000
49	R34.26	R34.26	5 miles east of Sierra City at the Howard Creek Culvert	Remove the existing culvert, bridge replacement, and new approach guard	Planned	2034/35	$ 6,600,000
89	0	15.2	Route 89 from the county line to 0.2 miles north Rte 49 Junction	CAPM	Programmed	2026/27	$ 21,840,000
Total SHOPP							**$ 40,908,000**

SIERRA COUNTY TRANSPORTATION COMMISSION

IN THE MATTER OF
ADOPTION OF THE SIERRA COUNTY
2025 REGIONAL TRANSPORTATION PLAN

RESOLUTION 2025-14

WHEREAS, California Government Code Section 65080(c) requires Regional Transportation Planning Agencies to adopt and submit an updated Regional Transportation Plan to the California Transportation Commission and the California Department of Transportation every five years; and,

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

WHEREAS, the Sierra County Transportation Commission, through the conduct of a continuing, comprehensive, and coordinated transportation planning process, including holding a public hearing, and in conformance with all applicable State and Federal requirements, has prepared the 2025 Regional Transportation Plan for Sierra County; and,

WHEREAS, the Sierra County Transportation Commission prepared an Initial Study and Negative Declaration for the 2025 Regional Transportation Plan in conformance with the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED:

1. That the 2025 Regional Transportation Plan provides for a balance between needed transportation developments and State and County development needs consistent with existing conditions and future needs.

2. That the 2025 Regional Transportation Plan incorporates measures to provide for the transportation system necessary to accommodate future traffic demand.

BE IT FURTHER RESOLVED that the Sierra County Transportation Commission does hereby adopt the Negative Declaration for the Sierra County 2025 Regional Transportation Plan attached as Exhibit 1, and by this reference incorporated in this resolution; and,

BE IT FURTHER RESOLVED that the Sierra County Transportation Commission does hereby adopt the Sierra County 2025 Regional Transportation Plan, which by this reference is incorporated into this resolution.

ADOPTED by the Sierra County Transportation Commission on the 25th day of September 2025 by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

Suzanne Smith, Executive Secretary

Initial Study/Negative Declaration

Sierra County Transportation Commission
2025 Regional Transportation Plan
Sierra County, California

May 2025

Prepared by:
Green DOT Transportation Solutions

Introduction

Project Title
Sierra County 2025 Regional Transportation Plan

Lead Agency Name and Address
Sierra County Transportation Commission (SCTC)
Sierra County Department of Public Works
101 Courthouse Sq.
Downieville, CA 95936

Contact Person and Phone Number
Nathaniel Redmond
(530) 492-9775

Project Sponsor's Name and Address
Sierra County Transportation Commission (SCTC)
Sierra County Department of Public Works
101 Courthouse Sq.
Downieville, CA 95936

Project Location and Setting

The Regional Transportation Plan update encompasses the entire County of Sierra, including its one incorporated City, Loyalton and all unincorporated areas. Sierra County is located in Northern California, nestled in the heart of the northern Sierra Nevada Mountain range. Encompassing approximately 958 square miles, the county is characterized by a complex geography of steep mountain slopes, densely forested hills, alpine meadows, and the expansive Sierra Valley, the largest alpine valley in the Sierra Nevada Mountains. More than two-thirds of Sierra County's land area (about 68%, per U.S. Forest Service [USFS], 2023) is publicly owned and managed by federal agencies, primarily the Tahoe National Forest and the Humboldt-Toiyabe National Forest. This predominance of public lands influences transportation planning, as significant roadway mileage traverses remote areas maintained to serve both local communities and recreational visitors. Topographic challenges define the county's transportation environment. Elevations range roughly from 1,800 feet in the Sierra Valley near Loyalton to over 8,800 feet at the county's higher peaks. Snow accumulation, rockslides, and variable geological conditions require careful roadway design and consistent maintenance. Travel corridors, primarily aligned along river valleys and plateaus, reflect historical settlement patterns and remain critical for connecting sparsely distributed communities.

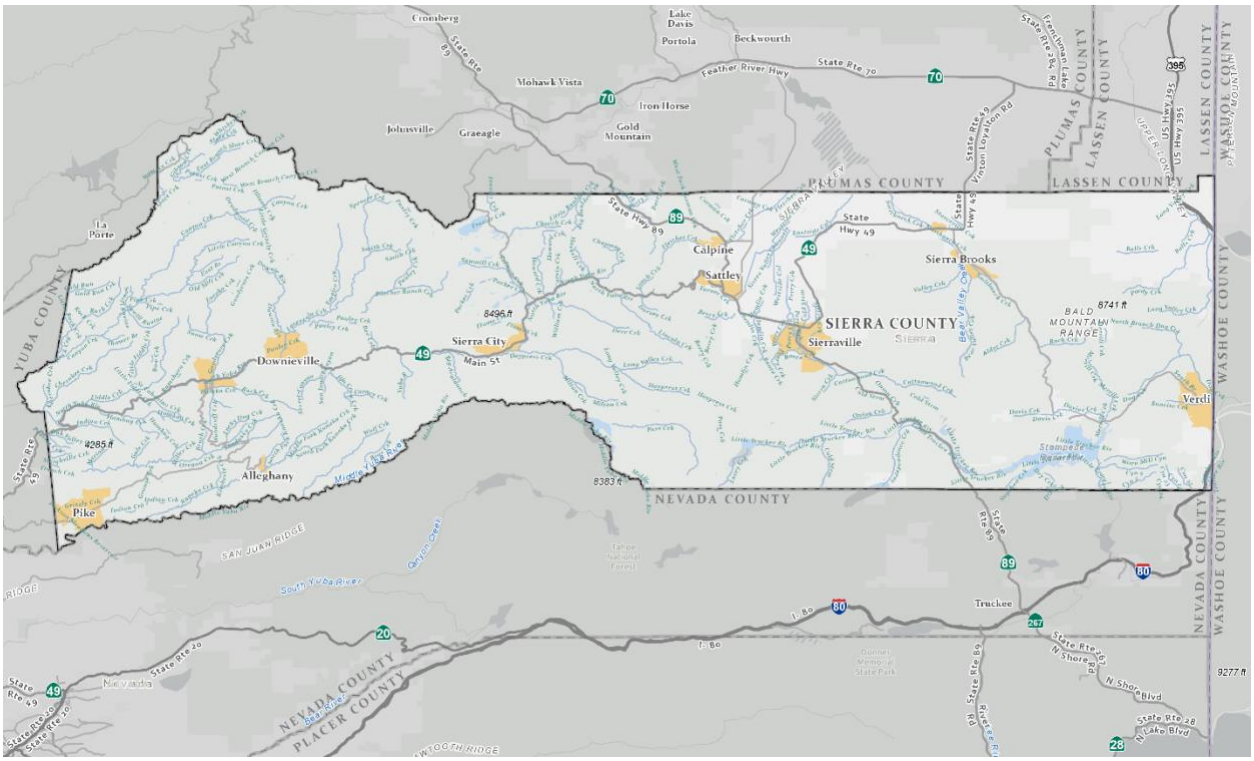


Figure 1: Location Map

General Plan and Zoning

There are a variety of General Plan Land Use designations throughout the entire County, which includes the entire Project area. The proposed Project was designed to be consistent with the General Plan of Sierra County. The Circulation Element from the County's General Plan was used as a reference during the development of the Sierra County 2025 Regional Transportation Plan (RTP). The proposed Project is consistent with the General Plan and does not include any proposed changes to the County's General Plan.

Project Description

The Sierra County Transportation Commission (SCTC) serves as the Regional Transportation Planning Agency (RTPA) for Sierra County, ensuring the alignment of local, state, and federal transportation objectives. The SCTC's mission includes facilitating sustainable, safe, and equitable transportation solutions that enhance mobility for all residents and visitors. As a predominantly rural county with dispersed population centers like Loyalton, Downieville, Alleghany, Pike, Verdi, Sierra City, Calpine, and Sierraville, SCTC addresses unique challenges, including limited transit access, aging infrastructure, and diverse stakeholder interests. The Sierra County Transportation Commission (SCTC) is the Regional Transportation Planning Agency (RTPA) for Sierra County, responsible for overseeing the development and implementation of transportation planning within the region. As a rural county nestled in the northern Sierra Nevada, Sierra County's transportation network serves diverse needs, including local travel, tourism, and emergency services. SCTC's mission is to ensure a transportation system that is safe, efficient, and accessible to all residents while preserving the county's natural environment.

Federal law (Title 23 CFR 450.300, Subpart B) and California Government Code Section 65080 mandate RTPAs to prepare long-range transportation plans to guide transportation investments over a minimum 20-year horizon. The 2025 Sierra County Regional Transportation Plan (RTP) serves as a roadmap for addressing current transportation challenges and preparing for future needs. By updating the RTP every four to five years, Sierra County remains eligible for critical state and federal funding programs. The RTPA is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The last update to the Sierra County RTP was adopted in 2020. The planning horizon for the 2025 Sierra County RTP is 2045, with transportation improvements in the RTP identified as short-term (0-10 years) and long term (11-20 years).

The 2025 Regional Transportation Plan is considered a "Project" under CEQA, and this Initial Study is focused on the Plan as a long-term planning effort. Projects identified within the Plan will be individually evaluated under CEQA at the project level when the project is being delivered. The RTP update must be consistent with the Caltrans 2024 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies, which requires inclusion of program-level outcome-based performance measures and close ties to the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

The overall focus of the 2025 RTP is directed at developing a coordinated and balanced multimodal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The RTP is a result of coordination between County, Caltrans, local communities, governmental resource agencies, commercial interests, and residents. Balance is achieved by considering investments and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, trucking, and aviation.

The 2025 RTP builds on the foundation of the 2020 plan, incorporating updated data and addressing new priorities, such as climate resilience, equity, and emerging technologies. It considers all modes of transportation, including roadways, public transit, active transportation, freight, aviation, and emergency routes. Developed through collaboration with Caltrans, Tribal governments, community stakeholders, and the public, the RTP aligns with state and federal goals while addressing Sierra County's unique rural context.

Purpose of the Plan

As defined by the 2024 RTP Guidelines, the purpose of the Regional Transportation Plan is to accomplish the following objectives:

- Provide an assessment of the current modes of transportation and the potential for new travel options within the region;
- Project and estimate the future needs for travel and goods movement;
- Identify and document specific actions necessary to address regional mobility and accessibility needs;

- Identify guidance and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;

- Identify needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal State Transportation Improvement Program (FSTIP, which includes the STIP), (b) Facilitation of the National Environmental Policy Act (NEPA)/404 integration process and (c) Identification of project purpose and need;

- Employ performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals;

- Promote consistency between the RTP and the California Transportation Plan 2050, as well as other plans developed by cities, counties, districts, California Tribal Governments, and State and federal agencies that respond to statewide and interregional transportation issues and needs;

- Provide a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues which transcend regional boundaries;

- Involve community-based organizations as part of the public, federal, State and local agencies, California Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation;

- Support economic vitality by enabling competitiveness, productivity, and efficiency;

- Increase the safety of the transportation system for motorized and non-motorized users;

- Increase the security of the transportation system for motorized and non-motorized users;

- Increase accessibility and mobility of people and freight;

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- Promote efficient system management and operation;

- Emphasize the preservation of the existing transportation system;

- Improve the resiliency and reliability of the transportation system and reduce or mitigate

stormwater impacts of surface transportation; and

- Enhance travel and tourism.

The development of the RTP should also correspond to Title VI of the Civil Rights Act of 1964. This ensures that all people have equal access to the transportation planning process and that all people, regardless of their race, sexual orientation, or income level will be included in the decision-making process.

Project Purpose and Need

The 2024 RTP guidelines require that an RTP "provide a clearly defined justification for its transportation projects and programs." This requirement is known as the Project Purpose and Need Statement. Caltrans' Deputy Directive No. DD 83 describes a project's "Need" as an identified transportation deficiency or problem, and its "Purpose" as the set of objectives that will be met to address the transportation deficiency. In the Sierra County 2025 RTP, each project by mode included in the Action Element includes a qualitative assessment of purpose and need indicating a project's contribution to system preservation, safety, multimodal improvements, and regional and local mobility. These broader benefits capture the desired outcome of projects during the RTP period and intend to enhance and protect the overall livability for the people in Sierra County.

All projects listed in the Action Element of the RTP fall into one of the following designations. It should be noted that projects within each grouping are for the most part in random order. Consequently, SCTC, County, and/or Caltrans may change the priority ranking or project scope during the RTP approval process.

- Short-Range: RTP improvements represent short-range projects that are fully fundable from anticipated revenue sources, referred to as "constrained", and will normally be programmed during the first ten (0-10) years of the RTP.
- Long-Range: RTP improvements represent long-range projects that are included on the unconstrained or "unfunded" list of projects in the RTP and are planned for programming in the 11–20-year time frame (by the RTP horizon year, 2045).

