

ALPINE COUNTY 2015 REGIONAL TRANSPORTATION PLAN



December 2015



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ALPINE COUNTY 2015 REGIONAL TRANSPORTATION PLAN

Report Prepared for:

ALPINE COUNTY LOCAL TRANSPORTATION COMMISION

50 Diamond Valley Road
Markleeville, California 96120

ADOPTED 12-15-15

The RTP guides transportation investments in Alpine County. This RTP covers the 2015-2035 period. It is updated ever 5 years.

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1 INTRODUCTION



ABOUT THE ACLTC

The Alpine County Local Transportation Commission (ACLTC) is the Regional Transportation Planning Agency (RTPA) for Alpine County. The ACLTC is comprised of an executive secretary and the five-member board of supervisors representing the various districts in the County. 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 Alpine County RTP was adopted in 2011.

ABOUT THE RTP

Purpose of the RTP

The purpose of the plan is to provide a vision for the region, supported by transportation goals, for ten-year (2025) and twenty-year (2035) planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs, and establishing short-term and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

RTP Elements

RTPs must include the following three elements:

- The **Policy Element** (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the financial element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The **Action Element** (Chapter 4) identifies project that address the needs and issues for each transportation mode in accordance with the policy element.
- The **Financial Element** (Chapter 5) identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation investments described in the action element. The intent is to define realistic financing constraints and opportunities.

New Planning Requirements

Since the adoption of the most recent Alpine County RTP in 2010, there has been an update to the RTP Guidelines. The 2010 RTP Guidelines, adopted April 7, 2010, incorporated several key changes to the RTP process to address changes in the planning process resulting from MAP-21, *Moving Ahead for Progress in the 21st Century*, Assembly Bill 32 (AB 32, Nuñez and Pavley) and Senate Bill 375 (SB 375, Steinberg).

SB 375 and AB 32 require the Metropolitan Planning Organizations (MPOs) in California to address in their RTPs how the region will meet Greenhouse Gas (GHG) emission reduction targets as specified by the California Air Resources Board (ARB). Although RTPAs such as ACLTC are not subject to the stipulations of SB 375, incorporating strategies to reduce GHG emissions in the region is an important part of regional transportation planning for rural counties.

Required Documentation

The Air Quality Conformity Determination provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this plan. This analysis must document that the projects included in the RTP, when constructed, will not emit more pollutants than allowed in the emissions budget set forth in the State Implementation Plan (SIP). As Alpine County is in attainment for all federal air quality standards, this RTP is not subject to transportation conformity requirements.

Environmental documentation is required under the California Environmental Quality Act (CEQA). The environmental documentation states whether there will be an environmental impact of the plan, and if so, what that impact will be. Depending on the scope of the plan and local environment, environmental documentation may be a negative declaration, a mitigated negative declaration, or a full environmental impact report (EIR). The ACLTC has preliminarily determined that the Alpine County 2015 RTP will not have significant effects on the environment and therefore expects to adopt a negative declaration, based on the Environmental Initial Study that finds no significant effect on the environment.

RTP PLANNING PROCESS

Participation and Consultation Process

The ACLTC coordinates with many other groups during the RTP development process. The Social Services Transportation Advisory Council (SSTAC) advises ACLTC on transit matters and is an integral part of the annual unmet transit needs process. Caltrans is responsible for the design, construction, maintenance, and operation of the State Highway System and the portion of the Interstate Highway System within California. Alpine County is located in Caltrans District 10, with offices in Stockton.

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

- Caltrans
- Scenic Byway Association
- Alpine Trails Association
- Woodfords Store
- Adjacent County RTPAs and MPOs (Amador, Calaveras, El Dorado, Mono and Tuolumne Counties and Tahoe MPO).
- Bear Valley Business Association
- Washoe Tribe of Nevada and California
- Bureau of Land Management
- Humboldt-Toiyabe National Forest

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

Public Outreach

Five outreach meetings with stakeholders and the general public were held throughout the RTP development process. The first community meeting was an informational meeting held in Markleeville. The next meeting, also in Markleeville, introduced the RTP and its goals, scope and projects to stakeholders. Further stakeholder meetings were held in Bear Valley and Hung A Lel Ti, which included representatives of local businesses and the Washoe Tribe of Nevada and California (Washoe Tribe), respectively. A final meeting was held in Markleeville where an information table was staffed before the meeting. Maps and information regarding projects identified in the RTP were made available and staff were available to interact with the public.

Meetings were advertised throughout the town of Markleeville and were posted on the RTP project website, alpinecountyrtp.com. Specified groups and stakeholders, including economic interests and Native American Tribal Governments, were invited personally to the meetings through mail.

See Appendix B for public outreach materials, including the Alpine County Public Participation Plan.

Date	Meeting
February 19, 2015	Introductory Meeting, Markleeville
March 19, 2015	Second Meeting, Markleeville
March 31, 2015	Bear Valley Meeting
April 21, 2015	Hung a Lel Ti Meeting
May 28, 2015	Final Meeting, Markleeville

Coordination with Natural Resource Agencies

The Draft RTP and CEQA environmental document and checklist was distributed to various governmental and resource agencies through the State Clearinghouse process. Agencies were either provided a review copy of documents, or they receive a copy of the Notice of Availability saying where the documents can be viewed (in person and on the internet).

Native American Tribal Government and Consultation and Coordination

The CTC Guidelines require agencies preparing the RTP to consult with and consider the interests of Tribal Governments in the development of transportation plans and programs, including funding of transportation projects accessing tribal lands through state and local transportation programs. This requirement has been emphasized in the 2010 RTP Guidelines.

The lone Federally recognized tribal entity within Alpine County is the Hung A Lel Ti Community Council of the Washoe Tribe of Nevada and California. This 2015 RTP update process actively encouraged the participation of the Hung A Lel Ti Community Council. The contact information for the Tribe is as follows:

Washoe Tribe of Nevada and California

Hung A Lel Ti Community Council
96 Washoe Blvd.
Markleeville, CA 96120

Representative Contact Information:
Kenneth Cruz
775-265-8600
kenneth.cruz@washoetribe.us

The Washoe Tribe representative identified only one project not previously identified by the county as a top priority. The Washoe Tribe has identified Diamond Valley Road as a safety hazard, and would like to see a shoulder-widening project.

Coordination with Other Plans and Studies

The goals, policies, and objectives of this RTP are consistent with the goals of the following documents:

Alpine County General Plan (1999)	Tribal Transportation Plan (1995)
Alpine County Short Range Transit Development Plan (2010)	Alpine Airport Layout Plan (1995)
Alpine County Coordinated Public Transit Human Services Transportation Plan (2015)	Circulation Element, adopted by Alpine County in 2011
Alpine County Bicycle and Pedestrian Master Plan (2010)	RTPs of El Dorado, Calaveras, Amador, Tuolumne and Mono Counties in California, and Tahoe MPO/RTPA in Nevada and California
Tribal Transit Planning Survey (2009)	

Coordination with the California State Wildlife Action Plan

According to the California State Wildlife Action Plan, the major stressors in the Sierra Nevada and Cascades Region are as follows:

Stressors affecting upland habitats	Stressors affecting aquatic and riparian habitats
<ul style="list-style-type: none">• Growth and land development.• Forest management conflicts.• Altered fire regimes.• Excessive livestock grazing.• Invasive Plants• Recreational Pressures.• Climate change.	<ul style="list-style-type: none">• Water diversions and dams.• Watershed fragmentation and fish barriers.• Hydropower project operations.• Excessive livestock grazing.• Introduced non-native fish.

Although Alpine County is located within the Sierra Nevada and Cascades region, the California state Wildlife Action Plan was not developed on a county-basis. The larger region that applies to Alpine County contains species, stressors and recommended actions that are not relevant to Alpine County.

Table 1.2 shows the endangered and threatened species in the Sierra Nevada and Cascades Region.

Table 1.2 Threatened and Endangered Species in the Sierra Nevada and Cascades Region			
Classification	Common Name	Status	Population Trend
Fish	Shortnose Sucker	Endangered	Down
	Rough Sculpin	Threatened	Down
	Owens Pupfish	Endangered	Down
	Lost River Sucker	Endangered	Down
	Owens Tui Chub	Endangered	Down
	Spring-Run Chinook Salmon	Threatened	Down
Amphibian	Kern Canyon Slender Salamander	Threatened	Stable
	Tehachapi Slender Salamander	Threatened	Stable
	Sierra Nevada Toad	Endangered	Down
	Sierra Nevada Yellow-Legged Frog	Endangered	Down
	Limestone Salamander	Threatened	Down
	Shasta Salamander	Threatened	Stable
Reptile	Southern Rubber Boa	Threatened	Down
	Blunt-Nosed Leopard Lizard	Endangered	Down
Bird	Swainson's Hawk	Threatened	Down
	Western Yellow-Billed Cuckoo	Endangered	Unknown
	Willow Flycatcher	Endangered	Down
	American Peregrine Falcon	Endangered	Up
	Greater Sandhill Crane	Threatened	Unknown
	California Condor	Endangered	Stable
	Bald Eagle	Endangered	Up
	Bank Swallow	Threatened	Down
	Great Gray Owl	Endangered	Unknown
	Least Bell's Vireo	Endangered	Stable
Mammal	San Joaquin Antelope Squirrel	Threatened	Down
	California Wolverine	Threatened	Unknown
	California Bighorn Sheep	Endangered	Down
	Mohave Ground Squirrel	Threatened	Unknown
	San Joaquin Kit Fox	Threatened	Down
	Sierra Nevada Red Fox	Threatened	Unknown

As seen in Table 1.2, a large proportion of threatened and endangered species in the region are birds, which depend on uninterrupted tree canopy cover for habitat. The main stressors for birds include timber harvest and wildfire, and the California State Wildlife Action Plan suggests many actions for the County to take in conjunction with the State to improve fire and forestry management. For a complete list of actions suggested for wildlife management in Alpine County and the Sierra Nevada and Cascades Region, see Appendix C.

2 EXISTING CONDITIONS



ABOUT ALPINE COUNTY

Alpine County is located in the Sierra Nevada Mountains in eastern California, approximately 30 miles south of South Lake Tahoe, 85 miles south of Reno, Nevada and 120 miles east of Sacramento, California (see Figure 2.1). Alpine County is one of the smaller counties in California, with a land area equaling approximately 740 square miles. The County is bounded by El Dorado County to the north, Amador, Calaveras, and Tuolumne Counties to the west, Mono County to the south, and Douglas County, Nevada to the east. There are no incorporated cities in Alpine County. Markleeville, Kirkwood, Bear Valley, Woodfords and Alpine Village are the primary communities in the county; the tribal community of Hung A LeI Ti is located near Woodfords.

Alpine County is the least populous county in California with only 1,175 people as of the 2010 Census count. The rural and mountainous nature of the County is ideal for recreational opportunities, including fishing, skiing, hiking, hunting, and bicycling. Almost 95% of the County's land is publically owned, and includes portions of the Mokelumne and Carson-Iceberg Wilderness Areas and Humboldt-Toiyabe, Stanislaus and El Dorado National Forests. Grover Hot Springs State Park is also located in Alpine County, near Markleeville.

Figure 2.1 – Location of Alpine County



DEMOGRAPHICS

Population

The U.S. Census reported the January 2000 population for Alpine County at 1,208, and the 2010 U.S. Census reported the population at 1,175. In January 2015, the population was estimated at 1,121 by the California Department of Finance (DOF), which calculates to approximately -0.48 percent change per year on average. Countywide population density in 2015 was estimated to equal 1.5 persons per square mile. The distribution of population between the unincorporated communities of the County is shown in Table 2.1.