The RTP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements to provide the best possible transportation and circulation system to meet the mobility and accessibility needs of the entire county.

Due to the regional nature of the RTP, the analysis in this Initial Study focuses on those impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake project-specific environmental assessments before each project is approved and implemented. Such future environmental review will be required in accordance with CEQA and, if federally funded, NEPA. Adoption of this Initial Study/Negative Declaration and approval of the RTP does not authorize Sierra County or Caltrans to undertake construction of specific improvement projects identified in the RTP

without further environmental review and consideration.

The following definitions are used in the Regional Transportation Plan:

System Preservation – This category of improvement indicates a project that serves to maintain the integrity of the existing system so that access and mobility are not hindered for travelers. Improvements may include bridge repairs, airport runway repairs, and upgrades to signs and traffic control devices and striping. Rehabilitation projects are those that do not include an entire reconstruction of the roadway, but they often include overlay and/or chip seal work that are also be considered a safety improvement. Other forms of required maintenance include culvert repair and bridge rehabilitation. Most road projects identified in the RTP indicate either "rehabilitation" or "reconstruction" to maintain system preservation.

Safety Projects – Safety projects are meant to maintain or enhance efficiency of the roadway system while reducing the number of collisions, decreasing potential conflicts between various modes of transportation, and preventing injury or fatalities for all transportation system users. Examples of safety improvements include roadway and intersection realignments to improve sight-distance, pavement or runway resurfacing to provide for a smooth travel surface, signage to clarify traffic and aviation operations, congestion relief, obstacle removal so that traffic flows are not hindered, and improvements to pedestrian and bicycle facilities to promote safe travel to desired destinations. In addition, bridge repairs and reinforcement improve safety and efficiency. The desired outcome of safety projects is to reduce the number of collisions on the transportation system, and reduce fatalities, injuries, and damage to property and resources.

Multi-modal Enhancement – Multi-modal projects include improvements for alternative modes of transportation to single-occupancy vehicles including biking, walking and transit. By creating and improving facilities for people walking, biking, and taking transit, multi-modal projects are designed to enhance safety for all road users, improve connectivity and mobility, and encourage mode-shift away from single-occupancy vehicles. Examples of multi-modal projects include separated and protected bike lanes, secure bike parking, shared bike routes, sidewalks, enhanced crosswalks, transit amenities, street furnishings, wayfinding and signage.

Regional Goals

The comprehensive goals, objectives, and policies that have been developed for this RTP meet the needs of the region and are consistent with the County's regional vision and priorities for action, which set the framework for carrying out the roles and responsibilities of the SCTC and assist them in their decision-making process for transportation investment. These objectives are intended to guide the development of a transportation system that is balanced, multi-modal, and will maintain and improve the quality of life in Sierra County.

Sierra County Regional Goals:
Goal 1: Maintain a safe, efficient, roadway system.
Goal 2: Encourage a safe and convenient non-motorized transportation system.
Goal 3: Support an effective and accessible public transportation system.
Goal 4: Promote aviation facilities.

Goal 5: Encourage improvement to rail services.
Goal 6: Ensure sensitivity to the environment in all transportation decisions.
Goal 7: Include state climate change strategies in transportation investment decisions.
Goal 8: Ensure that Tribal residents within the Sierra region have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.

Other Public Agencies Whose Approval Is Required (e.g., Permits, etc.)

Sierra County is the Lead Agency for the proposed Project (2025 Regional Transportation Plan) pursuant to the California Environmental Quality Act (CEQA), Section 15050. No permits are required to approve the proposed Project. Future permit approvals will vary on a project-level basis for projects included in the Action Element of the RTP and may include, but are not necessarily limited to coordination with: Cities of Williams and Sierra, Native American Tribes, Caltrans, CA Department of Fish and Wildlife, Regional Water Quality Control Board, Bureau of Reclamation, Bureau of Land Management, US Army Corps of Engineers, US Fish and Wildlife Service, Federal Highway Administration, Federal Aviation Administration, and the California Transportation Commission.

Pursuant to PUC 21080.3.1 and AB 52, SCTC consulted with Native American Tribes traditionally and culturally affiliated with Sierra County. SCTC requested a consultation list of tribes located within Sierra County from the Native American Heritage Commission. SCTC sent letters to each tribe requesting input on regional transportation needs as well to begin formal consultation. Tribes were also personally invited to the public hearing on the RTP and provided with a copy of the Draft RTP. To date, no tribes have responded.

Environmental Factors Potentially Affected

None of the environmental factors listed below would be potentially affected by this Project, as described on the following pages.

	Aesthetics		Agriculture Resources		Air Quality
	Biological Resources		Cultural Resources		Geology/Soils
	Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Tribal Cultural Resources
	Wildfire		Mandatory Findings of Significance		

Determination

On the basis of this initial evaluation:

X	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Bryan Davey, Director of Transportation Date

Evaluation of Environmental Impacts

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- ***Potentially Significant Impact*** **-** This response is appropriate when there is substantial evidence that an effect might be significant and for which no mitigation has been incorporated. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.

- ***Less than Significant with Mitigation Incorporated*** - This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

- ***Less than Significant Impact*** - A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.

- ***No Impact*** - These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

Environmental Checklist

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 17 environmental topic areas.

I. AESTHETICS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION

Sierra County is renowned for its scenic vistas – from the forested canyons of the Sierra Nevada to the open expanse of Sierra Valley – and even features a designated State Scenic Highway. A 41-mile segment of State Route 49 through the county (from the Yuba County line to Yuba Summit) is part of the Yuba-Donner Scenic Byway, offering travelers dramatic river canyon views and picturesque historic towns along the route. The 2025 RTP does not propose any new highways or large structures that would degrade scenic vistas or damage the visual quality of the landscape. Projects in the plan consist mainly of maintenance (e.g. roadway repaving, bridge repairs) and minor improvements along existing roads, so they will not introduce new sources of light/glare or obstruct important views. The character of scenic resources, such as natural landforms, historic roadside features, and dark night skies, will remain unchanged.

The RTP 2025 would not directly alter the visual character of Sierra County as it does not authorize any specific construction projects. The plan focuses primarily on maintenance and improvements to existing transportation facilities rather than new major infrastructure that could impact scenic vistas or resources. Any future project arising from the RTP that might affect visual resources would be subject to project-specific environmental review, local design review, and compliance with applicable general plan policies protecting scenic resources. The RTP policies themselves encourage context-sensitive design that respects local visual character. The plan does not include new lighting sources that would create light pollution and does not

authorize construction that would damage scenic resources along state scenic highways. Therefore, aesthetic impacts are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Response a-d): Less than Significant. The RTP as a "Project" does not propose any construction of new roadways that would affect any of these natural resources and aesthetic views. Roadway projects included in the RTP consist primarily of roadway maintenance and safety improvements. Improvements also occur on State Highways and on local roadways, which would not significantly alter the aesthetics of an area or lead to indirect population growth as a result of access improvements into areas that are currently undeveloped. Additionally, the Project includes roadway and multimodal transportation priorities that will be pursued over the lifetime of the RTP. The projects identified within the RTP will not cause any major aesthetic changes to the Project area. Additionally, each project within the RTP will go through a specific project-level CEQA evaluation at the project level. This is a less than significant impact and no mitigation is required.

II. AGRICULTURAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non- agricultural use?				X

DISCUSSION

Sierra County contains agricultural lands (primarily in Sierra Valley's ranches and pastures) and vast forested areas. The RTP has no provisions that would convert farmland or forest land to other uses, nor does it encourage growth that would encroach on these resources. In fact, the plan supports agriculture by improving goods movement and maintaining farm-to-market routes. There are no new roadway alignments or capacity-expansion projects proposed that would require new right-of-way through agricultural fields or timberlands – all identified projects occur on existing transportation corridors. Likewise, the plan does not propose zoning or land use changes affecting Williamson Act farmlands or forest zoning. By focusing on rehabilitation of existing roads and bridges, the RTP avoids any significant impacts on prime agricultural soils or forest resources. Therefore, there will be no impact as the RTP will not conflict with agricultural land preservation or forestry management; it neither removes lands from production nor enables development on such lands.

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. Implementation of the RTP entails implementation of project-level improvements as funding permits over the 20-year lifetime of the Plan. The proposed Project would not convert any agricultural lands and would therefore have no significant impact on Prime Farmland, Unique Farmland or Farmland of Statewide importance. Therefore, there is no impact, and no mitigation is required.

Response b): No Impact. The RTP does not challenge any zoning or land use regulations as designated in the General Plan. The proposed Project would not result in conflicts with any Williamson Act contracts, nor would it result in the cancellation of any Williamson Act contracts. There will be no impact on the Williamson Act contract, therefore no mitigation is required.

Response c): No Impact. See responses a) and b) above. The Regional Transportation Plan will have no impact on agricultural resources in Sierra County.

III. AIR QUALITY – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

DISCUSSION

Sierra County is part of the Mountain Counties Air Basin, under the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD). The county's air quality is generally very good due to low population density, minimal industry, extensive undeveloped lands, and infrequent traffic congestion. The only pollutant for which the area is in non-attainment is particulate matter (PM_{10}) under California standards (not federal standards), largely due to wood stove smoke, open burning, and dust from unpaved roads – not from vehicular traffic. The 2025 RTP will not conflict with or obstruct any air quality plans; rather, it aligns with efforts to maintain clean air. The plan does not add vehicle capacity or generate new traffic, so it will not create a cumulatively considerable increase in criteria pollutants. Construction of individual projects (like road resurfacing or bridge work) may cause temporary, localized emissions (dust or equipment exhaust), but these minor effects will be short-term and subject to standard controls (e.g. dust suppression per NSAQMD rules). The plan's emphasis on transit and active transportation could have a long-term beneficial effect by reducing vehicle emissions. There are no elements that would expose sensitive receptors (e.g. schools, hospitals) to substantial pollutant concentrations, and no significant odor-producing activities. Therefore, the RTP poses a *less than Significant Impact*. The RTP itself will not worsen air quality and in some respects supports air quality improvement (through reduced congestion and encouragement of clean transportation modes).

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): Less Than Significant. Many projects outlined within the RTP aim to reduce vehicular trips and promote alternative modes of transportation. However, some projects may have short term effects on air quality, sensitive receptors, or create odors during construction.

These individual projects identified in the RTP will be subject to project-level environmental review prior to approval and construction.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill, and subsequent legislation (SB 375) establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels.

In January 2007, the Legislature asked the CTC to review the RTP guidelines to incorporate climate change emission reduction measures. The request emphasized that RTPs should utilize models that accurately measure the benefits of land use strategies aimed at reducing vehicle trips and/or trip length. The CTC staff established an RTP guidelines working group to assist in the development of "best practices" for inclusion in the RTP Guidelines. The 2024 RTP Guidelines provide several recommendations for consideration by rural RTPAs to address greenhouse gas (GHG) reductions. The following State and federal strategies have specific application to Sierra County:

- Alignment with performance measurements and asset management.
- Alignment with goals and policies for the State's Climate Action Plan for Transportation Investments (CAPTI).
- Alignment with Planning Practice Examples in Appendix F.
- **Federal: Title 23 CFR Part 450.324(b)** requires short and long-range strategies for an integrated multimodal transportation system. **State: GC Section 65080(a)** requires that the RTP shall be directed at achieving a coordinated and balanced regional transportation system.
- **Federal: Title 23 CFR Part 450.324(b)** requires short and long-range strategies for an integrated multimodal transportation system. 23 CFR 450.325(f)(8) is an added requirement for the RTP pursuant to 23 U.S.C. 135 to include consideration of the role that intercity buses play in reducing congestion, pollution, and energy consumption. **State: GC Section 65080(a)** the RTP shall be directed at achieving a coordinated and balanced regional transportation system.
- **Federal: Title 23 CFR Part 450.324(b)** requires short and long-range strategies for an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. Title 23 CFR Part 450.324(f)(1) states that the RTP shall include the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan, and Title 23 CFR Part 450.324(f)(3) states that the RTP shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. **State: GC Section 65080(a**) requires that the RTP shall be directed at achieving a coordinated and balanced regional transportation system.
- **Federal: Title 23 U.S.C. Section 134 and Title 23 CFR Part 450.324(f)(5)** requires strategies for improving the regional transportation system and reducing congestion.
- **Federal: Title 23 CFR Part 450.206(a)(3)** states the planning process will address the

security of the transportation system for the public. Title 23 CFR Part 450.216(c) states that the CTP shall reference, summarize, or contain any applicable emergency relief and disaster preparedness plans, strategies and policies that support homeland security and safeguard the personal security of all motorized and non-motorized users. RTPAs shall also comply.

- **Federal: 23 CFR 450.324(f)(7)** The RTP may consider projects and strategies that address areas or corridors where current or projected deficiencies threatens the efficient functioning of key elements of the metropolitan area's transportation system.
- State: Public Resources Code, Section 21000, et seq. Rural RTPAs have a unique set of challenges compared to urbanized areas to reduce regional transportation related GHG emissions. Lower land use densities, limited transit options, and higher VMT per household contribute to the challenges to reduce these emissions. More efficient vehicles and low-carbon fuels present the highest payoff for rural counties to reduce transportation related carbon dioxide emissions. Nonetheless Final 2024 Regional Transportation Plan Guidelines for RTPAs 120 rural RTPAs should strive to incorporate strategies to reduce their GHG emissions during their planning process. RTPAs that are not located within a boundary of an MPO are not subject to the provisions of SB 375, or the resultant requirements to address regional GHG targets in their RTPs. This includes the requirement to prepare a SCS to meet a regional GHG emissions reduction target. It is suggested that in preparing the environmental document for their RTP, RTPAs ensure that any GHG emissions during either construction or, as a result of the project, be addressed and mitigated, as appropriate.
- **Federal: 23 CFR 450.306; 23 CFR 450.324(f)(3) & (4); 23 CFR 450.340(e) & (f)** It is important to note that failure to consider any factor specified in the Performance- Based Approach, 23 CFR 450.306 (d), shall not be reviewable by any court under Title 23 U.S.C., 49 U.S.C. Chapter 53, Subchapter II of Title 5 U.S.C. Chapter 5, or Title 5 U.S.C. Chapter 7 in any matter affecting an RTP, TIP, a project or strategy, or the certification of a metropolitan transportation planning process. The FHWA maintains a Performance Based Planning and Programming Guidebook to help identify potential packages of strategies to achieve performance-based objectives, as well as the data and tools used to determine which strategies may be most effective, available at: http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/page06.cfm

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. The first two components are typically the responsibility of industry and national governmental interests. RTPAs and local governments can affect vehicle use by promoting transportation alternatives to the automobile, and by managing the demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into non-auto modes of travel (mode shifting).

RTPAs that are not located within the boundaries of a Metropolitan Planning Organization, which includes SCTC, are not subject to the provisions of SB 375 which require addressing regional GHG

targets in the RTP and preparation of a Sustainable Communities Strategy. Future improvements to the transit system and a commitment to a future rideshare program could provide residents another alternative to driving a car.

The following RTP goals are established for Sierra County to increase safety while reducing dependence on the automobile and to promote mode shifting to other forms of transportation.

- Goal 1: Maintain a safe, efficient, roadway system.
- Goal 2: Encourage a safe and convenient non-motorized transportation system.
- Goal 3: Support an effective and accessible public transportation system.
- Goal 6: Ensure sensitivity to the environment in all transportation decisions.
- Goal 7: Include state climate change strategies in transportation investment decisions.
- Goal 8: Ensure that Tribal residents within the Sierra region have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.

The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement Transportation Demand Model (TDM) and Transportation System Management (TSM) policies and strategies can be measured in terms of reductions in vehicle miles traveled (VMT) or the expected growth in VMT. VMT reductions correlate directly with reductions in GHG emissions.

The Sierra County 2025 RTP recognizes that non-auto mobility options, including walking, biking and transit, require coordinated land use decisions and improved infrastructure. The goals and policies in the RTP are consistent with the County's proposed General Plan revisions to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. The County is committed to implementing these types of policies and strategies that reduce reliance on the automobile and contribute to the reduction of GHG emissions. Although the RTP mentions projects that will enhance the countywide transportation system, the proposed improvements would not influence VMT or population levels, nor would it significantly alter current air quality levels. As such, the proposed Project would result in less than significant impacts to air quality, and no mitigation is required.

IV. BIOLOGICAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

DISCUSSION

The diverse ecosystems of Sierra County range from riverine habitats along the Yuba River to upland conifer forests that support a variety of wildlife. The RTP has been crafted with policies to minimize environmental impacts on biological resources from transportation investments. Since the RTP is programmatic and does not directly authorize construction, no physical habitat disturbance occurs just by adopting the plan. Future projects will undergo site-specific environmental analysis to avoid or mitigate impacts to sensitive species or habitats. At this stage, the RTP's listed projects (mostly pavement rehab and one bridge replacement) are expected to

have no effect. The plan does not entail significant vegetation removal, wetland fill, or disruption of migratory wildlife corridors. It will not conflict with local resource protection ordinances or any adopted conservation plans. Therefore, the RTP poses a *less than significant impact* because the adoption of the RTP itself has no direct adverse impact on biological resources, and proposed transportation improvements will be designed and scheduled to avoid sensitive habitats, resulting in no significant impact on species or natural communities.

The RTP 2025 does not directly approve any construction in sensitive habitats or changes in land use. No specific project in this plan will be built absent further review and approval, which will include biological surveys, permitting, and mitigation as required by law. As such, adopting the plan will not disturb any special-status species, protected wetlands, or other sensitive biological resources at this stage.

The plan is consistent with Sierra County's general plan policies for habitat and open space protection, and it does not propose new development in conservation areas. Future projects that arise from the RTP (such as road rehabilitation or shoulder widening) typically occur in existing public right-of-way or previously disturbed areas, minimizing the potential to affect undisturbed habitat.

If any project has the potential to affect biological resources (for example, a bridge replacement near a creek or a new bike path), that project will undergo a project-level CEQA/NEPA analysis and obtain any necessary permits (e.g., Army Corps, California Dept. of Fish and Wildlife) to avoid or mitigate impacts to wildlife or wetlands. At the program level, the RTP causes no change to biological resources, and it would not conflict with any local, state, or federal conservation plans.

The Initial Study found that the RTP "would not threaten biological resources", and no mitigation is required.

State Wildlife Action Plan

The goals identified in the Policy Element (Chapter 3) of the RTP consider stressors identified in the State Wildlife Action Plan. The State Wildlife Action Plan (SWAP) identifies separate conservational provinces broken into subzones called ecoregions by the SWAP. The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of the ecoregions in California.

The California State Wildlife Action Plan (SWAP) was not developed on a county-by-county basis. However, this consultation with SWAP is mandatory and still provides relevant information. California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB).

A review was performed of county-wide species using the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB). The information in the species list includes known occurrences and historical occurrences of species listed as threatened, endangered or otherwise protected under policies or ordinances at the local or regional level as

required by the California Environmental Quality Act (CEQA, §15380). Because the RTP does not propose to expand the capacity of the existing transportation network and includes mostly reconstruction and rehabilitation projects, it is not anticipated to impact threatened or endangered species.

RESPONSES TO CHECKLIST QUESTIONS

Response a-f): Less than Significant. The proposed Project does not propose the construction of any new roadways. Rehabilitation efforts make up most projects identified in the RTP, which would not disturb any new ground as they would occur on existing roadways. Any project identified in the RTP would go through project-specific environmental review to ensure that no sensitive areas or species would be harmed. The maintenance and rehabilitation projects in Sierra County would not have an adverse effect on any candidate species identified in the SWAP, nor would it have any adverse effect on any riparian habitat, sensitive natural community or protected wetland identified in the County. The Plan would not interfere with the movement of any native resident or migratory fish or wildlife species or with any wildlife corridors. The RTP would not conflict with any local protections, nor would it conflict with any conservation plans. Therefore, the current RTP as a plan would not impact biological resources, wetland resources, or conflict with any habitat conservation plan or local ordinance protecting natural and biological resources. This is a less than significant impact and no mitigation is required.

V. CULTURAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

DISCUSSION

Sierra County has a rich historical heritage dating back to the Gold Rush era, with many historic structures, sites, and districts. State Route 49 itself passes through "several picturesque gold rush towns" in the county, underscoring the presence of cultural resources along transportation corridors. The RTP, however, does not propose any project that would demolish or alter historic buildings, archaeological sites, or other cultural resources. Projects are largely limited to repairing or upgrading existing infrastructure (e.g. fixing bridges, repaving roads) within current rights-of-way, which greatly reduces the likelihood of disturbing unknown archaeological deposits. Should any ground-disturbing work uncover potential cultural artifacts or human remains in the future, standard procedures under CEQA and state law (e.g. immediate halting of work and consultation with a qualified archaeologist and Native American representatives) will ensure proper handling – but at the plan level, no impacts are anticipated. Therefore, there is *the impact is less than significant* because The RTP will not cause a substantial adverse change in the significance of any historical or archaeological resource. It is consistent with the county's goal of preserving its cultural heritage while maintaining infrastructure.

RESPONSES TO CHECKLIST QUESTIONS

Response a-d): Less than Significant. The proposed Project does not entitle, propose, or otherwise require the construction of new roadways. The proposed Project includes a variety of roadway improvement projects, which consist primarily of roadway rehabilitation efforts and roadway safety improvements. The proposed Project identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Nearly all of the roadway projects identified in the RTP consist of rehabilitation efforts, which would occur within the roadbeds of the existing roadways and would not have the potential to impact any known or previously undiscovered cultural resources. Individual projects identified in the RTP would be subject to project-level environmental review prior to approval and

construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts to any cultural, historical, paleontological or archaeological resources including human remains or cultural artifacts. A project level environmental review is required under CEQA for each project identified in the Regional Transportation Plan and will be evaluated at that time for cultural resources. This Plan as a Project has a less than significant impact on the environment and no mitigation is required.

VI. GEOLOGY AND SOILS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off- site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

DISCUSSION

Sierra County's terrain is mountainous, and like much of California, it is subject to geologic hazards such as earthquakes, landslides, and erosion. The RTP itself, as a planning document, does not directly expose people or structures to geologic risks – it does not approve any new habitable structures or significant alterations to landforms. Future roadway and bridge projects identified in the plan will be engineered in compliance with the California Building Code seismic design standards to ensure safety during earthquakes (e.g. bridges will be retrofitted or designed to withstand ground shaking). These projects will be reviewed on a case-by-case basis for site-specific geotechnical conditions. Slope stabilization, proper drainage, and erosion control

measures will be incorporated into designs to prevent landslides or excessive soil loss during construction. The RTP does not propose development on unstable soils or expansive clays that could create substantial risks; improvements generally occur on established roadbeds that have long been in place. There are also no septic systems or unique paleontological resources involved with the transportation projects in the plan. Therefore, the impact is *less than significant because* the plan itself causes no direct geologic or soil impacts, and future projects implemented under the RTP will include standard geotechnical assessments and construction measures to reduce any geology/soil-related hazards to a less-than-significant level.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): Less than Significant. Seismicity is directly related to the distribution of fault systems within a region. Depending on activity patterns, faults and fault-related geologic features may be classified as active, potentially active, or inactive. The entire State of California is considered seismically active and is susceptible to seismic ground shaking, however, the most highly active fault zones are along coastal areas.

Fault Rupture. Ruptures to the fault line can occur due to earthquakes or fault creeps. The Alquist-Priolo Fault Zoning Act requires active earthquake fault zones to be mapped, and it provides special development considerations within these zones. While Sierra County could be affected by distant earthquakes, there are no Alquist-Priolo Fault zones within the region.

Seismic Ground Shaking. Some possibility of seismic ground shaking in California is expected. Due to this expectation, California requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering review at each project-specific level to ensure that the structural integrity is consistent with state requirements. As such, implementation of the proposed RTP as a Project would result in a less than significant impact from seismic ground shaking.

Liquefaction. Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. Most areas of Sierra County are at a low risk of hazards from liquefaction. Any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed Project would result in a less than significant impact from liquefaction.

Landslides. Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. A common trigger for landslides results from the construction of new roadways. Most roadway projects identified in the RTP consist of maintenance or repair of existing facilities, and no new roadways are proposed in the 2025 RTP. Furthermore, any future

roadway improvements implemented as a result of adoption of the RTP would be subject to detailed project-level review. Therefore, the potential for landslides is considered less than significant.

Lateral Spreading. Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. However, any future roadway improvements implemented as a result of adoption of the RTP would be subject to detailed project-level review. Therefore, the potential of impact from lateral spreading is considered less than significant.

Erosion. Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. There are no new roadways proposed in the RTP, and any projects implemented from the RTP will go through project-level review and analysis. Therefore, the potential for erosion is considered less than significant.

Expansive Soils. There are no expansive soils in Sierra County that have a moderate to high swelling capacity, and most of the area does not have any expansive soils. Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and structures unless special engineering design is incorporated into the project plans. There are no new roadways proposed in the RTP, and any projects implemented from the RTP will go through project-level review and analysis. Therefore, the potential for new expansive soil issues is considered less than significant.