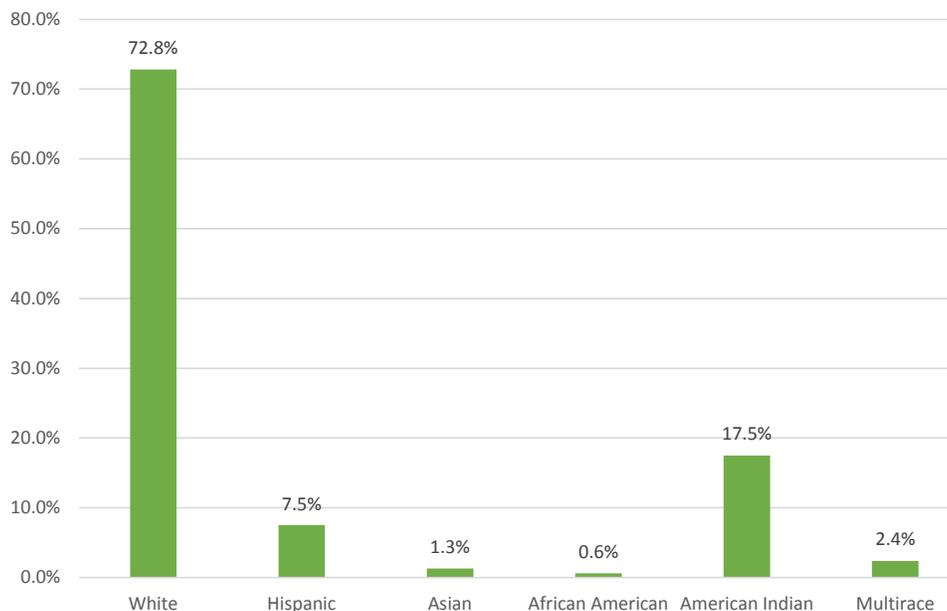
Table 2.1 Alpine County Population Distribution 2000-2015							
	Jan 2000	Jan 2005	Jan 2010	Jan 2013	Jan 2014	Jan 2015	Percent Change (2010 - 2013)
Markleeville	203	209	200	283	-	-	39.4%
Mesa Vista	181	186	178	224	-	-	23.8%
Alpine Village	143	147	141	120	-	-	-16.1%
Kirkwood	96	99	94	66	-	-	-31.3%
Bear Valley	99	102	97	65	-	-	-34.3%
Hung A Lel Ti Tribal Community	234	241	230	170 ⁽³⁾	-	-	-27.4%
Total County Population	1,208	1,216	1,175	1,165	1,122	1,121	-7.2%

Source: (1)U.S. Census 2000, 2010; (2) U.S. Census Bureau, 2009-2013 5-Year American

Demographics

Alpine County residents are predominately white (72%); however, there are substantial percentages of Native American (24%) and Hispanic (10%) populations. The demographics of Alpine County are detailed in Figure 2.2 (US Census American Community Survey (ACS) 2009-2013).

Figure 2.2
Alpine County Demographics



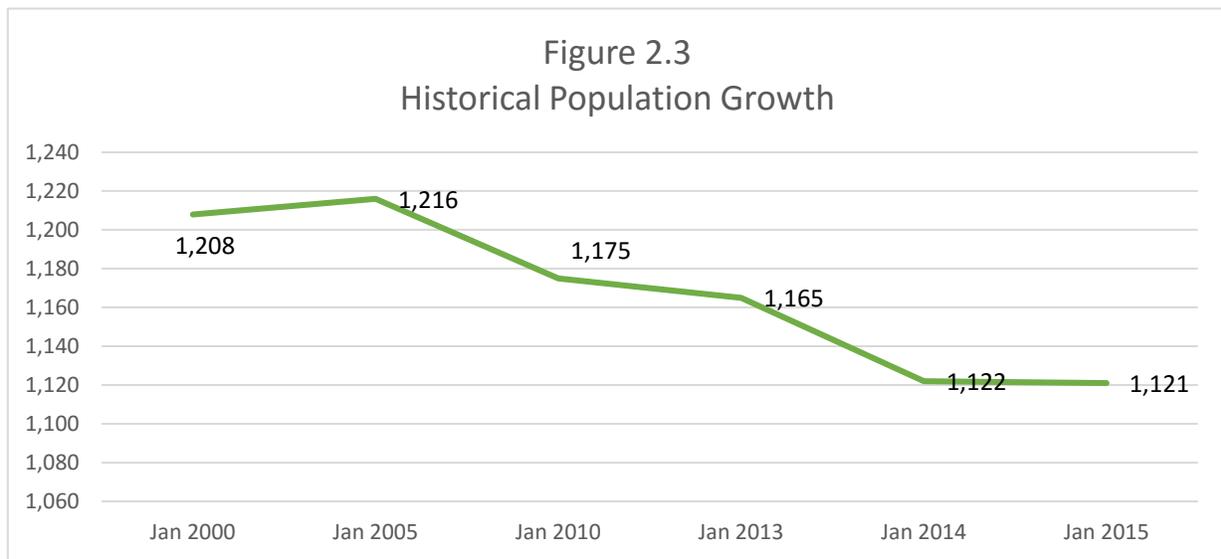
Age of Population

Alpine County’s 65+ demographic is growing more rapidly than the statewide average, and is expected to reach approximately 34% of the total population by 2060 (Table 2.2).

Table 2.2 Population over 65 Years of Age in Alpine County				
	2000	2010	2040	2060
% of population 65+	9.9%	19.0%	28.0%	34.0%
Source: ACS 2009-2013				

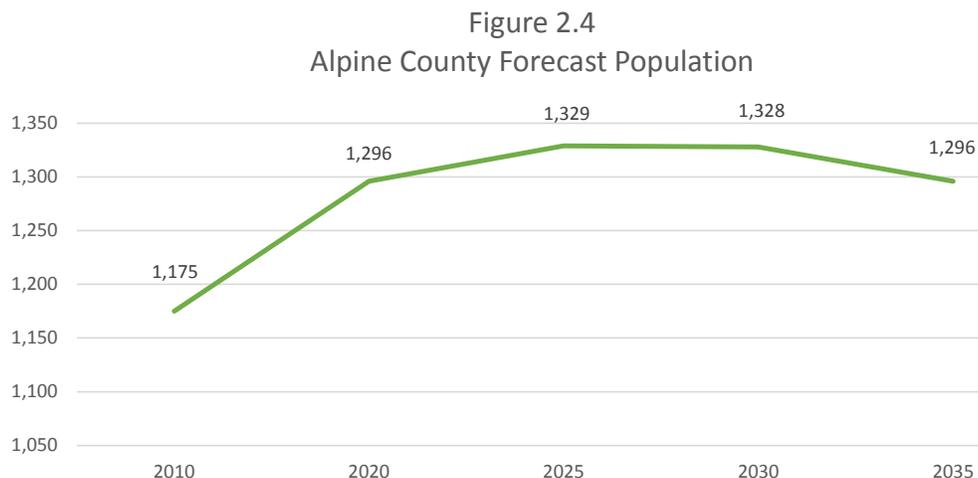
Historic Population Growth

The population of the county has been slowly declining at 0.92 percent annually within the past 5 years, down to the most recent population estimate of 1,121 in 2015, shown in Figure 2.3.



Future Population Growth

While the population of Alpine County has been declining in recent years, the DOF population forecast reports an overall population increase for the next 20 years. Alpine County population is expected to increase approximately 10.3 percent between 2010 and 2020 and peak in 2025 before decreasing through the RTP horizon year, 2035. The trend can be seen in Figure 2.4.



SOCIOECONOMIC CONDITIONS

Transportation needs stem from travel demand, which is influenced by current socioeconomic conditions including number of households, employment, the transportation network, the intensity and location of development and employment centers, and recreation needs.

Housing

According to the ACS 2009-2013, the total number of housing units in Alpine County reached 1,761 in 2013 (Table 2.3). This number reflects a large number of seasonal and recreational housing units that are vacant for large portions of the year. Approximately 78% of all housing units in Alpine County are vacant.

Table 2.3 Alpine County Housing Units					
Place	2000 Housing Units	2010 Housing Units	2013 Housing Units	Occupied 2013 (%)	Vacant 2013 (%)
Markleeville	92	194	254	39.0%	61.0%
Mesa Vista	57	103	133	85.7%	14.3%
Alpine Village	66	69	54	81.8%	18.2%
Kirkwood	19	757	811	1.7%	98.3%
Bear Valley	67	531	509	N/A	N/A
Total County	483	1654	1,761	21.5%	78.5%

Source: US Census 2000, 2010; (2) U.S. Census Bureau, 2009-2013 5-Year American Community

Income

The median household income in Alpine County of \$58,636 in 2013 is comparable to the state average of \$61,021 in 2010 (Table 2.4). In the 2010 U.S. Census, 410 households were used to determine the median income in Alpine County, indicating that only primary households were surveyed.

Table 2.4 Median Household Income in Alpine County					
1970	1980	1990	2000	2010	2013
23,491	26,663	24,929	41,875	63,478	58,636

Source: US Census, ACS 2009-2013

Employment

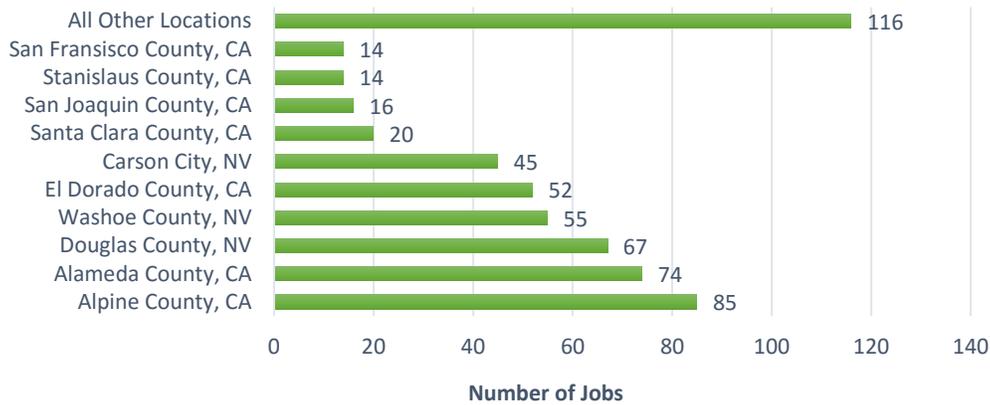
The number of employed persons 16 years of age and older in Alpine County is reported at 454 in 2013 (ACS 2009-2013). The recreation and tourism industry accounts for a large portion of employment. Major employers and number of employees are shown in Table 2.5.

Commuting Patterns

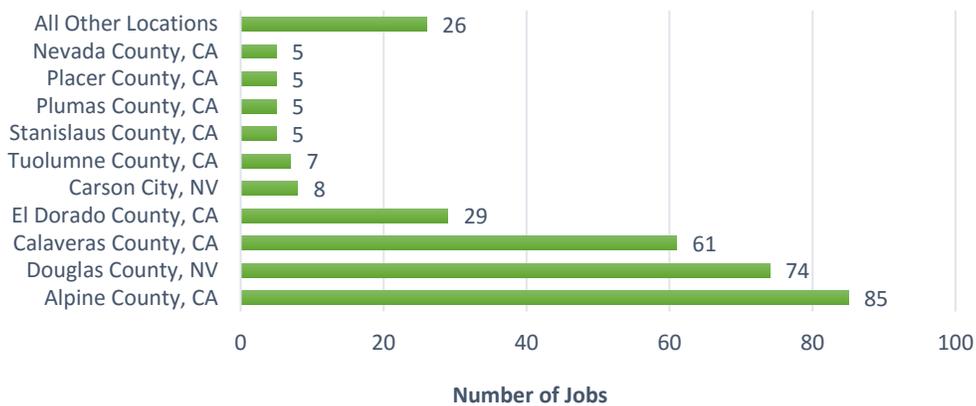
The U.S. Census Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD) offers detailed data on commuting characteristics, which has been summarized by commute pattern for Alpine County residents (Figure 2.5) and for Alpine County workers (Figure 2.6). Of the total number of working Alpine County resident, 17.6% work outside the County and 32.6% work in nearby Nevada, and approximately 73% of Alpine County workers reside in other counties.

Table 2.5 Major Employers in Alpine County			
Employer Name	Location	Industry	Employed
Kirkwood Ski Summer Resort	Kirkwood	Resorts	500 to 999
Alpine County Government	Markleeville	County Government	50 to 99
Alpine County School	Markleeville	Schools	20 to 49
Intero Real Estate Svc	Markleeville	Real Estate	20 to 49
Kirkwood Meadows Utility	Kirkwood	Water & Sewage Companies-Utility	20 to 49
Sorensen's Resort	Markleeville	Chalet & Cabin Rentals	20 to 49
US Forestry Dept	Markleeville	Government-Forestry Services	20 to 49
Bear Valley Mountain Resort	Bear Valley	Resorts	Unknown

**Figure 2.5
Location of Employment for Alpine County Residents**



**Figure 2.6
Location of Residence for Alpine County Workers**



Mode of Travel

Travel in Alpine County is primarily automobile-oriented due to the rural nature of the County, low development densities, severe winter weather, and limited options for non-auto modes of travel. An estimated 68.3% of residents drive to work, as seen in Table 2.6 (ACS 2009-2013).