Septic Tanks. Implementation of the RTP would not result in the use or expansion of any septic systems. Implementation of the proposed Project would have a less than significant impact on this environmental topic, and no mitigation is required.

VII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

DISCUSSION

The RTP includes goals, policies, and strategies aimed at reducing greenhouse gas (GHG) emissions in Sierra County. These goals and policies largely consist of methods to reduce Vehicle Miles Traveled (VMT), which is the main source of GHG emissions for transportation. RTP projects such as roadway and bridge repairs are necessary to maintain a safe regional transportation system and to prevent deterioration of roadways and bridges which may require costlier repairs in the future. These projects will not result in greater traffic volumes along State Highways or County roads as they are simply maintaining the current system.

The RTP includes bicycle and pedestrian projects, and transit projects aimed at enabling travelers to utilize alternative modes of transportation. By expanding alternative forms of transportation and not including capacity-enhancing projects, Sierra County is in line with statewide climate change goals.

The RTP is aligned with state GHG reduction targets (AB 32, SB 32) and includes strategies to cut emissions. Because the plan does not add significant roadway capacity or induce new traffic, it will not generate a substantial increase in GHG emissions. On the contrary, by improving traffic flow on existing roads and investing in transit and non-motorized travel, the plan could slightly reduce per capita vehicle emissions over time. The RTP is also consistent with California's Climate Change Scoping Plan and does not conflict with any policies aimed at reducing GHGs – it in fact supports them. Therefore the impact is *less than significant because* implementation of the RTP would not hinder GHG reduction efforts; any emissions associated with the plan are minimal and incremental, and the plan's policies contribute to long-term climate benefits by facilitating cleaner transportation options.

RESPONSES TO CHECKLIST QUESTIONS

Response a) and b): Less than Significant. The RTP includes numerous goals related to the increase in multi-modal transportation options, which reduce dependence on the automobile, and may subsequently result in decreases in total VMT throughout the County. The RTP is consistent with all County General Plan updates and County land use guidelines and will encourage infill development and strategic planning to assist in VMT reduction and shorter travel distances.

Exhibit 1

VIII. HAZARDS AND HAZARDOUS MATERIALS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?			X	
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

DISCUSSION

The RTP would not create significant hazards to the public through transport, use, or disposal of hazardous materials, as it is a planning document that does not directly authorize any activities involving hazardous substances. The plan does not interfere with emergency response plans or evacuation routes; in fact, many RTP projects aim to improve emergency access and evacuation capabilities through road improvements and maintenance. Sierra County does contain some sites

with known contamination, but the RTP does not propose disturbance at these locations. For future projects, standard practices for site assessment and remediation would be implemented if contaminated soils are encountered during construction. The RTP does not locate incompatible land uses near airports or airstrips, nor does it place sensitive receptors in areas with elevated wildfire risks. Any roadway improvements would be designed to meet applicable safety standards, including those for transport of hazardous materials. Therefore, impacts related to hazards and hazardous materials are *less than significant.*

The RTP does not involve the routine use or transport of significant quantities of hazardous materials. Transportation improvement projects (road and bridge work) will require common hazardous substances like fuels, oils, and asphalt during construction, but these will be handled in accordance with standard regulations to prevent spills or accidents. There are no new land uses introduced by the plan that would create a significant hazard to the public – for example, no industrial facilities or hazmat storage sites are proposed. The plan also avoids placing any new infrastructure in areas where it could release existing contamination; any projects that might occur on or near known hazardous material sites will undergo appropriate environmental site assessments before construction. In terms of community safety, the RTP is expected to benefit emergency response and evacuation. By maintaining and upgrading key roads, the plan improves reliability of evacuation routes in the event of wildfires or other disasters. The plan will not create significant public health hazards; it conforms to all hazardous materials regulations and improves the transportation system's safety and emergency readiness (with no impairments to emergency response plans), therefore the impact is *less than significant.*

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): No Impact. The RTP does not propose any new roadways to be constructed, and any potential use of hazardous substances used through construction equipment would be properly assessed and mitigated before any projects are constructed. No hazardous materials will be transported or used within a one quarter mile radius of any schools. Furthermore, any specific project from the RTP would be evaluated for these conditions at a specific project-level basis before construction. Implementation of the proposed Project would have a less than significant impact on this environmental topic and no mitigation is required.

Responses d): Less than Significant. There are two locations in Sierra County that are registered with the Department of Toxic Substances Control and included on the Cortese List. However, any specific project from the RTP would be evaluated on a specific project-level basis. Implementation of the proposed Project would have no impact on this environmental topic and no mitigation is required.

Response e-f): Less than Significant. The Action Element of the RTP includes a list of proposed improvement projects related to aviation facilities in the County. The proposed aviation facility improvements consist primarily of rehabilitation and maintenance efforts. All improvements to aviation facilities within the County identified in the RTP are consistent with the applicable airport land use plans (ALUPs) and would not result in changes to the aviation and flight patterns surrounding County aviation facilities. Furthermore, any specific project from the RTP would be evaluated on a specific project-level basis. Implementation of the proposed Project would have

a less than significant impact on this environmental topic and no mitigation is required.

Response g): Less than Significant. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The improvements identified in the RTP would improve the transportation network in Sierra County, which would serve to improve emergency response times countywide. Construction activities associated with projects identified within the RTP may result in temporary lane closures that may temporarily impede emergency access to certain areas within the County during construction. However, each improvement project, when undertaken, will include measures to allow safe passage whenever possible. Any specific project from the RTP would be evaluated on a specific project-level basis. Implementation of the proposed Project would have a less than significant impact on this environmental topic and no mitigation is required.

Response h): Less than Significant. Wildfires are a major hazard in the State of California and in Sierra County. Wildfires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wildfires have an important role in the ecosystem, modern wildfires are exacerbated due to fire suppression, extreme drought and climate change. These higher intensity fires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk. Most populated areas in Sierra County are in the Wildland-Urban Interface (WUI). This leaves communities at a higher level of risk as they are more exposed to wildland fires.

The proposed Project consists primarily of projects that will improve and rehabilitate roadways throughout the County. Roadway rehabilitation is necessary for improving emergency response and evacuation efficiency. There are no new homes, businesses or habitable structures proposed as part of the RTP. Therefore, implementation of the proposed Project would not result in increased risks associated with wildfires. This is a less than significant impact and no mitigation is required.

IX. HYDROLOGY AND WATER QUALITY – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

DISCUSSION

The RTP update will not directly involve any discharges or alterations to waterways, groundwater, or drainage patterns. It is a planning document with no ground-disturbing activities authorized. Consequently, the project cannot violate any water quality standards or waste discharge requirements, nor will it deplete groundwater or interfere with groundwater recharge.

There are no construction activities under this plan that could cause erosion, sediment runoff, or flooding. Any future transportation project (like road improvements) that could affect hydrology or water quality will be subject to stormwater best management practices and permitting (e.g., compliance with the Construction General Permit for stormwater) at the time of its development.

The RTP itself has no impact on floodplains or drainage, as it does not propose placing structures in flood hazard areas. It also does not affect any dam or levee, nor does it introduce new impervious surfaces that would increase storm runoff. In short, adoption of the RTP will not change current hydrologic conditions. The Initial Study concluded that any potential impacts on hydrology and water quality are less than significant, with no mitigation required.

Transportation projects have the potential to affect waterways through runoff and physical modifications, but the RTP itself does not directly authorize any activity that could impact water resources. The plan's projects, when implemented, will incorporate best management practices to protect water quality. During construction of road or bridge improvements, contractors will follow stormwater pollution prevention plans (SWPPPs) as required by the State Water Resources Control Board, ensuring that sediment, oils, or other pollutants do not enter streams or rivers. Sierra County's major waterways (e.g. the North Yuba River, Downie River, and others) are valued resources, and the RTP avoids any new stream crossings or extensive channel modifications. In fact, replacing an aging bridge as outlined in the plan will likely improve hydrologic conditions by removing old in-stream supports and reducing erosion at that crossing. The RTP does not involve adding large areas of impervious surface; repaving and maintenance will not significantly change drainage patterns or stormwater volumes. There is no impact to groundwater recharge or extraction since the plan does not include groundwater usage. Therefore the impact is *less than significant* because implementation of the RTP is not expected to violate any water quality standards or significantly alter hydrology. With standard construction safeguards, the projects will avoid water contamination and respect natural drainage systems.

RESPONSES TO CHECKLIST QUESTIONS

Response a-j): Less than Significant. Implementation of the proposed Project would indirectly result in the improvement and rehabilitation of roadways and transportation infrastructure throughout Sierra County. The Project would not result in the development or construction of housing or other habitable structures that would be at risk from flooding events and no new roadways would be developed. There are a small number of projects identified within the RTP that may increase the area of impervious surfaces within the County. Such improvements consist primarily of repaving or roadway widening to address safety and operational concerns. The RTP would not substantially alter existing drainage, nor would it contribute to runoff water. The RTP would not degrade the water quality, nor would it place housing within a 100-year flood hazard area. As such, the Project would not result in an increased demand for ground or surface

water resources and would have no impact on these environmental resources.

There is the potential for water quality impacts to occur during construction activities associated with the various projects identified in the RTP. Each project is subject to further project-level environmental review prior to approval and construction. During subsequent environmental review, potential project-specific construction impacts to water quality would be identified, and mitigation measures, in the form of Best Management Practices would be identified and implemented to ensure that impacts to water quality are reduced or avoided. Impacts to the hydrology and water quality are considered less than significant and no mitigation is required.

X. LAND USE AND PLANNING – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION

The RTP was developed in coordination with local general plans and would not conflict with established land use plans, policies, or regulations. It supports existing community plans rather than introducing incompatible uses or creating physical divisions within established communities. The transportation improvements identified in the RTP are intended to serve planned growth consistent with adopted general plans, not to induce unplanned growth. As a regional transportation plan, the document inherently promotes connectivity rather than division of communities. The RTP is also consistent with regional air quality plans, habitat conservation plans, and other resource management documents. It does not authorize changes in land use or zoning, which remain under the jurisdiction of local agencies. Therefore, land use and planning impacts are less than significant.

The RTP is consistent with adopted land use plans and policies in Sierra County. It is fundamentally a transportation policy document and does not propose any changes in land use designations or growth patterns. Instead, it supports the Sierra County General Plan's goals by improving transportation facilities that serve existing communities and planned land uses. The plan focuses on maintaining connectivity for the county's small towns without facilitating sprawl or development into rural undeveloped areas. Because the RTP does not involve constructing new roads into untouched areas, it avoids dividing established communities or conflicting with conservation land uses. All projects are within or adjacent to existing transportation rights-of-way and have been coordinated with local and regional plans. Therefore, there is *no impact* because the RTP will not induce unplanned growth or land use incompatibility; it complements current land use plans and helps implement them by providing necessary transportation improvements in appropriate locations.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): No Impact. Implementation of the proposed Project would result in improvements to the County's transportation network, and there are no proposed changes to land uses or land use designations in the RTP. The RTP is consistent with the County General Plan, and no housing would be affected, nor would any new roadways be constructed. Furthermore, any projects implemented as a result of the RTP would go through a more detailed project-level analysis. Implementation of the RTP would not conflict with a habitat conservation plan. There are no impacts to land use associated with the proposed Project and no mitigation is required.

XI. MINERAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION

Sierra County has a history of mineral extraction (notably gold mining during the 19th and early 20th centuries), and remnants of this heritage remain (e.g. old mining equipment and sites scattered in the forest). However, modern significant mineral resource zones (such as active mining operations or known aggregate deposits) are limited. The RTP does not encroach on any designated mineral resource areas identified by the State or county. Since the plan mainly rehabilitates existing transportation infrastructure, it will not result in the loss of availability of any known mineral resources. Therefore, there is *no impact* because the RTP will not restrict the availability of mineral resources; it neither uses large quantities of mineral materials beyond normal construction needs nor blocks access to known mineral-rich sites. Transportation improvements under the plan are compatible with the continued availability of local mineral resources.

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): No Impact. There are no active mines that would be affected by the RTP. The proposed Project would not result in the loss of availability of a known mineral resource or mineral resource recovery site. Implementation of the proposed Project would have a less than significant impact, therefore no mitigation is required.

XII. NOISE – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?			X	
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?			X	
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?			X	

DISCUSSION

The ambient noise environment in Sierra County is generally quiet and rural, with occasional vehicle noise along highways and natural sounds dominating away from roads. Implementation of the RTP is not expected to create significant long-term noise increases. Since no new high-volume roadways or lane expansions are proposed, traffic noise levels on local highways should remain similar to existing. Some short-term noise will inevitably occur during construction of projects like repaving or bridge work – heavy equipment, paving machinery, and trucks can produce substantial noise and vibration. These construction noise impacts will be temporary and are typically exempt from strict noise standards provided they occur in daytime hours and use proper mufflers on equipment. Additionally, given the sparse population, few sensitive receptors (homes, schools) are near enough to planned project sites to experience significant disturbance. Thus, the project will not expose people to noise levels exceeding standards, nor result in a substantial permanent increase in ambient noise. The Initial Study finds the noise impact to be less than significant, with no mitigation measures needed. Therefore, the impact is *less than significant* because the RTP does not introduce new permanent noise sources; any construction-related noise will be short-lived and managed to minimize disturbance, resulting in no significant noise impact on residents or wildlife.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f): Less than Significant. Implementation of the proposed Project consists primarily of improvements to the existing transportation network in Sierra County. There are no new roadways proposed that would introduce new vehicle trips into areas not currently exposed to mobile noise sources from the existing transportation network. The improvements identified in the RTP would not directly result in increased vehicle trips on the County roadway network and would therefore not result in increased noise levels from vehicles travelling on existing roadways and transportation facilities in the County. Any noise disturbances to people or animals due to construction activities would be temporary, and subsequent environmental review of project-specific impacts would be required prior to approval and implementation of future improvements to ensure that sensitive species are not disturbed. This review would propose temporary mitigations to sensitive receptors and assign mitigation measures as needed to reduce noise impacts. This is a less than significant impact and no mitigation is required.

XIII. POPULATION AND HOUSING – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

DISCUSSION

Sierra County is a very sparsely populated region and has slow or stagnant population growth. The RTP is a policy plan for transportation and does not include any components that would directly induce population growth or demand for new housing. It does not propose new housing construction, nor does it open access to large undeveloped areas in a way that would encourage new subdivisions. All improvements are meant to serve existing communities and expected travel needs based on the General Plan's growth projections (which are modest). There will be no displacement of people or housing caused by the RTP's projects – since projects occur within existing road footprints, no homes or businesses will be removed or relocated. Consequently, the plan will not necessitate construction of replacement housing elsewhere. Therefore, the impact is *less than significant* because the RTP will have no effect on population distribution or housing availability; it is tailored to accommodate and safely serve the county's current and planned population, not to generate new growth.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Less than Significant. The Sierra County region is not undergoing any major development or construction that would significantly alter the population. The proposed Project consists primarily of the rehabilitation of the existing transportation network in Sierra County. There are no new roadways proposed that would extend vehicular access into areas of the County that are not currently accessible by area roadways. The Project would not result in the direct or indirect inducement of population growth. The RTP includes projects that would occur primarily within the right-of-way of the existing transportation network and would not displace any persons or housing units. This is a less than significant impact and no mitigation is required.

XIV. PUBLIC SERVICES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

DISCUSSION

The RTP itself does not create new development that would increase the population or significantly change service demands. Therefore, it will not result in the need for new or expanded public services such as schools, police, fire, or parks beyond what is already planned. The plan does not include building any new government facilities or altering any public service infrastructure. Sierra County's communities have existing public service arrangements (fire protection largely volunteer-based, a single school district, etc.), and the RTP has no negative impact on their operation. If anything, by enhancing evacuation routes and overall connectivity, the plan supports public safety services, especially important in a county prone to wildfires and winter storms. There is no adverse impact on public services – no increased demand that would require new fire stations, police facilities, schools, or hospital capacity.

Adoption of the RTP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities for fire protection, police protection, schools, parks, or other public facilities. The plan does not directly cause population growth that would increase demand for these services. Rather, it accommodates anticipated growth that has already been planned for in local plans. Many transportation improvements identified in the RTP would improve access to public facilities and enhance emergency response times through better roadway conditions and reduced congestion. The Plan does not propose the construction of new schools, parks, or other public facilities that could have environmental impacts. Therefore, impacts to public services are less than significant.

RESPONSES TO CHECKLIST QUESTION

Response a): Less than Significant. The proposed Project (adoption of the RTP) consists

primarily of the rehabilitation and improvement of the existing transportation network in Sierra County. The projects included in the RTP would not construct any new roadways into areas not already accessible and would not have an impact on population change. As such, the RTP would not create a demand for increased public services, including police protection, fire protection, schools, parks and other public. Furthermore, every project included in the RTP will be analyzed at a project-specific level to verify this. This is a less than significant impact and no mitigation is required.

XV. RECREATION– WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the			X	
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which			X	

DISCUSSION

Outdoor recreation is a major facet of Sierra County's identity (with abundant opportunities for fishing, hiking, camping, etc.), but the RTP does not directly create or remove recreational facilities. It does not induce population growth that would lead to overuse of existing recreational areas. No parkland will be converted or negatively affected by the transportation projects. The plan does not involve constructing recreational facilities itself, so there's no impact such as increased noise or environmental effects on parks. The RTP will not adversely impact the quality or availability of recreational opportunities.

The RTP would not increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur. It does not propose construction of recreational facilities that might have an adverse physical effect on the environment. The plan does include some bicycle and pedestrian improvements that may enhance access to recreational areas, but these would generally have beneficial rather than adverse impacts. By improving transportation access to parks and open spaces, the RTP supports recreational opportunities without creating significant adverse impacts. Any specific bicycle or pedestrian pathway projects identified in the RTP would undergo separate environmental review when proposed for implementation. Therefore, recreational impacts are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): Less than Significant. The proposed Project (adoption of the RTP) consists primarily of the rehabilitation and improvement of the existing transportation network in Sierra County. The projects included in the RTP would not construct any new roadways into areas not already accessible and would not have an impact on population change. Furthermore, every project included in the RTP will be analyzed at a project-specific level to verify this. As such, the demand for increased recreational facilities would not increase as a result of implementation of the proposed Project. This is a less than significant impact and no mitigation is required.

XVI. TRANSPORTATION/TRAFFIC – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

DISCUSSION

Evaluating transportation impacts under CEQA now focuses on vehicle miles traveled (VMT) and consistency with plans (pursuant to CEQA Guidelines and SB 743). The RTP is, by definition, the long-range plan for regional transportation – it is consistent with statewide and regional policies aimed at improving transportation efficiency and reducing per-capita VMT. Adopting the plan will not directly cause any physical change in traffic conditions; rather, it guides future projects that, collectively, aim to improve traffic safety and operations on existing roads and enhance alternatives to driving (public transit, bicycling, walking). Because the RTP does not include any immediate development or roadway expansion that would induce new travel, it will not increase traffic congestion or VMT in the short term. Many RTP strategies (e.g., transit improvements, complete streets projects) are expected to help reduce VMT over time. The plan does not

propose new road alignments through undeveloped areas, so it does not create new roadway hazards or barriers. It also does not conflict with any the Circulation Element of the General Plan – it was developed in coordination with the County and cities and is consistent with their land use plans. Any site-specific traffic impacts of a particular future project (e.g., a new intersection or road widening) will be studied when that project is designed, but at the program level no significant transportation impact occurs from adopting the RTP.

The RTP's very purpose is to benefit the transportation network – enhancing safety, reducing maintenance backlogs, and improving multimodal mobility. Under CEQA, transportation impacts are now evaluated largely in terms of vehicle miles traveled (VMT) rather than congestion. The 2025 RTP is not expected to significantly increase VMT; it does not add major new road capacity that could induce longer commutes or sprawling development. The plan is consistent with state objectives to reduce per capita VMT and promotes alternatives to driving (public transit, walking, biking) which can help minimize VMT growth. It does not conflict with any applicable transportation plans; rather, it is the guiding transportation plan for the region and aligns with state and regional transportation policies (including safety, Complete Streets, and VMT reduction strategies). By prioritizing road maintenance, the RTP will improve roadway conditions and potentially reduce accident rates (e.g. fixing potholes, improving signage on rural roads). There are no changes proposed that would create hazardous geometric design features – designs will follow Caltrans and county standards to ensure safe travel. Nor will the plan interfere with emergency access. Therefore, the impact is *less than significant* because the RTP has positive transportation effects and no adverse CEQA transportation impacts. It does not cause a substantial increase in traffic or travel hazards; instead it facilitates a safer, more efficient transportation system consistent with CEQA Guidelines Section 15064.3 objectives (vehicle travel reductions).

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): Less than Significant. The Project is the preparation of the Regional Transportation Plan, which is a plan developed to guide transportation investments for all modes of transportation through goals, policies and proposed projects. It establishes vehicle miles traveled (VMT) standards established by the Sierra County Transportation Commission for the County's roads and highways. It also includes policies regarding public transit, bicycle and pedestrian facilities and airports. As such, there is no conflict as the RTP is the guiding transportation plan for the region. The RTP is also consistent with the circulation element of the General Plans and would not result in conflicts or inconsistencies with that plan. Therefore, there is no impact, and no mitigation is required. Implementation of the proposed RTP would result in improvements and rehabilitation to the existing transportation and roadway network in Sierra County. Implementation of the proposed Project would not result in population growth within Sierra County and would not directly result in increases of VMT. The proposed Project would improve traffic flows and operations throughout the County and would not result in VMT that exceeds applicable standards or thresholds. This is a less than significant impact and no mitigation is required.

Responses c-f): Less than Significant. As described throughout this Initial Study, implementation of the proposed Project would assist in the improvement of the County's transportation network

across all modes of transit and transportation. The improvements proposed to aviation facilities in the County would not result in an increase in flights or a change in flight patterns. There are policies and programs included in the RTP that would improve public access to transit systems and alternative modes of transportation, such as bicycle use, and the RTP does not conflict with any existing plans to improve active transportation or transit. The various roadway improvements identified in the RTP would assist in the delivery of emergency services by improving the local and regional roadway network and reducing existing design and safety hazards. The RTP and the projects included within were developed after careful review of the General Plan of the County. The RTP is consistent with the circulation element of the General Plan and would not result in conflicts or inconsistencies with the above referenced plan. This is considered a less than significant impact and no mitigation is required.

XVII. TRIBAL CULTURAL RESOURCES – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in public Resources Code section 21074 as either a site, feature place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of the Historical Resources, or in a local register of historical resources as defined Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.			X	

DISCUSSION

Sierra County lies within the ancestral territories of Native American groups, principally the Nisenan (Southern Maidu) and Washoe peoples, who historically inhabited and utilized the land. Under AB 52 (tribal cultural resources consultation requirements), the SCTC notified local tribes during the RTP's preparation. No specific tribal cultural resources have been identified that would be affected by the plan's adoption. The RTP does not approve any ground disturbance at this stage; therefore, it has no direct impact on tribal cultural resources. Nonetheless, the County will continue to consult with tribes as individual projects move forward, to ensure any potential resources (such as sacred sites or traditional cultural properties) are protected. Given that most projects are on existing roads, the likelihood of disturbing previously undisturbed areas of tribal significance is low. Standard inadvertent discovery protocols will be in place during project construction (if cultural materials or human remains of Native American origin are found, work will stop and appropriate tribal representatives will be engaged). Therefore, the impact is *less than significant because* the RTP, by itself, does not impact tribal cultural resources. Future project-specific coordination with Native American tribes will provide protection for any tribal resources, and no significant impacts are anticipated.

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): Less than Significant. CEQA requires lead agencies to determine if a proposed Project would have a significant effect on tribal cultural resources. The CEQA Guidelines define tribal cultural resources as: (1) a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code Section 5024.1(c), and considering the significance of the resource to a California Native American Tribe. The County provides notices of projects under AB52 to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

The proposed Project does not entitle, propose, or otherwise require the construction of new roadways. The proposed Project includes a variety of roadway improvement projects, which consist primarily of roadway rehabilitation efforts and roadway safety improvements. The proposed Project identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Nearly all of the roadway projects identified in the RTP consist of rehabilitation efforts, which would occur within the roadbeds of the existing roadways and would not have the potential to impact any known or previously undiscovered cultural resources. Individual projects identified in the RTP that may include the widening of a roadway or any other projects that would require excavation at previously undisturbed sites would be subject to project-level environmental review prior to approval and construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts to any cultural resources. This is a less than significant impact and no mitigation is required.

XVIII. UTILITIES AND SERVICE SYSTEMS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Projects Projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the Projects solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

DISCUSSION

The RTP does not include development that would require new water supply, wastewater treatment, or substantial utility services. Transportation projects like road and bridge improvements have minimal utilities demand and they do not generate wastewater or solid waste in operation. The plan will not cause any increase in long-term water usage or affect water treatment facilities. Construction debris from projects (old asphalt, etc.) will be disposed of properly in existing licensed facilities, but the volume is not enough to significantly impact landfill capacity. There are also no aspects of the plan that involve new energy supply infrastructure beyond possibly installing some electrical hookups for EV chargers or transit facilities, which is easily supported by the local grid. The RTP does not lead to population growth that would strain utilities. The plan will not result in the need for new or expanded utilities or service systems. All projects can be served by existing infrastructure (for example, any street lighting or signals installed will tie into current power systems, and maintenance of roads does not require new utility lines). There is no adverse effect on water supply, wastewater facilities, stormwater

systems, or solid waste management.