Table 2.6 Commuting Characteristics for Alpine County Residents		
	Number of Workers	Total (%)
Total Workers (16 years and over)	454	454
Means of transportation to work:		
Public Transportation	0	0.0%
Walked	34	7.5%
Biked	0	0.0%
Worked at Home	109	24.2%
Car:	310	68.3%
Drove alone	237	76.5%
Carpooled	73	23.5%
Place of work:		
Work in county of residence	226	49.8%
Work outside county of residence	80	17.6%
Worked in state of residence	306	67.4%
Worked outside state of residence	148	32.6%
Source: American Community Survey 5-year Estimates (2009-2013)		

Land Use

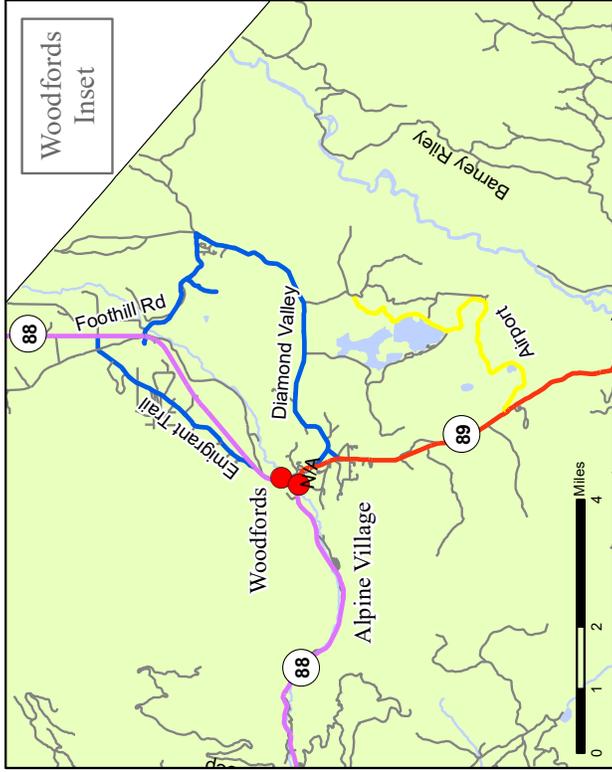
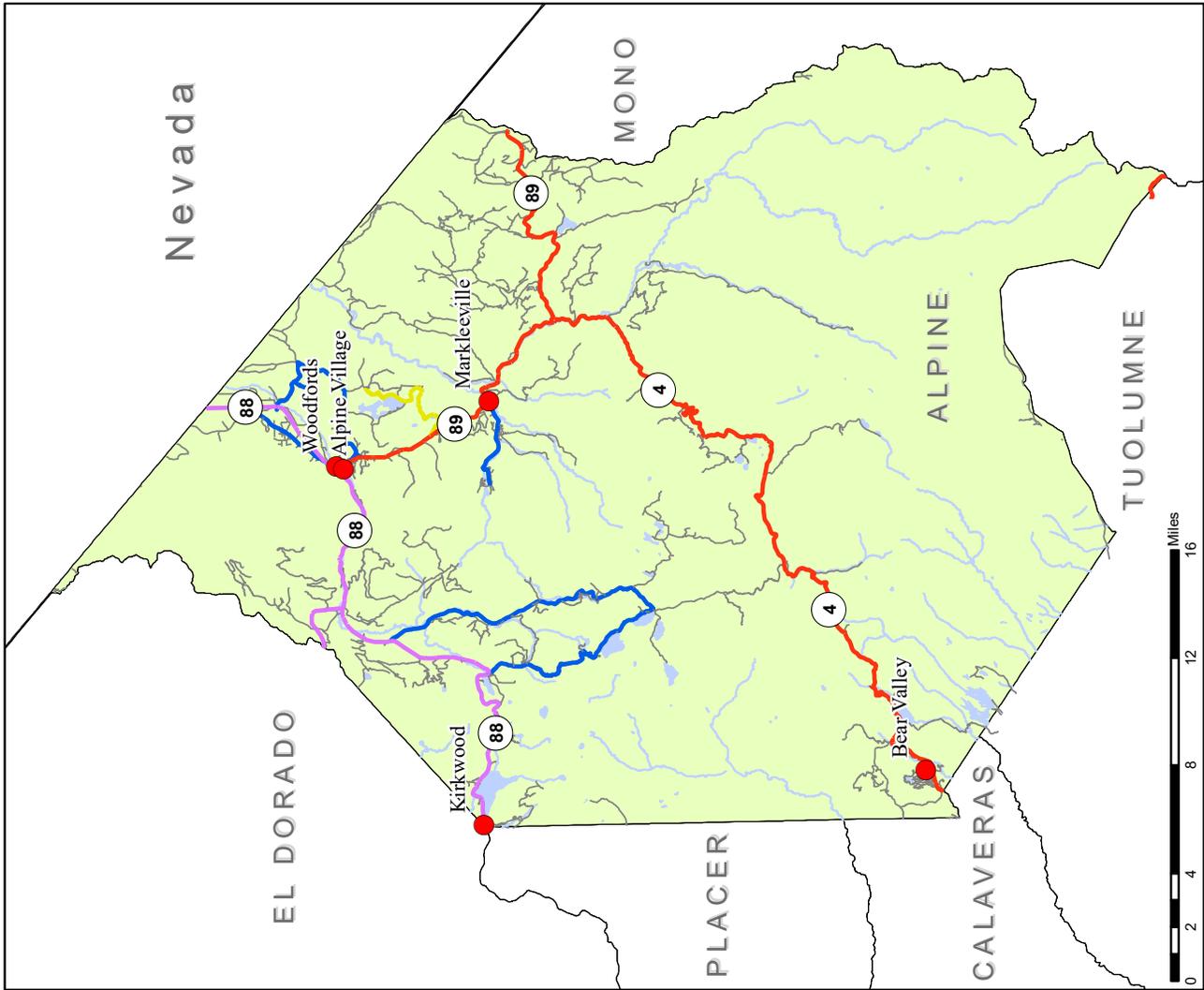
Alpine County has a total of 465,030 acres. According to the 2009 Alpine County General Plan, 95 percent of land is publicly owned and designated as wilderness or open space. Of the remaining land, 86% is in agriculture use (primarily grazing) and approximately 5% is zoned as residential and used to meet the counties housing demand.

ROADWAY TRANSPORTATION NETWORK IN ALPINE COUNTY

According to Caltrans Maintained Mileage data, the public road system in Alpine County consists of 82.71 miles in the State highway system, 134.96 miles in the County roadway system, 64.64 miles in the jurisdiction of the US Forest Service, 3.95 miles in the State Park service and 1.1 miles in Bureau of Indian Affairs (BIA), totaling about 287 miles. The four State Routes (SR) located in the county are SR 4, SR 88, SR 89, and SR 207. Due to harsh winter weather and heavy snowfall, many of the roads serving the County are subject to winter closures. Several sections of SR 4 and SR 89 have regular winter closures.

Road Classification

Figure 2.7 displays the major roadways in Alpine County along with their functional classification, as designated by the Federal Highway Administration (FHWA). The general function and development characteristics of the current classification system are described on page 2-8.



Roadway Functional Classification

- Minor Arterial
- Other Principal Arterial
- Major Collector
- Minor Collector
- Local Roads
- Alpine County



MAJOR ROADWAY FACILITIES FUNCTIONAL CLASSIFICATION
FIGURE 2.7

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. The minor arterials identified in Alpine County are integrated inter-county roads connecting Alpine County to surrounding counties and cities, including cities and communities in the Bay Area and Central Valley. SR 4 and SR 89 are classified as minor arterials. Other principle arterials in Alpine County connect with cities with populations 50,000 or greater. SR 88 and Luther Pass Road are classified as other principal arterials.

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The FHWA further delineates collectors into major and minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. Major collectors in Alpine County serve primarily intra-county travel serving smaller communities and countywide trip generators, such as consolidated schools shopping, and recreational activities, and trip lengths may be comparable to those of minor arterials in low-density areas. Major collectors in Alpine County include Hot Springs Road, Blue Lakes Road, Diamond Valley Road, Emigrant Trail and Foothill Road. Airport Road is the lone identified minor collector in Alpine County.

Local Roads provide access to adjoining properties and primary residences. There is virtually no through traffic. The majority of maintained miles in Alpine County are classified as local roads.

State Highways

The four State highways in Alpine County are shown in Figure 2.8. A summary description is provided below:

State Route 4 is an east-west 2-lane conventional highway (classified as a minor arterial) beginning in Contra Costa County at the City of Hercules and ending in Alpine County at SR 89 near Markleeville, and has a length of approximately 197 miles. The 58-mile stretch of SR 4 from Arnold in Calaveras County to its endpoint at SR 89, known as Ebbett's Pass Scenic Byway, is designated as a National Scenic Byway. Portions of SR 4, including the section from Monitor Jct. to Lake Alpine, are closed regularly during winter due to severe winter weather.

State Route 88 is an east-west 2-lane conventional highway (classified as other principle arterial) beginning in Stockton at SR 99 and ending at in Minden, Nevada, and has a length of approximately 122 miles. SR 88 is a State Scenic Highway. SR 88 closes over Carson Pass during severe winter weather events.

State Route 89 is a 243 mile north-south 2-lane conventional highway (classified as a minor arterial) beginning at I-5 near Mount Shasta and ending at US 395 near Coleville, California in Mono County. SR 89 is a major thoroughfare for many mountain communities, as it runs through Siskiyou, Shasta, Tehama, Plumas, Sierra, Nevada, Placer, El Dorado, Alpine, and Mono counties. SR 89 is a State Scenic Highway. SR 89 closes from Monitor Pass to US 395 during severe winter weather events, and rarely over Luther Pass.

State Route 207 is a north-south 2-lane conventional highway beginning at SR 4 near Bear Valley and ending at Mount Reba at the Bear Valley Ski Resort parking lot, and is only 1.36 miles in length. SR 207 is open year round as it is the only way to access the Bear Valley Ski Resort.



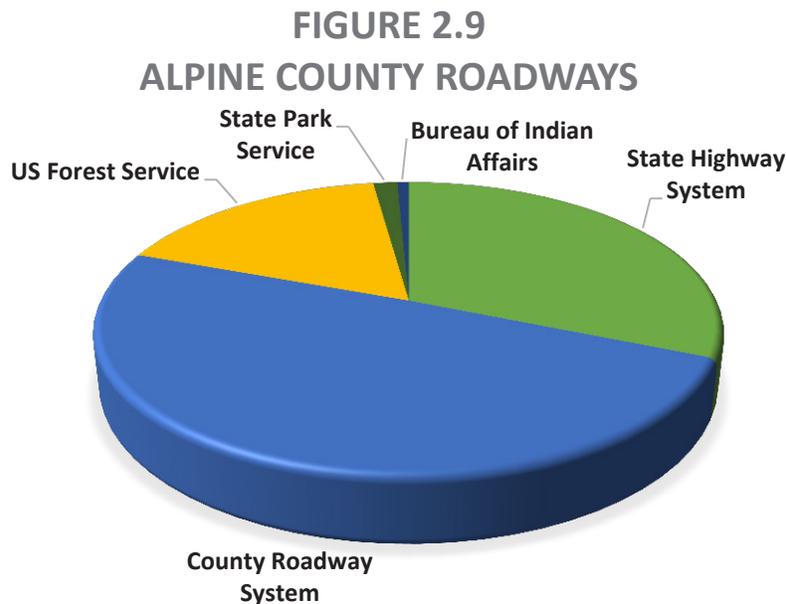
STATE HIGHWAYS IN ALPINE COUNTY
 FIGURE 2.8

Other Important Roads

Alpine County is a destination for many tourists seeking outdoor recreation. The annual “Death Ride” takes place every summer, and brings cyclists through 129 miles of Alpine County Roadway including Monitor Pass, Ebbett’s Pass, and Carson Pass, ending in the community of Woodfords. Hot Springs Road connects Markleeville with the popular Grover Hot Springs State Park. Diamond Valley Road provides important access for residents in the Woodfords area including residents of Hung A Lel Ti. Additionally, Blue Lakes Road provides access to recreational destinations and serves as a snowmobile route during winter road closures.

Forest Service Roads

Approximately ninety-five percent of Alpine County’s land area is government owned and administered by the U.S Forest Service, the Bureau of Land Management, or Departments of the State of California (Figure 2.9). Many Forest Service roads, such as Hot Springs Road, Blue Lakes Road, and Indian Creek Road, are maintained by the County through cooperative agreements and are included in the County’s mileage. A small number of roads, such as the Markleeville Ranger Station Road, are still being maintained by the Forest Service. According to the California Division of Transportation System Information, Alpine County has approximately 46 miles of US Forest Service Roads. Approximately 17% of roadway mileage in Alpine County is US Forest Service Roads.