The RTP would not require or result in the construction of new water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities with significant environmental effects. As a transportation plan, it does not directly increase water demand, generate wastewater, or substantially increase solid waste generation. Transportation projects may include some drainage improvements within existing rights-of-way, but these would be designed to meet current standards for water quality and would not cause significant environmental effects. The RTP does not propose development that would exceed wastewater treatment capacity or water supplies. While some construction waste may be generated by future transportation projects, these would be subject to state and local requirements for recycling and diversion from landfills. Therefore, impacts to utilities and service systems are less than significant.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-g): Less than Significant. The Project consists of various roadway and transportation network improvement projects throughout the County. No new roadways are proposed, RTP projects mostly consist of rehabilitation efforts. However, as described throughout this Initial Study, projects identified in the RTP would be subject to project-level environmental review to determine what mitigation measures are appropriate. Future projects under this review may result in proposed mitigation measures to avoid or lessen potential impacts to drainages such as culverts or swales adjacent to roadway and other improvement projects. Projects are anticipated to generate spoils to some degree. However, Best Management Practices (BMP's) are followed for proper spoil storage and disposal, which often occurs at county maintenance yards. The projects constructed as a result of the RTP will all be subject to project-level review; however, it is not anticipated that these projects will exceed wastewater treatment sites or landfills, nor would they require additional water supplies for the purposes of the Project. As any from the RTP will go through this project-level review, this is considered a less than significant impact and no mitigation is required.

XIX. WILDFIRE – IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

DISCUSSION

Wildfire risk is a constant concern in the Sierra Nevada region. Large portions of Sierra County are classified as High or Very High Fire Hazard Severity Zones under state criteria (over 120,000 acres in the Very High category) Fire Hazard Severity Zones in State Responsibility Area - Sierra County, owing to the county's forested landscapes and rugged terrain. The RTP, however, does not exacerbate wildfire risks; it includes no activities such as housing development in fire-prone wildlands or infrastructure that would directly increase ignition sources. On the contrary, maintaining and improving roads can aid in wildfire management by providing reliable evacuation routes and access for firefighting equipment. For example, clearing overgrown vegetation along existing road shoulders as part of routine maintenance can reduce fuel near travel routes. The plan does not propose overhead utility lines or other facilities that could spark fires. During construction of projects, contractors will implement fire safety measures (especially during hot, dry conditions) in accordance with Cal Fire guidelines to avoid ignitions (e.g. no welding or grinding without proper precautions on Red Flag warning days). No aspect of the RTP would impair an adopted emergency response or evacuation plan – in fact, it strengthens such plans by addressing key roadway improvements for safe evacuations. The projects will not expose people or structures to new wildfire hazards; they generally improve resilience (e.g. a new bridge can provide a more dependable escape route if the old one was load-limited). Therefore, the impact is *less than significant* because the RTP itself poses no wildfire impact. It neither increases wildfire risk nor worsens the potential consequences of wildfire; instead, it contributes to community safety in wildfire scenarios by ensuring the transportation network remains robust and accessible.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): Less than Significant. The Project consists of various roadway and transportation network improvement projects throughout the County. No new roadways are proposed, RTP projects mostly consist of rehabilitation efforts. However, as described throughout this Initial Study, projects identified in the RTP would be subject to project-level environmental review to determine what mitigation measures are appropriate. Future projects under this review may result in proposed mitigation measures to avoid or lessen potential impacts. The Project would not result in land use changes that would affect an emergency response or emergency evacuation plan. The Project would not require installation of infrastructure that would exacerbate fire risk. The Project would not impair an adopted emergency response plan or emergency evacuation plan.

The Project would not interfere with any of the plans or reports mentioned in the discussion above because it would not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out. The Project would not require rerouting of traffic or road closures that would impair emergency response services. Therefore, the Project, would not significantly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would not result in exacerbated wildfire risk that would expose occupants to pollutant concentrations. Furthermore, the Project would not result in increased slopes or other conditions which would exacerbate wildfire risk. Therefore, the Project would have no impact related to exposing people or structures to flooding, landslides, or risks associated with post-fire instability.

XX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?			X	
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Less than Significant. When considered with other past, present, and reasonably foreseeable future projects, the RTP would not result in cumulatively considerable environmental impacts. The plan is designed to be consistent with local general plans, regional air quality plans, and other planning documents that have already considered cumulative conditions. Many of the projects in the RTP (such as road maintenance, safety improvements, and multimodal enhancements) would have minimal impacts individually and would not combine to create significant cumulative effects. The plan is inherently cumulative in nature, as it considers the transportation system as a whole rather than as isolated projects. By promoting efficient transportation, transit use, and non-motorized travel, the RTP could help reduce cumulative impacts related to air quality, greenhouse gas emissions, and energy consumption compared to a no-project scenario.

The RTP is a policy plan with no direct physical changes; it includes protections for environmental resources and avoids impacts to habitats and cultural sites. As discussed, it is not expected to degrade natural or historic resources in any significant way. Cumulative impacts are not foreseen because the RTP's projects are mostly maintenance-oriented and have minimal environmental footprints. Regionally, the plan is consistent with others and does not contribute to any cumulatively significant trends. No substantial adverse effects on humans have been identified. The plan does not expose people to hazards, pollution, or other environmental harm; conversely,

it aims to improve public safety and public health. There are no elements of the RTP that would significantly affect community noise levels, air quality, or water quality in a way that harms residents. The analysis of all topics found impacts to be none or less-than-significant, indicating that people in Sierra County will not be adversely affected by the plan's implementation. Notably, the RTP will not induce unplanned growth or result in significant cumulative impacts; it is fundamentally a policy document that by itself does not alter the physical environment.

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Sierra County Transportation Commission
Meeting: September 24, 2025
Agenda Item 8 – Transit

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

This is a standing agenda item. No action required.

B. Resolution declaring one (1) transit vehicle as surplus and authorizing the Executive Director to evaluate the vehicle for appropriate transfer, sale or disposal.

Background: The vehicle has reached its useful life for transit purposes.

Recommended Action: Adopt Resolution 2025-15 approving the surplus of one (1) transit vehicle and authorize the Executive Director to evaluate the vehicle for transfer, sale or disposal.

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

Background: Resolution authorizing the purchase of one (1) transit vehicle is a specific action to confirm the intent of the SCTC to purchase the new transit vehicle.

Recommended Action: Adopt Resolution 2025-16 authorizing the purchase of one (1) transit vehicle.

SIERRA COUNTY TRANSPORTATION COMMISSION

In the Matter of
Declaring One (1) Transit Vehicle as Surplus

Resolution 2025-15

WHEREAS, the Sierra County Transportation Commission owns a 2018 Dodge Braun, License # 1581947, VIN 2C7WDGBG9JR362887 and is no longer in use by the Transportation Commission.

THEREFORE BE IT RESOLVED that the Sierra County Transportation Commission does hereby declare as surplus one 2018 Dodge Braun, License # 1581947, VIN 2C7WDGBG9JR362887 and authorizes the Executive Director to evaluate the vehicles for appropriate transfer, sale, or disposal.

ADOPTED by the Sierra County Transportation Commission on the 24th day of September, 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

IN THE MATTER OF AUTHORIZING PURCHASE OF ONE NEW TRANSIT VEHICLE

Resolution 2025-16

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 25/26 budget utilizing State Transit Assistance (STA) funds.

NOW, THEREFORE, BE IT RESOLVED that the Sierra County Transportation Commission hereby authorizes the purchase of one (1) transit vehicle in the amount of $122,144.91, utilizing the State Transit Assistance (STA) Fund.

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

ADOPTED by the Sierra County Transportation Commission on the 24th day of September 2025, by the following vote:

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

_____
Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

_____
Suzanne Smith, Executive Secretary

MODEL 1
COMMERCIAL VEHICLES

Creative Bus Sales
The Nation's Largest Bus Dealership

CalACT MBTA RFP #20-01 - Class A - Quote Sheet *(Rev 2024)*

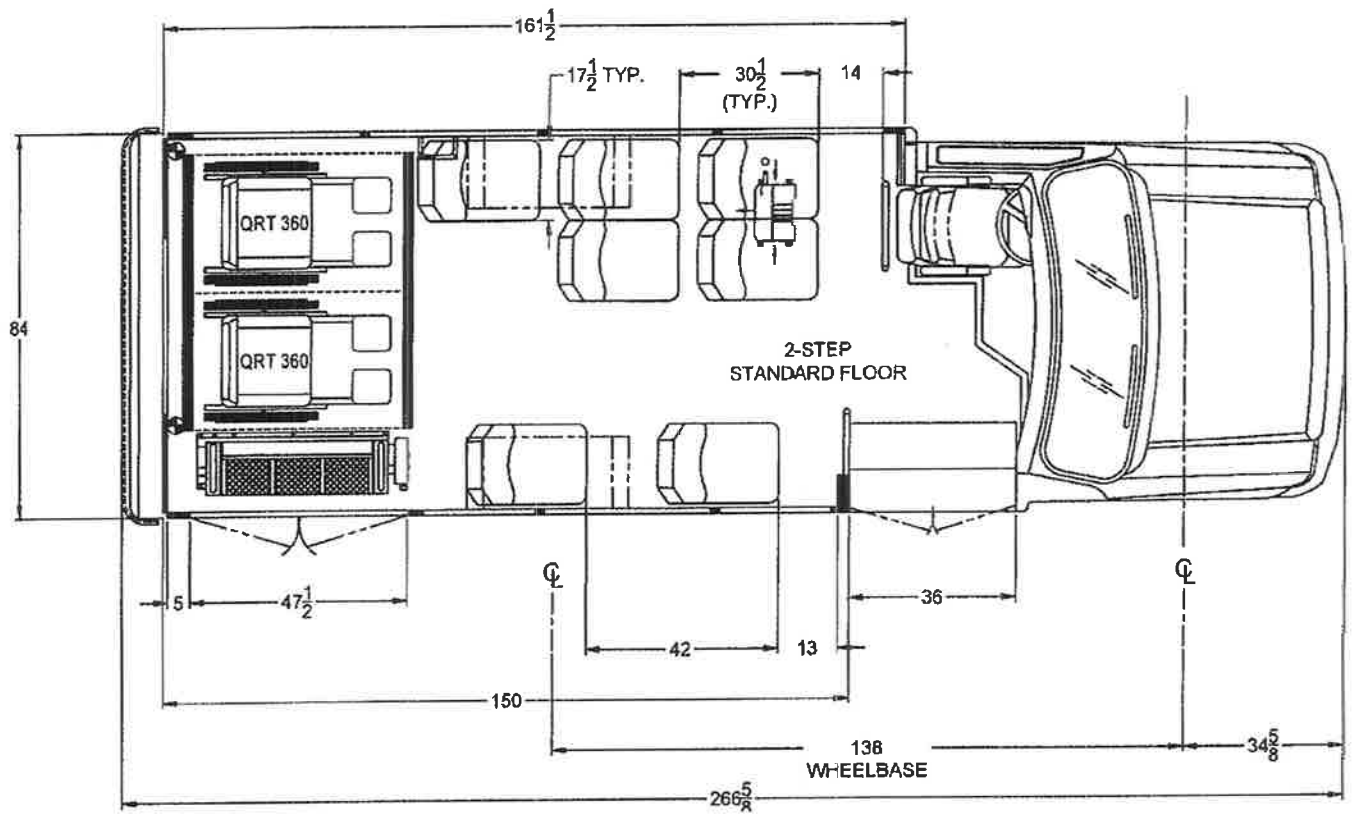
Vehicle Type:	**Class A - Startrans Bus (Candidate II)**	**Date:**	**4/14/2025**
Contact:	**Bryan Davey**	**Lift Info:**	☑ Braun ☐ Front ☐ Rear
Agency:	**Sierra County Transportation Compliance**	**Seat Material Level:**	**DOC 90 Vinyl**
Address:	**PO Box 98**	**Seat Color:**	**Gray**
City, State, Zip:	**Downieville, CA 95936**	**Flooring and Color:**	**Altro Gray**
Phone:	**530-289-3201**	**Salesperson:**	**JR Castro**
E-Mail:	bdavey@sierracounty.ca.gov	**Salesperson Cell:**	**909-731-5274**
Delivery:	180+Days from PO	**Salesperson E-Mail:**	jcastro@model1.com
NOTE:	***PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASES. PLEASE CONTACT YOUR SALES REPRESENTATIVE TO CONFIRM QUOTED PRICING IS STILL VALID PRIOR TO ISSUANCE OF PURCHASE ORDER.***		

Quantity:	Description	Price	Ext. Price	ADA
1	Startrans Bus - Class A - *(Ford E350)*	$106,782.00	$106,782.00	$19,535.00
	Published Options			
1	9 - Credit for seat delete	-$131.00	-$131.00	
1	84 - Roof Vent (Safefleet)	$338.00	$338.00	
1	96 - Onspot tire chains	$5,014.00	$5,014.00	
1	102 - Rear Backup Camera and Monitor		Standard	Standard
1	127 - Delivery Zone 5	$1,254.00	$1,254.00	
	Non-Published Options			
1	Yellow Powder Coat (Entry grab rails)	$153.00	$153.00	$153.00

NOTE:
PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASE. PLEASE CONTACT YOUR SALES REPRESENTATIVE TO CONFIRM QUOTED PRICING IS STILL VALID PRIOR TO ISSUANCE OF PURCHASE ORDER.

Class A - Base Price	$106,782.00	
Published Options	$6,475.00	
Non-Published Options	$153.00	
Total	$113,410.00	$19,688.00
Doc Prep Fee	$85.00	
The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options — Non-Taxable	$19,688.00	
The Taxable Amount Includes the Mobility Rebate of $1,000.00 For Ford Chassis — Taxable Amount	$94,807.00	
Downieville — Tax Total	$6,873.51	7.250%
Sub-Total	$120,368.51	
CalACT Fee	$1,701.15	
DMV E-File Fee:	$33.00	
DMV Fee	$0.00	*(Estimated)*
Tire Fee	$12.25	
Total	**$122,114.91**	
Number of Units	1	
Final Total	**$122,114.91**	

Purchasing of vehicles requires a CALACT membership, letter of assignment, and payment of procurement fee. If you have any questions, please contact CALACT direct at 916-920-8018


161 1/2
17 1/2 TYP.
30 1/2
(TYP.)
14
84
QRT 360
QRT 360
2-STEP
STANDARD FLOOR
5
47 1/2
42
13
36
150
138
WHEELBASE
34 5/8
266 5/8

*Bus photo is not to exact specifications

Class A Standard Build Options

Candidate II 20 138" WB E-350 7.3L Premium Gas Engine W/240 AMP OEM ALT	ST	93092		1
SPECIAL INSTRUCTIONS OR NOTES				1
SEE BOTTOM OF ORDER FOR WARRANTY		NOTE		1
Dealer to Perform 4-Wheel Alignment in California		NOTE		1
Dealer to Weigh Each Bus on California Certified Scale		NOTE		1
No Tow Vehicle Allowed During Delivery		NOTE		1
Ship 4-Corner Weight Sheet with Every Vehicle		NOTE		1
Use 250 lbs Per Wheelchair Position		NOTE		1
Parts Manual with As-built Electrical Schematics		NOTE		1
All Excessories Except Lights, WC Lift & Mobile Radio (If Equipped) Are Ignition		NOTE		1
Wiring Harnesses Supported Every 24" Maximum		NOTE		1
No Butt Connectors Allowed		NOTE		1
If Driver Switch Panel is on Engine Cover, Then a Quick Disconnect is Required		NOTE		1
Fast Idle: 1500 RPM on Gas - Fast Idle to Engage if Voltage Drops Below 12.5		NOTE		1
Install Dome Light With Every Row of Seats, Including WC Position, Must		NOTE		1
Ground Engine to Chassis Frame, Body to Chassis Frame, Lift Pump Housing to		NOTE		1
Hip-To-Knee Spacing 27" Minimum		NOTE		1
Seat Track Not Extend More than 6" Past Seats		NOTE		1
Undercoat Metal Skirts		NOTE		1
Ground to First Step Height Shall Not Exceed 12.5" Unloaded		NOTE		1
304SS Required for Entry Grabs and Ceiling Grabs		NOTE		1
Ceiling Grab Rails Require Formed Elbows - No End Caps		NOTE		1
AC & Heater Hoses Supported Every 24" Minimum		NOTE		1
Build Front Driver Storage Compartment as Large as Possible, For Storage of		NOTE		1
Install Toolbox Next to Lift if Space Allows		NOTE		1
Convex Mirror Must Avoid Sun Visor and Overhead Door		NOTE		1
Headlight Aiming Certificate - Ship with Bus		NOTE		1
Water Test Certificate - Ship with Bus		NOTE		1
Driveline Metal Guards for Each Section of Shaft		NOTE		1
All Harnesses Secured to Frame at Maximum of 24"		NOTE		1
P-Clamps Added as Deemed Necessary by MBTA Inspector		NOTE		1
Batteries Must Be Same Type (No Mismatch) (1 In Tray - 1 Underhood)		NOTE		1
Continuous Run Battery Cables		NOTE		1
Slide Blocks To Hold Batteries In Place		NOTE		1
Floor Track Will Not Be Installed in Any Area not Covered by a Fixed Seat		NOTE		1
Operations Manual - Covering Conversion Features as Listed		NOTE		1
Parts Book, Operating Instructions, Troubleshooting Guide, Inspection &		NOTE		1
SPECIAL BUILD OPTIONS				1
Driver Entry Grab Steel Reinforced Plastic - Nutsert Install	ST	99		1
(3) GROUND WIRES TO BE ZERO OUGHT GAUGE, TO BE CONTINUOUS	ST	99		1
Interlock on Entry Door - Must Be in Park to Operate	ST	99		1
ENTRY DOOR HEADER ACCESS PANEL DOOR MUST BE HINGED WITH 2	ST	99		1
Battery Tray: SS Tray & Slides Per Standard Options Below. Must Extend at	ST	99		1
Install Battery Cable Wiring Diagram Inside Battery Access Door	ST	99		1
Decal: Battery Disconnect, Emergency Use Only	ST	99		1
Stainless Steel Battery Hold-Down Hardware	ST	99		1
Add 2nd Heater Line Brass 1/4 Turn Valve	ST	99		1
Decal: "Heater Shut Off Valve" - Install On Street Side Near Valves	ST	99		1
KEYED LOCK ILO THUMB LATCH FOR ELECTRICAL CENTER DOOR	ST	99		1
5/8", 7 Ply AC Marine Grade APA Plywood Floor	ST	99		1
Upgrade Driver Plexi Barrier: Extend to Within 6" of Ceiling	ST	99		1
14 Gauge Galvanized Steel Wheelwells	ST	99		1
Dual Handles on WC Lift Doors	ST	99		1
Flame Block on Bottom of Driver Seat Cushion (N/A on USSC & Recaro)	ST	99		1
Laminated Modesty Panel, Grey Melamine, Each	ST	99		2
Intermotive Break Out Box	ST	99		1
GENERIC PARTS MANUAL ON FLASH DRIVE	ST	99		1
USE #16 SUCTION HOSE IN A/C SYSTEM	ST	99		1
ELECTRICAL SYSTEM				
Intermotive Flex Tech Electrical System	05	STD		1

SIDEWALL / REARWALL / CEILING				
Sidewall: Grey FRP	05	STD		1
Rearwall: Grey Seaspray Fabric	05	STD		1
Driver Area: Grey Padded Vinyl	05	STD		1
FRP on Ceiling, Grey	05	2289		1
Cove Colored Flooring on Sidewall to Seat Track	05	2238		1
FLOORING - WHITE NOSING IS STANDARD				
Altro Meta Storm	05	2248		1
Yellow Step Nosing - Per Step	05	8820		3
CHASSIS				
Front Mud Flap (1), Passenger Side Only **(to be used with Running Board)** - NOT AVAILABLE ON FORD TRANSIT	05	2340		1
Heavy Duty Anti-Slip Aluminum Running Board on Driver Side (Large) (NOT AVAILABLE ON FORD TRANSIT)	05	2623		1
Exterior Mirror Set Remote/Heated w/External LED Strip Turn Signal Ford	05	2825		1
Romeo Rim Rear Bumper w/HawkEye RAS Installed	05	2670		1
Valve Stem Extender Inner Dual Rear Wheel, pair	05	8606		1
ENVIRONMENTAL CONTROL				
TRANS/AIR AIR CONDITIONING SYSTEMS				1
DUAL COMPRESSOR SYSTEMS CEILING MOUNT EVAPORATOR				1
TA712 SUPER 60K - TA71 EVAP - SMC2S COND - 10 C.I.D. COMP				1
TA712 SUPER 10 FORD 7.3 LITRE GAS PREMIUM ENGINE	05	10431		1
HEATERS				1
Hot Water Heater, 35K BTU 3 Speed Low Profile	05	8044		1
MISCELLANEOUS				1
Silicone Heater Hose (for rear unit) w/full ring clamps	05	20090		1
ELECTRICAL				
Stainless Batt.**Tray** w/Std Batt.Box *IS 304 REQUIRED?* **YES**	05	2784		1
Stainless Steel Battery Tray Slides ILO Zinc Plated Slides - Extra Charge	05	2869		1
Rotary Disconnect Switch	05	8790		1
Laminated Wiring Schematic ***AS BUILT*** ON ELECTRICAL PANEL DOOR	05	22101		1
Wiring Diagram "AS BUILT" ON USB Flash Drive		**STD**		**1**
EXTERIOR LIGHTS				
Surface Mount LED Entry Door Exterior Light - STD Choose Optional Below or Special builds	05	STD		1
LED Rear Center Mount Brake Light, **Rectangular**	05	20136		1
LED Mid-Ship Turn / Marker Lights	05	20138		1
Independent **RED** Brake & **AMBER** Turn Signal Lights	05	20139		1
INTERIOR LIGHTS				1
Additional Interior LED Dome Lamp - Each	05	8041		2
AUDIO / VISUAL				1
Jensen JHD36AB AM/FM/CD/Clock Blue Tooth/USB Enabled / 4 SPEAKERS **PA Ready**	05	8830		1
DOORS / HATCH / WINDOWS				
Electric Entry Door is Standard. Add Option #2056 if Manual is Desired				
Passenger Door Electric (standard)	05	20163		1
Passenger Door 36" ROUGH OPENING (STANDARD)	05	2063		1
Exterior Passenger Entrance Door Key	05	8133		1
Solid Window(s) EACH Replace 1-Slide(s) Enter Specific Instructions In Row Below	05	20187		1
STREET SIDE REAR		**NOTE**		1
INTERIOR				1
Driver Coat Hook	05	8769		1
LUGGAGE RACK / STORAGE				1
Driver Storage in Cab Overhead with Lock	05	20192		1
PARATRANSIT OPTIONS				1
Double W/C Doors w/ Windows, LED Interior Light, Leaf Spring, LED Exterior Lighting	05	20206		1
IS THE LIFT IN THE FRONT OR REAR OF THE UNIT?				1
BRAUN LIFTS				1
Braun Century NCL917-2 800# Lift (33"x51")	05	8744		1
LIFT FAST IDLE WITH 403 INTERLOCK				1
Intermotive Gateway 508-F Ford E or 517-F Transit Fast Idle with Lift Interlock	05	99		1

Q Straint W.C. Securement Kits, Accessories					1
Q10007 - 4 QRT 360 Retractr Tie Down L track & Q8-6326-A1 Comb-Lap/Shldr	05	8826			2
Q5-7580-4 18" Blue Webbing Loop (each)	05	20250			8
Q5-6327 84" Postural Belt with Padding - Black Webbing	05	20251			1
Q-Straint Belt Cutter (ship loose)	05	8179			1
Miscellaneous Accessories					1
Priority Seating Sign **Required for ADA Compliance**	05	8104			1
Tool Box Wheelchair Belt Storage	05	20257			1
SAFETY OPTIONS					
5 Lb Fire Extinguisher	05	8089			1
16 Unit First Aid Kit	05	8090			1
Body Fluid Kit	05	20264			1
Emergency Triangle Kit	05	8091			1
Back-Up Alarm SAE Type B 107 db(A) Ecco 575	05	2880			1
STANDARD ROSCO STSK4750 BACK-UP CAMERA SYSTEM W/ 7" REARVIEW MONITOR / MIRROR COMBO	**05**	**STD**			**1**
Interior Convex Mirror 6"x9"	05	20276			1
Red Light Over Emergency Exit Ea: **ON:** **SIDE & REAR EGRESS WINDOWS**	05	8155			3
Yellow "Standee" Line	05	8802			1
GRAB RAIL / STANCHION / PANELS					
Ceiling Grab Rail - Install on **Both Sides**	05	99			1
Left Hand Entry Vertical Grab Rail - 1 1/4"		**STD**			1
1 1/4" Dual Entry Grab Rails Parallel to Entrance Steps (both sides)	05	8130			1
Stanchion and Modesty Panel at Entry Door		**STD**			1
SEATING - DRIVER					1
SHIELD Sport 2.0 Recliner RH Adjustable LeMans Arm, 2 Way Adjustable Lumbar	05	99			1
FREEDMAN SHIELD DRIVER SEAT FABRICS					1
Driver Seat Cover - Level 4 Ice Pinstripe; Mor-Care; Leathermate	05	2043			1
SEATING - PASSENGER					1
STD RIGID SEATS					1
Mid High Double Seat	05	8067			3
Mid High Single Seat	05	8068			2
PASSENGER SEAT FABRICS					1
Seat Cover - Level 4 Ice Pinstripe; Mor-Care; Leathermate	05	2074			8
SEAT OPTIONS					1
Anti-Vandal Grab Handle, Black Ea **on:** **ALL SEAT EXCEPT AGINST REAR WALL**	05	2311			8
Black US Armrest - Each - **on:**	05	2077			5
Flame Block Material on Underside of Seat (each)	05	2884			8
SEAT BELTS					1
Seat Belt, Freedman USR Retractable (Per Person)	05	2282			8
Seat Belt Extension, 12" (P/N 56410) FOR USR SEAT BELTS	05	8771			2

SUMMARY OF STANDARD WARRANTIES

(Provide complete warranty information and parchment with proposal)

Warranty	Miles	Years	Warranty Details
Body Structure	100,000	5	See attached Warranty Info
Chassis	36,000	3	See attached Warranty Info
Engine	60,000	5	See attached Warranty Info
Transmission	60,000	5	See attached Warranty Info
Air conditioner	Unlimited	2	See attached Warranty Info
Lift/Ramp	Unlimited	5	See attached Warranty Info
EV Battery	N/A	N/A	N/A
EV Conversion/Installation	N/A	N/A	N/A
CNG Warranty (Install and tanks)	N/A	N/A	N/A

Sierra County Transportation Commission
Meeting: July 23, 2025
Agenda Item 9 – 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.