ROADWAY OPERATIONS

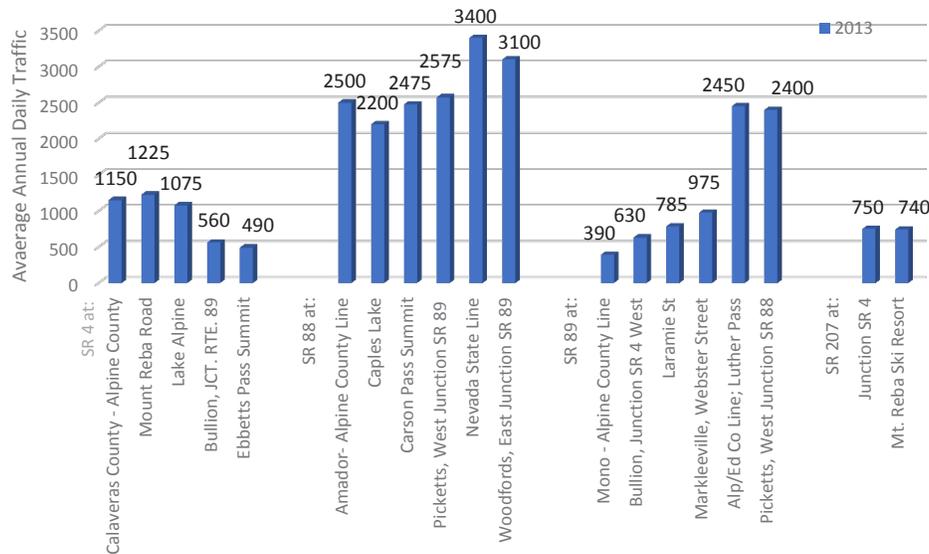
Existing Traffic

As seen in Figures 2.10, SR 88 and SR 89 have the highest Annual Average Daily Traffic (AADT) in Alpine County (Department of Transportation, Transportation Counts). SR 88 and SR 89 are the main routes for goods movement in Alpine County, and truck traffic comprises up to 13% of the total, traffic in some sections. Traffic counts have declined between 2010 and 2013 for all locations and state routes, with the exception off SR 89 at the Alpine/El Dorado County Line, SR 89 at the Picketts Junction, and SR 89 at Markleeville and Webster.

It is important to note that a significant portion of traffic in Alpine County is tourist related. The proportion of tourist traffic is difficult to quantify without extensive studies, however, the Bay to Tahoe Recreation and Tourism Travel Impact Study can offer an idea of tourist related traffic in the surrounding area. This survey determined that approximately 4 million people from the Sacramento, San Francisco, and San Jose regions

accounted for approximately 8 million trips between Amador, Placer, Nevada, and El Dorado Counties in 2013. The survey also found that 60%-70% of vehicle trips were tourist, while the remaining 30%-40% were commuter on US-50 and I-80. While these estimates are not based on routes in Alpine County, they do reinforce the idea that tourist related through traffic accounts for a significant proportion of traffic in the Tahoe region.

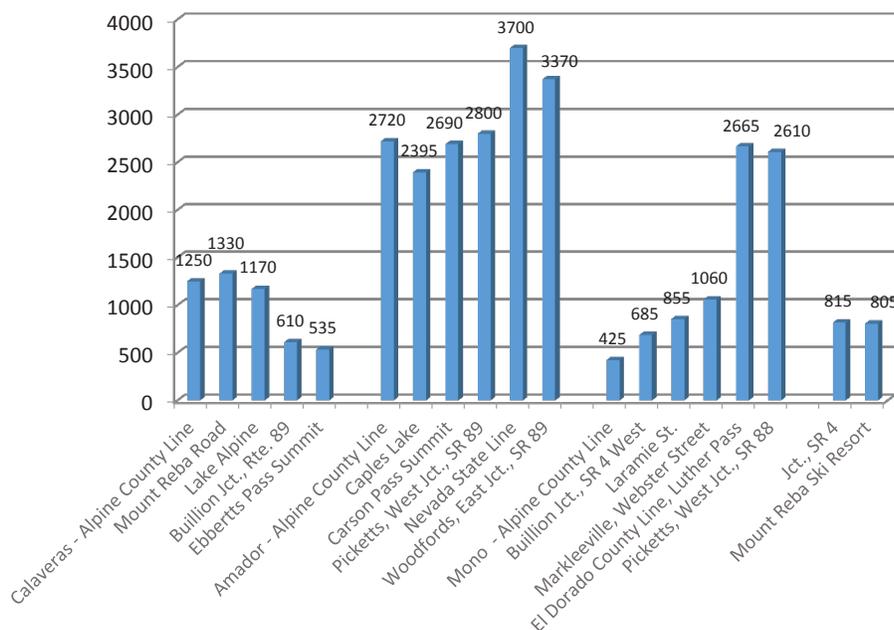
Figure 2.10
Average Annual Daily Traffic, 2013



Traffic Forecasts

Traffic predictions were made based on the Alpine County and surrounding County population forecasts of no more than 1% annual growth on average. Most traffic in Alpine County is through traffic from bordering Counties, Sacramento and the San Francisco Bay Area in California and Reno in Washoe County, Nevada. Washoe County is expected to experience the largest average annual growth in the next twenty years, at approximately 1.1% growth per year on average. As seen in Figure 2.11, AADT is not expected to increase dramatically between 2015 and the horizon year of this RTP, 2035.

Figure 2.11
Predicted Average Annual Daily Traffic, 2035



Level of Service (LOS)

LOS is used to rate a roadway segment's traffic flow characteristics, and acts as an indicator of roadway performance, assisting in determining when roadway capacity needs to be improved, using a scale of A through F (Table 2.7). LOS A through LOS C are considered to be acceptable, although some situations allow for LOS D and E in areas of short peak traffic impacts. LOS for rural highways is largely determined by roadway geometry factors, such as grades, vertical and horizontal curves, and the presence of passing opportunities (Table 2.8). In mountainous topography and particularly through canyons, roadway LOS can be low, even absent substantial traffic volumes.

Table 2.7 LOS Definitions/Characteristics	
LOS	Description
A	Represents free flow. Individual users are virtually unaffected by the presence of other in the traffic stream
B	Stable flow, but the presence of others in the traffic stream begins to be noticeable
C	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interaction with others in the traffic stream
D	Represents high density, but stable flow
E	Represents operating conditions at or near the capacity level
F	Represents forced or a breakdown in traffic flow

Source: Highway Capacity Manual - Transportation Research Board, 2010

Table 2.8 Maximum Daily Volume Thresholds for Rural Highways					
Classification	LOS				
	A	B	C	D	E
4-Lane Major Freeway	25,400	41,600	58,400	71,000	79,200
2-Lane, Class I Highway	1,200	3,700	7,600	13,600	21,000
2-Lane, Class II Highway	1,700	4,100	8,200	16,600	21,200
Rural Principal Arterial (2 lane)	2,600	5,900	10,300	16,900	20,200
Rural Minor Arterial (2 lane)	1,200	3,300	6,400	11,000	15,500
Rural Major Collector (2 lane)	1,300	3,900	7,500	12,600	16,900
Rural Minor Collector (2 lane)	1000	3,000	5,500	8,750	11,200
Rural Local Road	600	2,000	3,500	4,900	5,500

Based on the 2010 Highway Capacity Manual, which provided maximum peak hour flows. The values in this table were converted to daily travel using the peak period percent (approximately 10 percent) for these facilities.

Existing and Forecasted Level of Service

By measuring the AADT on State highways in Alpine County from Figure 2.10 against the LOS thresholds from Table 2.8, LOS designations are identified in Table 2.9. All segments of highway in Alpine County are currently at an acceptable LOS rating.

Due to the very minor predicted increase in AADT throughout the lifetime of this RTP, few changes are expected in the LOS ratings of state routes in Alpine County. In 2035, all highway segments are expected to be operating at an acceptable LOS rating. State Route 88 from Woodfords to the Nevada State line is the most impacted roadway in Alpine County. The addition of several left-turn pockets on this section of highway (see Table 4.9 on page 4-12) will assist in maintaining traffic flow by allowing slowing vehicles to exit the main roadway.

Table 2.9 Existing LOS Designations	
Route	LOS
SR 4	
Calaveras - Alpine County Line	A
Mount Reba Road	B
Lake Alpine	A
Buillion Jct., Rte. 89	A
Ebbertts Pass Summit	A
SR 88	
Amador - Alpine County Line	B
Caples Lake	B
Carson Pass Summit	B
Picketts, West Jct., SR 89	B
Nevada State Line	C
Woodfords, East Jct., SR 89	B
SR 89	
Mono - Alpine County Line	A
Buillion Jct., SR 4 West	A
Laramie St.	A
Markleeville, Webster Street	A
El Dorado County Line, Luther Pass	B
Picketts, West Jct., SR 88	B
SR 207	
Jct., SR 4	B
Mount Reba Ski Resort	B

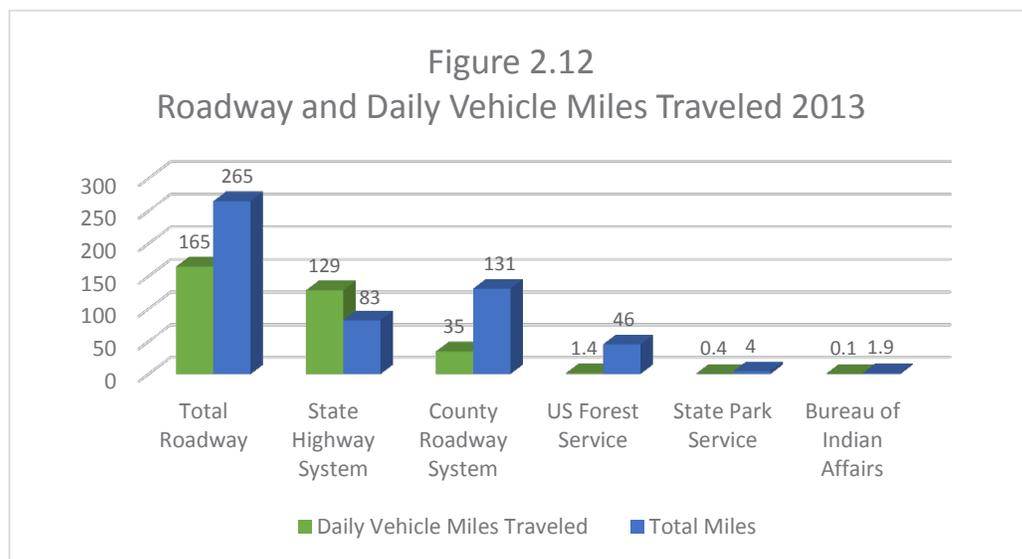
Table 2.10 Forecasted LOS Designations	
Route	LOS
SR 4	
Calaveras - Alpine County Line	B
Mount Reba Road	B
Lake Alpine	A
Buillion Jct., Rte. 89	A
Ebbertts Pass Summit	A
SR 88	
Amador - Alpine County Line	B
Caples Lake	B
Carson Pass Summit	B
Picketts, West Jct., SR 89	B
Nevada State Line	C
Woodfords, East Jct., SR 89	C
SR 89	
Mono - Alpine County Line	A
Buillion Jct., SR 4 West	A
Laramie St.	A
Markleeville, Webster Street	A
El Dorado County Line, Luther Pass	B
Picketts, West Jct., SR 88	B
SR 207	
Jct., SR 4	B
Mount Reba Ski Resort	B

Pavement Conditions

Due to limited funds, many roadways have pavement conditions that are in need of repair. The average Pavement Condition Index (PCI) for roadways in Alpine County is 44. PCI values range from 0-100, and optimally, pavement improvements will occur when PCI reaches around 66; at lower PCI ratings, the cost of improvements per area of roadway increases exponentially. With a PCI of 70 or above, preventative maintenance is relatively inexpensive at about \$4.60-\$4.85/square yard. When the PCI is between 50 and 70, repair costs go up to about \$18.05-\$18.80 per square yard. Once PCI falls below 50, as in Alpine County, repair costs rise to \$28.45-\$29.73 per square yard, and can go up to almost \$70 per square yard for roads that deteriorate to the point of needing a total reconstruction.

Vehicle Miles Traveled

The daily vehicle miles traveled for Alpine County roadways can be seen in Figure 2.12 (California Public Road Data, Division of Transportation System Information). The daily vehicle miles travelled exceeds the total mileage of roadway in the case of the State Highway System, meaning some vehicles may be making more than one trip per day. In all other cases, daily vehicle miles traveled is significantly lower than total roadway mileage.