Sierra County Transportation Commission
Meeting: September 24, 2025
Agenda Item 10 – Planning, Programming and Monitoring

A. Resolution approving agreement for STIP Planning, Programming and Monitoring Program Fund Transfer Agreement for FY 25/26.

Background: An agreement for execution has been received from Caltrans, covering funding for the State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) Program for the Fiscal Year 25/26. This fund Transfer Agreement releases $29,000 for the PPM Program. The annual allocation of STIP funds for Planning, Programming & Monitoring $29,000.

Recommended Action: Adopt Resolution 2025-18 approving agreement 2025-08 and authorizing the Executive Director to execute said agreement.

SIERRA COUNTY TRANSPORTATION COMMISSION

IN THE MATTER OF APPROVING
STIP PLANNING, PROGRAMMING & MONITORING PROGRAM
FUND TRANSFER AGREEMENT FISCAL YEAR 25/26

Resolution 2025-18

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

WHEREAS, SCTC has requested allocation of Planning, Programming and Monitoring (PPM) funds for the FY 25/26 in the amount of $29,000; and,

WHEREAS, an allocation in the amount of $29,000 has been approved by the California Transportation Commission (CTC); and,

WHEREAS, SCTC must enter into an agreement with the State of California for the purpose of receipt of funding for PPM for FY 25/26.

NOW, THEREFORE, BE IT RESOLVED that SCTC approves the referenced agreement and authorizes the Executive Director to execute the STIP Planning, Programming & Monitoring Program Fund Transfer Agreement; Project No. PPM26-6150(045), Agreement No. PPM26-6150(045); on its behalf.

ADOPTED by the Sierra County Transportation Commission on the 24th day of September, 2025 by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Susan McIlravy, Chair
Sierra County Transportation Commission

ATTEST:

_____
Suzanne Smith, Executive Secretary

STIP PLANNING, PROGRAMMING & MONITORING PROGRAM
FUND TRANSFER AGREEMENT

Project Number: PPM26-6150(045) Location: 03-SIE-0-SITC
Agreement Number: PPM26-6150(045) AMS Adv ID:0325000226
PPNO: 0L04

THIS AGREEMENT, effective on June 27, 2025 is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and Sierra County Transportation Commission, a local public agency, hereinafter referred to as ADMINISTERING AGENCY.

WHEREAS the annual California State Budget Act appropriates State Highway funds under local assistance for the State Transportation Improvement Program (STIP) Planning, Programming and Monitoring Program (PPM), and

WHEREAS PPM is defined as the project planning, programming and monitoring activities related to development of the Regional Transportation Improvement Program and the STIP required by Government Code Section 14527, et. seq. and for the monitoring of project implementation for projects approved in these documents, hereinafter referred to as PPM PROJECT, and

WHEREAS the California Transportation Commission (CTC) is tasked to allocate these funds in accordance with the amounts approved in the STIP in accordance with section 14527 (h) of the California Government code:

NOW, THEREFORE, the parties agree as follows:

SECTION I

STATE AGREES:

1. As authorized by Section 14527(h) of the Government Code to release to the ADMINISTERING AGENCY for its PPM PROJECT in an amount not to exceed $29,000.00 from monies appropriated for the PPM Program as follows:

For Caltrans Use Only

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

Accounting Officer | Date 07/25/2025 | $ 29,000.00

2. To pay the ADMINISTERING AGENCY a single lump sum payment upon final execution of this AGREEMENT and the receipt of an original and two copies of a signed initial invoice in the proper form from ADMINISTERING AGENCY in the amount shown in Section 1, Article (1) as promptly as state fiscal procedures will permit.

3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY pursuant to the provisions of State and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

SECTION II

ADMINISTERING AGENCY AGREES:

1. To use all state funds paid hereunder only for eligible PPM specific work activities as defined in Attachment A to this AGREEMENT.

2. To use all state funds paid hereunder only for those transportation purposes that conform to Article XIX of the California State Constitution.

3. To prepare and submit to STATE an original and two copies of signed invoice for payment.

4. To prepare a Final Project Expenditure Report including a final invoice reporting actual costs expended in accordance with Attachment A and submit that Report and invoice no later than 60 days following the completion of expenditures. These allocated PPM funds are available for expenditure until June 30, 2027. The Final Report of Expenditures must state that the PPM funds were used in conformance with Article XIX of the California State Constitution and for PPM purposes as defined in this Agreement. Three copies of this report shall be submitted to STATE.

5. COST PRINCIPLES
A) 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) ADMINISTERING AGENCY 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 ADMINISTERING AGENCY 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 ADMINISTERING AGENCY to STATE. Should ADMINISTERING AGENCY 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 ADMINISTERING AGENCY from 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.

6. THIRD PARTY CONTRACTING

A) ADMINISTERING AGENCY 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 ADMINISTERING AGENCY 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 ADMINISTERING AGENCY should be consistent with Local Program Procedures as published by STATE.

7. ACCOUNTING SYSTEM

ADMINISTERING AGENCY, 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 ADMINISTERING AGENCY, 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.

8. RIGHT TO AUDIT

For the purpose of determining compliance with this Agreement and other matters connected with the performance of ADMINISTERING AGENCY'S contracts with third parties, ADMINISTERING AGENCY, ADMINISTERING AGENCY'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 ADMINISTERING AGENCY. 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 ADMINISTERING AGENCY shall furnish copies thereof if requested.

9. TRAVEL AND SUBSISTENCE
Payments to only ADMINISTERING AGENCY for travel and subsistence expenses of ADMINISTERING AGENCY 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 Administering Agency is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this AGREEMENT are subject to the availability of the state funds.

2. Eligible expenditures under this AGREEMENT shall be from the effective date of allocation to June 30, 2027.

3. In the event that ADMINISTERING AGENCY fails to implement or complete the PPM program commenced under this Agreement, fails to perform any of the obligations created by this agreement or fails to comply with applicable State laws and regulations, STATE reserves the right to terminate funding for the PPM program or portions thereof, upon written notice to ADMINISTERING AGENCY. An audit may be performed as provided in Section II, Article (8) of this agreement.

4. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify and save harmless the State of California, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.

5. As a condition of acceptance of the State funds provided for under this Agreement, ADMINISTERING AGENCY will abide by all State policies and procedures pertaining to the PPM Program.
6. This Agreement shall terminate on December 31, 2027.

STATE OF CALIFORNIA
Department of Transportation

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

Sierra County Transportation Commission

By: _____
Title:_____
Date: _____

Attest: _____
Title: _____

Under 300K

Attachment to PPM Agreement Letter

The agency shall prepare a PPM plan, which will become a part of the Fund Transfer Agreement, titled Attachment A.

This plan is a one or two page summary outline of the major activities and, where appropriate, sub activities that will be accomplished with the current year PPM fund allocation. The plan shall outline the specific activities the Agency plans to implement. Indicate the approximate time period and cost for each major activity.

Funds may be moved between the elements. It is expected that work will be accomplished for each element and any revisions will be discussed in the Final Report of Expenditures.

Indicate if this is a single or multi-year plan for this specific allocation and the anticipated date of completion of all expenditures.

Fund allocations for future years should not be requested until this plan's expenditures are near completion.

Expenditures must be completed no later than two years after the fiscal year of allocation.

A Final Report of Expenditures is required within 60 days of completion of expenditures. Current or future allocations may be terminated if this report is not prepared in a timely manner. Unexpended funds shall be returned to the State.

A very simple plan is illustrated below. Details of a plan should be consistent with the activities proposed and funding received.

Attachment A XYZ RTPA

STIP Planning, Programming and Monitoring Activities Plan (FY 2009/2010)

Activity	Time Period	Cost($1,000)
A. Prepare/Review Project Study Reports	9/02-4/03	$10
B. RTIP Amendment Project Review/Programming	2/02-5/03	$5
C. STIP Amendment Processing/CTC Coordination	5/02-6/02	$5
D. Monitoring Implementation	9/02-6/03	$10
Total		$30

Anticipated Completion date 6/30/13

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rev 08/13/2012

Attachment A

Sierra County Transportation Commission

STIP Planning, Programming and Monitoring Activities Plan (FY2025-2026)

A. Prepare/ Review Project Study Reports $3,750

B. RTIP Amendment Project Review/Programming $3,750

C. STIP Amendment Processing/CTC Coordination $3,000

D. Monitoring Implementation $18,500

Total **$29,000**

Anticipated Completion Date: June 30, 2028

Sierra County Transportation Commission
Meeting: September 24, 2025
Agenda Item 14 – Correspondence

A. Email from Caltrans, Mary Bokova, Chief of the Office of Safety Programs and District 3 Safe Systems Lead, regarding the traffic speed zones safety improvements discussed during the July 21, 2025 field review in Loyalton.

From:	Kaylon Hall
To:	Suzanne Smith
Subject:	Fw: Loyalton Field Review
Date:	Friday, August 22, 2025 10:15:21 AM

From: Bokova, Mary@DOT <mary.bokova@dot.ca.gov>
Sent: Monday, July 28, 2025 2:15 PM
To: Bryan Davey <bdavey@sierracounty.ca.gov>; Kaylon Hall <khall@sierracounty.ca.gov>
Cc: Assi, Walid@DOT <Walid.Assi@dot.ca.gov>
Subject: Loyalton Field Review

Hi Bryan,

Please see below for the improvements we discussed during the field review in Loyalton on July 21st, 2025 . I added notes, based on the investigation into these improvements from the Traffic Safety team. Please let me know if you have any comments or questions.

1. Install a crosswalk by the church at PM 61.558 (Traffic Safety will coordinate with the Highway Operations team to evaluate this location for a crosswalk warrant)
2. Reduce lanes to 11’ throughout town
3. Upgrade striping to 6” throughout town
4. Install 3 sets of transverse rumble strips at each approach to town.
5. Install deer crossing warning signs, where appropriate. (Traffic Safety reviewed the collision history, and no deer collisions have been reported in the last 5 years)
6. Install a solar flashing beacon at the school crossing sign at PM 60.5

Thanks,

Mary (Masha) Bokova
Chief, Office of Safety Programs
& District 3 Safe Systems Lead
(530) 720-9467

General Blue

2025

United States

January

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

March

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April

S	M	T	W	T	F	S
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July

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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August

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					1	2
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

September

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	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

2025 Holidays for United States

Jan 1	New Year's Day
Jan 20	Martin Luther King Jr. Day
Feb 14	Valentine's Day
Feb 17	Washington's Birthday
Apr 15	Tax Day
Apr 23	Administrative Professionals Day
May 11	Mother's Day
May 26	Memorial Day
Jun 15	Father's Day
Jul 4	Independence Day
Sep 1	Labor Day
Oct 13	Columbus Day
Oct 31	Halloween
Nov 11	Veterans Day
Nov 27	Thanksgiving Day
Nov 28	Day after Thanksgiving Day
Dec 24	Christmas Eve
Dec 25	Christmas Day
Dec 31	New Year's Eve