Traffic Collisions

According to California Highway Patrol Statewide Integrated Traffic Record System (SWITRS), 91% of the 151 traffic collisions that occurred in Alpine County between 2010 and 2014 occurred on State highways (Table 2.11). These 151 collisions resulted in 6 fatalities. A very high number of collisions in Alpine County have involved a motorcyclist.

Table 2.11					
Collisions, 2010-2014					
	2010	2011	2012	2013	2014
Total	34	37	25	30	25
Collisions on State Highways	31	30	23	28	24
Collisions Involving Motorcycles	14	12	9	8	9
Fatalities	1	2	1	1	1
Source: SWITRS					

TRANSIT

Dial-a-Ride

The Dial-A-Ride program is for the general public and persons needing transportation assistance and is provided by Alpine County Community Development. Dial-A-Ride service is by appointment only and provides rides to and from Markleeville, Woodfords, Hung A Le Ti, Minden, Gardnerville, Dresslerville, South Lake Tahoe, and the Carson City Area. This service operates Monday- Wednesday from 8:00am to 5:00pm and costs \$2.00-\$5.00 for one way fare and \$4.00-\$10.00 for round trip fare, depending on the service area and trip length. Dial-A-Ride provides special needs service for medical and social security needs only on Thursdays, and includes trips to and from Reno, Truckee, Placerville, and Sacramento. Other destinations that can be accomplished within a 12-hour period may be approved of the Community Development Director.

Passengers requesting Dial-A-Ride service should book appointments 48 hours in advance and are booked on a first come, first served basis. Inclement weather may cause delays and/or cancellation of services until conditions improve. Dial-A-Ride will not operate on roads where snow or icy conditions are present or where chain controls are in place. According to the Triennial Performance Audit, Dial-A-Ride ridership has decreased from 2009-2012, with an increase between 2009 and 2010 which is detailed in Table 2.12.

	2009-10	2010-11	2011-12
One-way passenger trips	494	611	457
% Change from previous year	--	23.7%	-25.2%

Source: Triennial Performance Audit for Alpine County Transit

Social Services Transportation Advisory Council

The purpose of the Social Services Transportation Advisory Council (SSTAC) is to identify the County's unmet transit needs through public input from a broad representation of service providers and public members representing the elderly, the handicapped, and persons of limited means. There are currently no social service providers offering transportation services to residents in Alpine County; however, Dial-A-Ride is utilized as a means for special needs, medical, and social security services on Thursdays. While the Dial-A-Ride ridership count has decreased from 2010-2012, the elderly population, 65+, of Alpine County (approximately 19%) is expected to continue to grow. With a growing elderly population, Dial-A-Ride services will most likely see a steady demand for its transportation services.

Inter-Agency Connections with Other Providers

Foothill Rideshare Program

The Foothill Rideshare Program was a joint effort between Alpine County, Tuolumne County, Calaveras County, and Amador County to promote resident's usage of intra-county carpooling. Due to lack of need and the cost of maintaining the program, the Foothill Rideshare is no longer in service, and no alternatives are being considered.

Amtrak

Amtrak Bus provides service in South Lake Tahoe, approximately 20 miles north of Alpine County. This station provides a bus connection to Amtrak's nationwide rail and bus network. This location is accessible via the Dial-A-Ride service.

Greyhound

A private operator that provides intercity bus service with routes throughout California and the U.S. Greyhound provides service within the region in Carson City and Reno in Nevada, and Truckee, California. These locations are accessible via the Dial-A-Ride service.

Carson Valley Airporter Service

Although the Carson Valley Airporter Service does not operate in Alpine County, it does provide regular service from Minden and Gardenville in Nevada to the Reno-Tahoe Airport. The Dial-a-Ride service may be used to connect locations throughout Alpine County to Minden.

NON-MOTORIZED FACILITIES

Bicycle

Alpine County state highways are very popular among cyclists due to the relatively low traffic volumes and impressive scenery. The annual 'Death Ride' event, which occurs every July and attracted just over 3,500 registered bikers in 2010, is based in Markleeville. Bikers ride through 129 miles of Alpine County roadway and climb 15,000 feet through Monitor Pass, Ebbetts Pass, and Carson Pass. Participants often train within Alpine County in the months leading up to the ride.

The Lake Alpine Trail is an important bicycle/pedestrian facility in Alpine County, for tourists and residents alike. The Lake Alpine Trail is a paved pathway that circles Lake Alpine from the east end of the lake to Silver Tip Campground. The path continues as an unpaved trail from the campground into Bear Valley.

With Bear Valley Ski Resort and Kirkwood Ski Resort offering bike rentals in the summer, numerous trails, and a bike park at Kirkwood, bicycling has become a staple summer recreational and tourist activity. Alpine County currently has a Bicycle and Pedestrian Master Plan, with a goal to improve overall bicycle and pedestrian safety. Pedestrian facilities, including sidewalks, are limited to downtown Markleeville and the Bear Valley Ski Resort.

Pedestrian

There are few pedestrian-designated facilities in Alpine County. SR 89 through Markleeville does not have any sidewalks. In Kirkwood and Bear valley, signs warn motorized traffic of pedestrians.

AVIATION

Alpine County Airport

Alpine County owns and operates one public use general aviation airport, Alpine County Airport. The Alpine County Airport is located approximately 3 miles north of Markleeville, approximately 65 miles south of the Reno-Tahoe International Airport, and approximately 130 miles east of Sacramento International Airport. It is the only state designated general aviation facility within a 20 mile radius.

Alpine County Airport Facilities include one unlit runway. According to the Alpine County General Plan, the airport serves approximately 100 aircrafts annually. The airport manager estimates that air traffic will increase approximately 10% to 15% per year.

RAIL

There is currently no rail service within Alpine County. The nearest rail-line is in Truckee, approximately 74 miles north of Alpine County. The rail line is for passenger use only and is operated by Amtrak. Truckee also has a freight rail.

GOODS MOVEMENT

The main routes for truck traffic in Alpine County are SR 89 and SR 88, respectively (see table 2.13). SR 89 is a major connector for mountain communities in the Sierras, and SR 88 connects Stockton and the surrounding central valley with western Nevada. Truck traffic through Alpine County is not expected to increase rapidly in the future, as much of the truck traffic traveling from California to Nevada utilizes Interstate 80 to the north of the County.

Highway/ Counter Location	2004	2006	2008	2010	2011	2012	2013
SR 4 at:							
Calaveras County - Alpine County	24	23	25	26	26	26	23
Bullion, JCT. RTE. 89	20	21	22	23	23	23	23
SR 88 at:							
Nevada State Line	266	329	281	281	278	278	252
Picketts, West Junction SR 89	258	277	236	230	222	222	198
SR 89 at:							
Mono - Alpine County Line	19	14	17	13	13	13	19
Bullion, Junction SR 4 West	40	29	25	36	38	38	34
Picketts, West Junction SR 88	124	136	304	280	300	320	320
SR 207 at:							
Junction SR 4	45	46	46	45	45	45	45
Mt. Reba Ski Resort	24	24	24	24	24	24	24
Source: California Department of Transportation							

CONNECTIVITY ISSUES

The rural nature of Alpine County inherently creates connectivity issues involving roadways, transit, and non-motorized modes of transportation. Severe winter weather creates additional obstacles to providing County residents with reliable, interconnected travel options.

Highway

Winter roadway closures on SR 4, SR 88 and SR 89 prohibit resident and visitor travel within and through the County. Portions of SR 4, including the section from Monitor Jct. to Lake Alpine, are closed regularly during winter due to severe winter weather, as well as SR 88 over Carson Pass and SR 89 from Monitor Pass to US 395. SR 89 is a major thoroughfare for many mountain communities, as it runs through Siskiyou, Shasta, Tehama, Plumas, Sierra, Nevada, Placer, El Dorado, Alpine, and Mono counties. Road closures prohibit all travel, and disconnect county highways from other highways, transit options and other modes.

Transit

Dial-A-Ride service is by appointment only and provides rides to and from Markleeville, Woodfords, Hung A Lel Ti, Minden, Gardnerville, Dresslerville, South Lake Tahoe, and the Carson City Area. Although Dial-A-Ride does provide special needs service for medical and social security needs, service is only provided on Thursdays. Additional trips can be made to and from Reno, Truckee, Placerville, and Sacramento with a 12-hour period may be approved of the Community Development Director. The need for a reservation to reach destinations

may discourage some potential users from utilizing the Dial-a-Ride services, especially for everyday trips, such as school or work.

Bicycle

The annual 'Death Ride' event, which occurs every July and attracted just over 3,500 registered bikers in 2010, is based in Markleeville. Bikers ride through 129 miles of Alpine County roadway and climb 15,000 feet through Monitor Pass, Ebbetts Pass, and Carson Pass. Participants often train within Alpine County in the months leading up to the ride. Despite the high usage of the highways in Alpine County for bicycling, few separate recreational facilities exist for pedestrians and bicyclists.

Pedestrian

There are few pedestrian-designated facilities in Alpine County. SR 89 through Markleeville does not have any sidewalks. Pedestrian facilities in the County, including sidewalks, are limited to downtown Markleeville and the Bear Valley Ski Resort. In addition, signs warning motorized traffic of pedestrians exist in Kirkwood and Bear Valley.

3 POLICY ELEMENT



The purpose of the Policy Element of the RTP is to provide guidance to regional transportation decision-makers and promote consistency among federal, State, regional, and local requirements. As required by the State of California, the Policy Element must:

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

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

GOALS, POLICIES AND OBJECTIVES

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. 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 for residents and visitors of Alpine County.

The goals, objectives, and policies for each component of the Alpine County transportation system are discussed below. They cover both short-range (0-10 years) and long-range (11-20 years) desired outcomes. They are consistent with the policy direction of the ACLTC, the 2009 Alpine County General Plan Circulation Element (2009), the California Strategic Highway Safety Plan, and the California Transportation Plan (CTP 2040).

The Federal Transportation Improvement Program (FTIP) is defined as a constrained four-year prioritized list of regionally significant transportation projects that are proposed for federal, state and local funding and is a prerequisite for federal funding. The Interregional Transportation Improvement Program (ITIP) is a five year list of projects that is prepared by Caltrans, in consultation with MPOs and RTPAs. Projects included in the interregional program shall be consistent with the Interregional Transportation Strategic Plan and relevant adopted RTPs. The projects outlined in the Action Element of this RTP are consistent with the FTIP and ITIP process.

The current Alpine County General Plan (2009) contains the following overall goals for Alpine County:

- Maintain the existing scenic quality available along all of Alpine County's highways (Goal 29).
- Improve safety and circulation on State Route 88 to and through Alpine County (Goal 30).
- Improve safety and circulation on State highway 4 to and through Alpine County (Goal 31).
- Improve safety and circulation on State highway 89 to and through Alpine County (Goal 32).
- Construct safe and efficient intersections for present and future levels of highway use (Goal 33).

- Increase County minimums for Alpine County (Goal 34).
- Ensure County minimum amounts are spent in Alpine County (Goal 35).
- Provide for the cost of maintenance on new and existing County roads (GOAL 36).
- Upgrade existing roads and add new roads to the County system that meet projected needs and planned functional classifications and insure that private roads do not become a burden or threat to the health, safety, or welfare of the general public (Goal 37).
- Provide for the transit needs of the County in a timely and economic fashion (Goal 38).
- Establish safe and adequate aviation facilities (Goal 39).
- Develop bicycle circulation and support facilities where safe and reasonable (Goal 40).
- Develop pedestrian circulation for the betterment of local commerce as well as the safety and convenience of local citizens (Goal 41).
- Fulfill the parking needs of local citizens and visiting traffic (Goal 42).
- Establish winter trails for cross-country ski and snowmobile use (Goal 43).
- Develop, maintain, and use pipeline, power line and communication facilities in a wise and efficient manner (Goal 44).

STATE HIGHWAY AND REGIONAL ROADWAYS

ISSUES:

With low traffic volumes, decreasing population and inadequate funds, expanding the capacity of the roadway system in the county is not a high priority for Alpine County. This sentiment was echoed in the public input process. Safety improvements and maintaining the existing system are of central importance.

GOAL 1: PROVIDE AND MAINTAIN A SAFE, EFFICIENT, AND CONVENIENT COUNTYWIDE ROADWAY SYSTEM THAT MEETS THE TRAVEL NEEDS OF PEOPLE AND GOODS WITHIN THE REGION AND CONNECTING TO POINTS BEYOND.

Objective: Identify and prioritize improvements to the roadway system.

Policy:

Support Tri-County (Amador County Transportation Commission, Alpine County Local Transportation Commission and Calaveras Council of Governments) Letter of Agreement (LOA) projects which improve safety, mobility and reliability for visitors and residents of Alpine County and travel to and from Alpine County.

Objective: Maintain roadways at acceptable safety standards.

Policy:

Identify and eliminate unsafe conditions on State highways and intersections, in coordination with Caltrans.

Policy:

Prioritize roadway projects according to safety standards, including required maintenance and repair, in the most cost effective manner given available resources.

Objective: Maintain Caltrans' desired Level of Service (LOS) on all State highways.

Policy:

If LOS falls below policy levels, coordinate with Caltrans to program projects which will improve traffic flow through the affected corridor.

Objective: Employ ITS strategies when feasible and cost effective.

Policy:

The ACLTC will consider implementation of Intelligent Transportation Systems (ITS) technologies for individual modes based on availability, feasibility and funding.

Objective: The County will work with developers and Caltrans to ensure that intersection improvements are installed at the appropriate time and in accordance with State and County design standards.

Policy:

Developers shall be responsible for constructing or improving intersections at new developments, including resort communities and ski areas, to maintain acceptable LOS on roadways that provide access or are affected by the development during the implementation of planned or phased development in these areas.

Objective: Implement improvement projects which will help to reduce vehicle speeds in community commercial areas as well as increase the walkability and attractiveness of downtown areas.

Policy:

The County will pursue traffic calming and streetscape projects in the downtown Markleeville area in coordination with stakeholders and avoiding significant loss of parking.

LOCAL ROADS

ISSUES:

As with State highways and regional roadways, expanding the capacity of the local roadway system in the County is not a priority or financial reality for Alpine County. Pavement maintenance and safety improvements continue to be the highest priorities for the local roadway system.

GOAL 2: UPGRADE AND MAINTAIN ROADWAYS IN ORDER TO PRESERVE THE COUNTY ROADWAY SYSTEM.

Objective: Accept new roads into the locally maintained road system only when they meet the criteria established by the County and when financial means exist to support both maintenance and snow removal.

Policy:

Existing roads should be maintained and upgraded as a priority over the construction of new roads to new areas except where the public benefit clearly outweighs overall costs.

Objective: Improve overall pavement condition ratings to a Pavement Condition Index (PCI) of 50 or better so as to reduce the need for expensive roadway reconstruction projects over the long-term.

Policy:

Develop a PMS and roadway inspection schedule as recommended in the Pavement Management System Report, and update the PMS report every few years as needed.

Policy:

Prioritize roadway maintenance projects based on pavement condition data obtained from the Pavement Management System and Roadway Data Analysis Report and the overall regional importance of the local roadway.

Policy:

Consider imposing traffic impact fees on any industrial, commercial, residential, or other development permit for the purpose of improving affected local roads.

Objective: Maintain LOS "C" on County roadways (evaluated for average daily traffic conditions) and at intersections (evaluated for peak hour conditions using the current Highway Capacity Manual methodology) to ensure travel delays and congestion do not cause impacts to drivers. New development must comply with the Road Capacity policy and procedures outlined in the General Plan Land Use Element: Public Services and Facilities.

Policy:

If LOS falls below level “C,” implement projects which will improve traffic circulation on County roadways. The County may allow exceptions to the LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operations.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvement and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards.

Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

PUBLIC TRANSIT

ISSUES:

Despite low ridership on Alpine County public transit services, there is a portion of the population who require transportation to Douglas County or other urban areas for work, commercial or medical purposes. According to the American Community Survey, approximately 3.8 percent of households in Alpine County had no vehicle available to them in 2013 (latest data available), and that percentage increases to 6.9 for larger household sizes. Maintaining a limited level of transit service with the goal of more consistent service throughout both sides of the County is an important regional transportation need for Alpine County; however, it is difficult to provide these services in a cost effective manner.

GOAL 3: PROVIDE FOR THE MOBILITY NEEDS OF COUNTY RESIDENTS, VISITORS AND EMPLOYEES WITHIN THE FINANCIAL CONSTRAINTS OF STATE AND FEDERAL TRANSIT FUNDING.

Objective: Tailor public transportation and transit service provisions to the area's population characteristics.

Policy:

Implement recommendations from the Alpine County Short Range Transit Plan. Update the plan a minimum of every five years as required by Caltrans or as necessary.

Policy:

Consider transit services first in areas where the greatest operational efficiencies exist (i.e., dependent needs, recreational areas).

Policy:

Include the Washoe Tribe in the transit planning process.

Objective: Provide life-line transportation for transit-dependent residents.

Policy:

The ACLTC will conduct a minimum of one public hearing annually to consider and take testimony on unmet transit needs prior to expending LTF funds.

Policy:

Ensure that public transit services are compliant with the Americans with Disabilities Act.

Objective: As funding permits, develop transit service as an effective alternative transportation mode choice.

Policy:

Expand transit service to meet the needs of employees commuting between Douglas County and Alpine County as warranted and financially feasible.

Policy:

Support transit projects that serve visitors and residents for commute and recreation trip purposes and that would enhance economic development.

Policy:

Encourage coordination of inter- and intra-county transit service.

AVIATION

ISSUES:

Improvements to the airport are needed. Alpine County's only funding source for airport capital improvements is the California Aid to Airport Program (CAAP) program, which has seen cutbacks in recent years due to State budget shortfalls. This indicates that other funding sources need to be pursued.

GOAL 4: MAINTAIN THE ALPINE COUNTY AIRPORT AS A SAFE AND OPERABLE GENERAL AVIATION FACILITY. EXPAND AIRPORT SERVICES ONLY IF ADDITIONAL FUNDING IS AVAILABLE BEYOND CAAP ANNUAL GRANT PROGRAM.

Objective: Promote the safe, orderly, and efficient use of airport and air space and compatible land uses as addressed in the updated Airport Layout Plan.

Policy:

Support land use decisions that discourage or prevent development in the vicinity of the airport that may present significant public safety issues.

Policy:

Implement Airport Capital Improvement Projects as funding allows with priority for projects which are required to improve the safety of the airport.

GOODS MOVEMENT

ISSUES:

While truck traffic is not generated at a substantial level within Alpine County, Alpine County includes several trans-Sierra State highways which are important roadways for interregional goods movement. It is therefore an important regional transportation need to maintain pavement and implement safety projects on the State highways to a level that is sufficient for goods movement.

GOAL 5: PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF GOODS WITHIN ALPINE COUNTY AND CONNECTING TO POINTS BEYOND.

Objective: Mitigate conditions that transporters of goods deem dangerous or unacceptable.

Policy:

Place a high level of importance on maintenance projects which will assist goods movement.

Policy:

Provide proper road geometry and consider passing lanes on roadways intended to accommodate truck traffic such as SR 88 and 89.

NON-MOTORIZED TRANSPORTATION

ISSUES:

There is a need to enhance bicycle and pedestrian facilities for recreational users, tourists and residents in Alpine County. Wider shoulders, bike lanes and paths will greatly increase safety in the region while way-finding signage and safe crossing areas will improve connectivity between community destinations. The public input process indicated that providing additional facilities for bicyclists is an important regional transportation need for both motorists and non-motorists.

GOAL 6: PROMOTE A SAFE, CONVENIENT AND EFFICIENT NON-MOTORIZED TRANSPORTATION SYSTEM THAT IS PART OF A BALANCED OVERALL TRANSPORTATION SYSTEM.

Objective: Integrate pedestrian and bikeway facilities into a multimodal transportation system.

Policy:

Implement recommendations of the adopted Bicycle and Pedestrian Plan. Continue to update the Bicycle and Pedestrian Plan in order to be eligible for State and Federal funding.

Policy:

Incorporate non-motorized facilities where feasible when implementing improvements or new developments to the existing roadway network.

Policy:

Prioritize roadway and street designs that avoid conflicts between automobiles and non-motorized users.

Policy:

Require bikeway and pedestrian facilities in all appropriate future and development projects to facilitate onsite circulation for pedestrian and bicycle travel and connections to the proposed system.

Policy:

Pursue alternative funding mechanisms for the development of bicycle and pedestrian facilities, as well as look for potential partnerships or interagency agreements.

Policy:

Implement complete streets that are context sensitive to rural areas, that foster equal access by all users in the roadway design.

Objective: Provide a pedestrian and bikeway system that emphasizes safety.

Policy:

Prioritize improvement projects which will increase bicycle safety along corridors and intersections frequently used by school children, recreational cyclists, residents and visitors.

PARKING

GOAL 7: FULFILL THE PARKING NEEDS OF LOCAL CITIZENS, TRAVELERS AND TOURISTS

Objective: Promote off-street parking to reduce congestion, to accommodate snow removal, and to ensure safety and mobility.

Policy:

Coordinate with Caltrans and the US Forest Service to construct and maintain off-street parking facilities as needed along State highways and County roadways to serve summer and winter recreational travelers.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

ISSUES:

Ridesharing and carpooling is an important regional transportation need for Alpine County. This is a relatively inexpensive form of transportation assistance which can benefit all residents, particularly commuters and those in areas not served by public transit, such as Bear Valley. As noted in the Draft Transit Planning Survey, ridesharing will improve mobility for Washoe Tribe members.

GOAL 8: PROMOTE THE USE OF ALTERNATIVE TRANSPORTATION TO REDUCE THE NEGATIVE IMPACTS OF SINGLE-OCCUPANT VEHICLE TRAVEL AND TO INCREASE MOBILITY FOR ALPINE COUNTY RESIDENTS.

Objective: Employ ITS strategies when feasible and cost effective.

Objective: Advance the use of Transportation Demand Management (TDM) in a thorough, cost effective manner that is feasible and appropriate in a rural context.

Policy:

Support the use of public transportation as a transportation control measure to reduce traffic congestion and vehicle emissions.

Policy:

Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots.

Policy:

Provide outreach to media, employers, and the general public to promote awareness of alternative transportation. Designate a rideshare coordinator as necessary.

Policy:

Encourage special event organizers to promote carpooling among event attendees.

AIR QUALITY AND ENVIRONMENT

ISSUES:

In California, transportation accounts for 41.2 percent of GHG emissions. Transportation strategies include: reducing, managing, and eliminating non-essential trips, GHGs and air pollution through smart land use, ITS, demand management, value pricing, and market-based manipulation strategies.

With a population of less than 1,200 people and no traffic congestion, it is not likely that Alpine County policies will have a noticeable effect on GHG emissions. However, it is important that the county transportation and land use decision-makers pursue projects that adhere to adopted state strategies.

GOAL 9: ENHANCE SENSITIVITY TO THE ENVIRONMENT IN ALL TRANSPORTATION DECISIONS.

Objective: Promote transportation policies and projects that support a healthy environment.

Policy:

Conduct environmental review consistent with CEQA for individual projects as they advance to the implementation stage of development.

Policy:

Avoid wildlife when constructing transportation facilities contained in the proposed system whenever feasible. If sensitive areas are affected by new routes, mitigate impacts through the appropriate CEQA or NEPA process.

GREENHOUSE GAS EMISSION REDUCTIONS

GOAL 10: REDUCE GREENHOUSE GAS (GHG) EMISSIONS.

Objective: Ensure that transportation projects contribute to the goal of lowering vehicle emissions.

Policy:

Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods.

Policy:

Promote projects that can be demonstrated to reduce air pollution, such as alternative fuel programs.

Policy:

Develop plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act and Amendments in coordination with the local Air Pollution Control District.

Objective: Reduce or maintain GHG emissions from transportation related sources in Alpine County.

Policy:

Comply with State and Federal climate change regulations and standards.

Policy:

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

Policy:

Pursue projects with positive GHG impacts that are realistic given the rural nature of Alpine County, including transit programs, ridesharing programs, bicycle and pedestrian improvements, ITS strategies, and maintenance of existing roadways to reduce vehicle emissions.

REGIONAL GOALS

GOAL 11: PROVIDE A WELL-BALANCED REGIONAL TRANSPORTATION SYSTEM THAT MEETS THE NEEDS OF ALL USERS.

Objective: Include regional entities in the transportation planning process.

Policy:

Coordinate with Caltrans, California Transportation Commission, Washoe Tribe, neighboring Transportation agencies, local governments, Federal and State resource agencies and other pertinent entities when planning transportation capital improvements.

PROJECT CONSISTENCY FOR FUNDING

Funding programs eligibility criteria include requirements that the projects be consistent with the goals, objectives, and policies of the RTP. Listed below by RTP goal are project categories consistent with this RTP document:

State Highway and Regional/Local Roadways

- Capacity increasing projects only where alternative solutions would not be practical or cost-effective in resolving the problem.
- Transportation maintenance and preservation projects.
- Projects that maintain the interregional integrity of the state highway system.

Public Transit

- Projects that reduce mobile source emissions without construction of new facilities for single-occupant vehicles.
- Multi-occupant vehicle systems, such as public transit, ridesharing projects, and park-and-ride facilities.
- Transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.

Aviation

- Projects to enhance surface connections to airports.

Goods Movement

- Projects to enhance the movement of agricultural, commercial, and industrial goods.

Non-Motorized Transportation

- Bicycle and pedestrian projects.

Transportation Systems Management (TSM)

- System management, demand management, and other transportation control measures included in trip reduction ordinances and/or air quality attainment plans.

Air Quality and Environment

- Transportation projects that integrate transportation facilities into surrounding communities in an environmentally sensitive way.

Reduce Greenhouse Gas Emissions

- Projects that reduce mobile source emissions without construction of new facilities for single-occupant vehicles.

Regional Goals

- Projects that meet the needs of persons whose mobility is limited by inaccessible transportation systems.
- Capacity increasing projects only where alternative solutions would not be practical or cost-effective in resolving the problem.
- Projects that improve transportation safety.
- Transit or roadway connections to urbanized areas which provide important medical and commercial services for Alpine County residents.

4 ACTION ELEMENT



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

PLAN ASSUMPTIONS

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

- **Environmental Conditions** – No change is assumed in attainment status for air or water quality affected by transportation projects.
- **Travel Mode** – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low- income, and for persons with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- **Changes in Truck Traffic** – The proportion of truck traffic on State highways will remain relatively steady during the planning period. Primary goods movement corridors are along SR 88 and 89 between Nevada and South Lake Tahoe as well as between Nevada and the Western Sierra foothills.
- **Recreational Travel** – Recreation oriented local travel will continue to have a major impact on State highways in the County as will intra-county visitor travel. SR 4 from Calaveras County and SR 88 from Amador County will be the primary visitor travel corridors. Monitor Pass is also an important corridor for trans-Sierra travelers.
- **Transit Service** – Though future planning efforts may lead to expansion of services in Alpine County, any expansion will not significantly impact overall traffic levels. It is anticipated that the demand for public transit will increase as the population ages.
- **Population Growth** – Alpine County will not be subject to the same development pressures as its neighboring counties. The Alpine County population is not expected to increase at a rate greater than California Department of Finance projections of 1 percent annually.
- **Planning Requirements** – New State and Federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.

MAINTENANCE EMPHASIS

In Alpine County, the limited available funding is focused on maintaining existing roadway, transit, non-motorized, and airport facilities and programs. There are no new capital projects anticipated to be needed in Alpine County in the short range horizon. Furthermore, should a capacity increasing project become a regional priority, it shall 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 County has limited capacity to fund large projects even when outside funding is available.

TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for travelers. In the past, transportation safety has been addressed in a reactionary mode. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP). This plan sets forth one primary safety goal: reduce roadway fatalities to less than one per one hundred million per vehicle miles traveled. The SHSP focuses on 16 “Challenge Areas” with respect to transportation safety in California. For each Challenge Area, background data is provided, a specific goal is established, strategies are considered to achieve that goal, and institutional issues which might affect implementation of that goal are discussed. The latest California SHSP Challenge Areas are summarized in Appendix D along with safety strategies and implementation actions that could be applied to the Alpine County region. In addition to the identified challenge areas in the SHSP, agencies and tribal governments are eligible to apply for safety grants through the FHWA and Bureau of Indian Affairs. The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan as well as regional safety needs within the county. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter.

TRANSPORTATION SECURITY/ EMERGENCY PREPAREDNESS

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

In the Alpine County region, forced evacuation due to wildfire, flood or landslide is the most likely emergency scenario. Alpine County is approximately 740 square miles of forested landscape with small pockets of population centers and no formal countywide evacuation plan has been developed for the region. Identifying evacuation routes and other methods of evacuation is pertinent to the scope of the RTP. Three major state highways traverse Alpine County and act as the primary evacuation routes for local communities. Seasonal closures on SR 4 and SR 89 limit evacuation possibilities during the winter months. For the eastern portion of the county, evacuation routes should follow SR 89/88 east to Minden, Gardnerville or SR 88/89 north to US 50 in South Lake Tahoe. For Bear Valley residents, there is only one route out of the county in the winter: SR 4 west to Calaveras County. The implementation of Intelligent Transportation System projects such as Road Weather and Information Systems (RWIS), Changeable Message Signs (CMS), and Closed Circuit Television (CCT) could assist with maintaining a steady flow of traffic on these State highways while keeping evacuees informed.

Although Alpine County communities are relatively close to the state highway system, the communities of Hung A LeI Ti, Alpine Village, and Paynesville depend on local roadways such as Emigrant Trail, Diamond Valley Road, and Foothill Road for access to the State highways.

PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Alpine County. These performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The identified metrics appropriate for rural and small urban areas through the study were incorporated into the California Transportation Commission's (CTC) 2016 State Transportation Improvement Program (STIP).

The following criteria was used in selecting performance measures for this Regional Transportation Plan, ensuring it is feasible to collect data and monitor performance of the transportation investments:

1. Performance Measures align with California State transportation goals and objectives.
2. Performance Measures continue to inform current goals and objectives of Alpine County.
3. Performance Measures are applicable to Alpine County as a rural area.
4. Performance Measures are capable of being linked to specific decisions on transportation investments.
5. Performance Measures do not impose substantial resource requirements on Alpine County.
6. Performance Measures can be normalized to provide equitable comparisons to urban regions.

APPLICATION OF PERFORMANCE MEASURES

The program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified below.

Performance Measure 1 – Congestion/ Delay/ Vehicle Miles Traveled

This performance measure monitors how well State and County Roads are functioning based on peak volume/capacity and vehicle miles traveled (VMT). The data is reported annually and as a trend over time from the year 2000. Monitoring this performance measure requires minimal resources as data regarding the State Highway system is readily available; however, broader coverage may require effort by County and localities to conduct periodic traffic counts. Not all locations are reported annually in Caltrans Vehicle Reports; thus, there is the chance that individual locations may have out-of-date data. This performance measure is reasonably accurate for most locations and may be used in a cost/benefit analysis with additional calculations (travel time/delay as functions of V/C).

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.
- Input health based pollutant reduction, input GHG reduction.
- (RTP Goals 1,5,7,).

Performance Measure 2 – Mode Share/ Split

This performance measure monitors transportation mode and mode share to understand how State and County roads 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 reasonably accurate at the County level. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State Goals:

- Multimodal.
- Efficiency.
- GHG reduction.
- (RTP Goals 5,9,10).

Performance Measure 3 - Safety

This performance measure monitors safety through the total accident cost, and should be monitored annually. To access this data, staff may be required to access secondary data sources. The data is reasonably accurate and can be used directly for benefit/cost analysis. Alpine County does not track VMT on its County roads, therefore a comparison with the collision rate (collisions per 1,000,000 VMT) for Caltrans District 10 and the State on similar facilities does not exist. However, the County does track the number of collisions on local roads and these will be monitored to identify locations that are in need of safety improvements. The Statewide Integrated Traffic Records System (SWITRS), a database that collects and processes data gathered from collision scenes, can be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed.

Desired outcome and RTP/State Goals:

- Establish baseline values for the number of fatal collisions and injuries per ADT on select roadways over the past three years.
- Monitor the number, location and severity of collisions. Recommend improvements to reduce incidence and severity.
- Work with Caltrans to reduce the number of collisions on Alpine County State highways.
- Completion of project identified in TCRs and RTP.
- (RTP Goals 2).

Performance Measure 4 - Transit

This performance measure monitors the cost-effectiveness of transit in Alpine County. This performance measure should be monitored annually. The RTP will emphasize projects and programs that maintain the TDA required fare box ratio of 10 percent or higher.

Desired outcome and RTP/State Goals:

- Increase productivity.
- Increase efficiency.
- Reduce the cost of operation per passenger.
- (RTP Goals 5,7, 10, 11).

Performance Measure 5 - Transportation System Investment

This performance measure monitors the condition of the roadway in Alpine County, which can be used in deciding transportation system investment. Distressed lane miles should be monitored tri-annually. This performance measure should have a high level of accuracy and can be used indirectly for benefit/cost analysis by estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/State Goals:

- Safety.
- System Preservation.
- Accessibility.
- Productivity.
- Return on Investment.
- Reliability.
- (RTP Goals: 1,5).

Performance Measure 6 - Preservation Service/ Fuel Use/ Travel

In addition to performance measure 5, performance measure 6 also monitors the condition of the roadway in Alpine County through pavement condition, which should be monitored every two years. 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.
- Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation or resurfacing.
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the Cities or County.
- (RTP Goals:1, 5)
- Reliability.
- Productivity.
- Return on Investment.

Performance Measure 7 - Land Use

This performance measure monitors the efficiency of land use and is reported over time since 2000. Tourism is very important to the County in order to maintain and improve economic conditions, which is why monitoring of land use efficiency is important. Accessing this data requires minimal resource requirements, should be monitored every 2 years, and has a high level of accuracy. This kind of data is not usable for benefit/cost analysis.

Desired outcome and RTP/State Goals:

- Land use efficiency.
- Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation, or
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the Cities or County.
- (RTP Goals: 3,6,11).

TRANSPORTATION SYSTEM IMPROVEMENTS

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to Alpine County. Projects for each type of transportation facility are divided into financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short- range periods (0-10 yrs) as demonstrated in the Financial Element. The unconstrained project list is considered a “wish list” of projects that would provide benefit to the region, but will unlikely receive funding over the next 20 years.

PROJECT LISTS

Proposed transportation improvement projects and implementation status are listed in Tables 4.1 through 4.6. Projects are categorized by transportation type and funding status.

Determining exact construction costs of transportation projects is difficult, especially for projects in the long-range horizon. Therefore, many of the projects in the long range (11-20 yrs) project list do not have construction years or total costs specified. Estimated project costs cited in this document represent construction year costs, unless otherwise noted.

Roadway and Bridge Improvement Projects

Alpine County's Financially Constrained Roadway Improvement Projects (Appendix E)

Two large projects are planned over the next 10 years are listed in Table 4.1. The two road rehabilitation projects total \$2,620,000 in cost, in 2015 dollars.

Table 4.1 Roadway Improvement Projects (Constrained, 1-10 years)					
Funding Source	Lead Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
STIP	Alpine County	Hot Springs Road Phase 1- Between Markleeville and State Park	Rehabilitate roadway and widen shoulders	\$ 3,580	2020
STIP	Alpine County	Diamond Valley Road	Rehabilitate Roadway	\$ 3,960	2025

Alpine County's Financially Unconstrained Bridge Improvement Projects (Appendix F)

Table 4.2 includes two bridge improvement projects, which will be funded with federal Highway Bridge Program (HBP) funds. The Wolf Creek Bridge is classified as functionally obsolete while the Hot Springs Bridge is structurally deficient. Both bridges are eligible for toll credits while STIP funds will be included in the funding package for the Hot Springs Creek Bridge project. The two bridge improvement projects are estimated to cost approximately \$3 million.

Table 4.2 Bridge Improvement Projects (Constrained, 1-10 years)					
Funding Source	Lead Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
HBP	Alpine County	Hot Springs Road-over Hot Springs Creek	Replace bridge	\$ 2,295	2018
HBP	Alpine County	Dixon Mine Road-over Wolf Creek	Replace bridge	\$ 733	2017

Alpine County's Financially Unconstrained Roadway Improvement Projects (Appendix G)

Roadway projects without available funding are shown in table 4.3. These projects are needed in Alpine County, but do not currently have funding estimates or construction dates.

Table 4.3 Alpine County Roadway Improvement Projects (Unconstrained, 11-20 Years)						
Route	Specific Location	Proposed Project Description	2015 Dollars	Const Year	Funding Source	Corres. Goals
SR 88/89	Woodfords	Westbound left turn pocket	NA	TBD	STIP	1,10
SR 88	Carson Pass from Kirkwood to Red Lake	Roadway Rehabilitation	NA	TBD	STIP	1,10
SR 89	North of Pickett's Junction	Truck climbing lanes	NA	TBD	STIP	1,10
SR 88	Near Woodfords	Visitor Information and Interpretive Kiosk	NA	TBD	TE	1,10
SR 88	Intersection with Diamond Valley Rd/ Foothill Rd	Left turn pockets	NA	TBD	STIP	1,10
SR 88	Woodfords near Caltrans maintenance station	Warning signs regarding Markleeville turnoff	NA	TBD	STIP	1,10
SR 88	Intersection with Blue Lakes Rd	Turn pockets	NA	TBD	STIP	1,10
SR 88	Intersection with Emigrant Trail	Turn pockets	NA	TBD	STIP	1,10
SR 88	*Intersection with Kirkwood Meadows Drive	Northbound to westbound left-turn acceleration lane	NA	TBD	STIP	1,10
Local Roads	In Bear Valley Avalanche Road	Rehabilitate Roadway	NA	TBD	STIP	2
HS Road	Hot Springs Road	Hot Springs Road Phase 2- Between Markleeville and State Park	\$10,490	TBD	STIP, FLAP	2
Local Roads	Various	Rehabilitate roadways as prioritized by Pavement Management Plan in order to achieve overall PCI rating of 50	NA	TBD	STIP	2
Total Estimated Cost			NA			
*Source: Alpine County. Kirkwood Specific Plan EIR						

Alpine County's Financially Unconstrained Bridge Improvement Projects (Appendix H)

Bridge projects without available funding are shown in Table 4.4.

Table 4.4 Bridge Improvement Projects (Unconstrained, 11-20 years)					
Funding Source	Location/Bridge	Description	Total Cost (1,000's)	Const. Year	Corres. Goals
HBP, Toll credits	Crystal Springs Camp- West Fork of Carson River Bridge	Rehabilitate bridge	TBD	TBA	1,2,10
HBP, Toll credits	Wolf Creek Road - Silver Creek Bridge	Rehabilitate bridge	TBD	TBA	1,2,10

Unconstrained Bikeway/ Pedestrian Improvement Projects (Appendix I)

Proposed bikeway and pedestrian improvement projects are listed in Table 4.5. Alpine County’s unconstrained projects include a wide variety of improvements including construction of multi-use paths (class I), shoulder widening for class II bike lanes, signage for class III bike routes, crosswalks, sidewalks, way- finding signage and “share the road” signage.

Table 4.5						
Bicycle/Pedestrian Improvement Projects (Financially Unconstrained 11-20 yrs)						
Location	Project Type	Project Name	Con. Year	2015 Dollars	Funding Source	Corres. Goals
Weber Street - SR 89	Sign	Additional SR 89 Bikeway Signage- Identify segments for shoulder widening	TBD	\$ 670	TBD	6, 9, 10
--	Program	Countywide SR2S Program	TBD	--	TBD	6, 9, 10
SR 4 - Markleeville	Shoulder	SR 89 Shoulder and Pavement Improvements	TBD	--	TBD	6, 9, 10
Laramie Street - County Building Driveway	Class I	Markleeville Class I Path	TBD	--	TBD	6, 9, 10
Hot Springs Road/ Pleasant Valley Road Intersection - Grover Hot Springs SP	Class II	Grover Hot Springs State Park Multi-Use Path	TBD	--	TBD	6, 9, 10
Diamond Valley Road - Barber Road	Trail	Alpine Village Trail	TBD	--	TBD	6, 9, 10
Sierra Pines Trailer Park - Manzanita Drive	Class I	Sierra Pines Class I Multi-Use Path	TBD	--	TBD	6, 9, 10
East end of Manzanita Lane - Diamond Valley School	Trail	Manzanita Drive/Diamond Valley Trail	TBD	--	TBD	6, 9, 10
SR 89 - Luther Pass Road	Class II	SR 88 Bicycle Lanes and Shoulder Widening	TBD	--	TBD	6, 9, 10
SR 89 - County Line	Class III	Luther Pass Road Class III Bicycle Route	TBD	--	TBD	6, 9, 10
SR 89 - Nevada State Line	Class III	SR 88 Bicycle Route	TBD	--	TBD	6, 9, 10
Kirkwood Meadows Road - Luther Pass Road	Class II	SR 88 Bike Lanes and Shoulder Widening	TBD	--	TBD	6, 9, 10
on SR 88 - Visitor Center	Crosswalk	Carson Pass Pedestrian Overhead Flashing Beacons	TBD	--	TBD	6, 9, 10
Loop Road - Kirkwood Meadows Drive	Crosswalk	Loop Road Crosswalks	TBD	--	TBD	6, 9, 10
Kirkwood Meadows Drive - At Main Lodge	Crosswalk	Kirkwood Meadows Road - Main Lodge Crossing	TBD	--	TBD	6, 9, 10
Kirkwood Meadows Drive - At Main Lodge	Striping	Pedestrian Access on Kirkwood Meadows Bridge	TBD	--	TBD	6, 9, 10
SR 88/ Emigrant Trail Road Intersection - Kirkwood Meadows Drive Bridge	Class II	Kirkwood Meadow Road Bike Lanes	TBD	--	TBD	6, 9, 10
Bear Valley Road - Creekside Drive	Class I	Bear Valley Loop Path	TBD	--	TBD	6, 9, 10
<u>Mosquito Lakes Campground Entrance</u>	<u>Crosswalk</u>	<u>Mosquito Lakes Pedestrians Crossing</u>	<u>TBD</u>	<u>--</u>	TBD	<u>6, 9, 10</u>
SR 4 Entrance to Lake Alpine - SR 4 Exit from Lake Alpine	Sign	Lake Alpine Speed Reduction	TBD	--	TBD	6, 9, 10
Health Center - Diamond Valley Road	Class I	Hung-A-Lel-Ti Class I Multi-Use Path	TBD	--	TBD	6, 9, 10

Source: Alpine County Bicycle and Pedestrian Master Plan, 2010

Constrained Airport Improvement Projects (Appendix J)

The primary aviation goal of the County is to provide safe airports for general aviation users. As the Alpine County Airport is not eligible for FAA funding, Alpine County must rely on the \$10,000 per year California Aid to Airports Program (CAAP) grant from the state. This level of funding does not allow for large scale projects and will be used to simply maintain the airport to state safety standards. The public input and regional transportation needs assessment showed that there is not a great need to expand the airport in the short term.

Necessary airport improvement projects are estimated at \$500,000 (see Table 4.6). By implementing these projects, Alpine County would improve the airport to standards that make it eligible for federal funding resources.

Table 4.6				
Aviation Improvement Projects (Constrained 0-10 years)				
Proposed Project Description	Total Cost (1,000's)	Funding Source	Construct Year	Corres. Goal
Install safety related signage	\$ 18	CAAP	TBD	4
Chip seal and restripe runway	\$ 140	CAAP	TBD	4
Install 2 windsocks	\$ 20	CAAP	TBD	4
Fence and gate airport property	\$ 275	CAAP	TBD	4
Total Estimated Cost		\$ 453		

Source: California Systems Aviation Plan - Region 7, Alpine County ACIP

Constrained Transit Improvement Projects (Appendix K)

As noted in Chapter 2, transit services are very limited in Alpine County. Given the rural nature of the region, developing an intercity bus service to serve all Alpine County residents is not feasible without a significant funding increase. However, existing public transit could be improved to enhance the mobility of residents and visitors. The projects identified are shown in Table 4.7.

Table 4.7			
Transit Projects (Constrained 1-10 years)			
Proposed Project Description	Total Cost (1,000's)	Funding Source	Construct Year
Install security cameras in minivan	\$ 5	LTF, STA, FTA	2016
Bus replacement (9-passenger)	\$ 150	LTF, STA, FTA	TBD
Passenger amenities - shelter and bench at Sierra Pines	\$ 8	LTF, STA, FTA	TBD
Minivan Replacement	County Surplus Vehicle	LTF, STA, FTA	TBD
Total Estimated Cost		\$ 163	

Roadway Maintenance Needs (Appendix L)

In addition to the roadway projects identified in Tables 4.1 and 4.3, there is an estimated \$13 million need for short-range roadway maintenance projects in order to keep PCI ratings above 50 (see Table 4.8).

Table 4.8 Short-Range Roadway Maintenance Needs		
Total Cost (1,000's)	Construct Year	
\$ 3,166	2015	
\$ 330	2017	
\$ 2,807	2018	
\$ 1,697	2020	
\$ 120	2021	
\$ 304	2022	
\$ 637	2023	
\$ 1,409	2024	
\$ 2,709	2025	
Total Cost	\$13,179	

Washoe Tribe Project List (Appendix M)

The Hung A Lel Ti Community Council of the Washoe Tribe is in need of safety improvements to Diamond Valley Road, an important route for the community. This project is consistent with the Tribe's Long Range Transportation Plan.

Table 4.9 Washoe Tribe Project List		
Route	Location/Description	Total Cost
Diamond Valley Road	Widen the pavement along Diamond Valley Road to provide paved shoulders in areas with poor sight distance.	-

State Project List (Appendix N)

Table 4.8 identifies the list of state projects to be constructed in Alpine County during the lifetime of the RTP. The total cost is estimated at \$26.5 million.

Table 4.10 State Project List				
Location	Project Description	Est. Cost (1000's)	Funding Source	Const. Year
In Alpine County on SR 4 from Carson Pass to Red Lake Road	Roadway Rehabilitation	N/A	STIP	N/A
In Alpine County on SR 4 from Calaveras County line to 0.5 km east of SR 207	Bear Valley CAPM	\$ 1,250	SHOPP	N/A
In Alpine County on SR 4 at Silver Creek Br, on SR 88 at West Fork Carson River Br & on SR 89 at Markleeville Creek Br	Bridge Rail Upgrade	\$ 2,300	SHOPP	N/A
In Alpine County on SR 88 near Woodfords	Visitor Information and Interpretive Kiosk	N/A	TBA	N/A
In Alpine County on SR 88 near Woodlake Road	Modify Slope	\$ 3,017	SHOPP	N/A
In Alpine County on SR 4 at Silver Creek Br, on SR 88 at West Fork Carson River Br & on SR 89 at Markleeville Creek Br	Bridge Rail Upgrade	\$ 2,300	SHOPP	N/A
In Alpine County from Amador County Line to 0.7 mi east of the Carson Pass Summit	Caples Lake Rehab	\$ 12,600	SHOPP	N/A
In Alpine County near Caples Lake on SR 88 from 0.3 mi east of Amador County Line to 0.4 mi east of Schneider Road	S/ALP SR 88 Drainage System	\$ 2,002	SHOPP	2018
In Alpine County near Sorensens on SR 88 at West Fork Carson River Br	Carson River Bridge Scour Mitigation	\$ 3,000	SHOPP, Scour	N/A
In Alpine County on SR 88 at Diamond Valley and Foothill Road intersections	Left Turn Pockets	N/A	STIP	N/A
In Alpine County on SR 88 on westbound approach to SR 89 South intersection near Woodfords	Left Turn Pockets	N/A	STIP	N/A
In Alpine County on SR 88 at Blue Lakes Road	Left Turn Pockets	N/A	STIP	N/A
In Alpine County on SR 88 at Emigrant Trail	Left Turn Pockets	N/A	STIP	N/A
In Alpine County northbound on SR 88 at Kirkwood Meadows Drive	Northbound to west bound left-turn acceleration lane	N/A	STIP	N/A
In Alpine County northbound on SR 88 approaching Markleeville turn off near the Woodfords Maintenance Station	Install signs warning of approach to Markleeville turn off	N/A	STIP	N/A
In Alpine County northbound on SR 89 at North Pickett's Junction	Truck climbing lane between Pickett's Junction and 3.5 miles north of Luther Pass	N/A	STIP	N/A
Total Cost:		\$ 26,469		

Goods Movement

Freight transportation is a crucial function of the Alpine County transportation system. Trucking generates a significant proportion of traffic volumes on the state highway system in the County. The predominant generator of freight movements is through traffic transporting agricultural products between Nevada and California's central valley, particularly on the SR 88 and 89 corridors. Local freight generators in Alpine County consist of the transportation of fuel and supplies for Kirkwood Ski Resort, timber harvesting, and delivery trucks. All the financially unconstrained roadway improvement projects on SR 88 and 89 will improve the safety and reliability of goods movement through Alpine County. For example, the addition of truck climbing lanes would improve level of service and increase safety as would the left turn pockets at the intersection of SR 88 and Diamond Valley Road.

Intelligent Transportation Systems

The ITS category includes technology improvements which will enhance the safety and reliability of roadways. Common examples include Highway Advisory Radio (HAR) and Changeable Message Signs (CMS) which provide travelers roadway information on detours, winter road closures and weather conditions. CMS notify travelers of seasonal roadway closures at various county border locations. The addition of HAR to the Alpine County regional transportation system would increase traveler reliability. Currently, there are CMS signs in adjoining counties, but none within Alpine County.

ENVIRONMENTAL IMPACT

As Alpine County is quite sparsely populated, there have been very few transportation improvement projects undertaken in recent years. Therefore, there are no adopted/standard environmental mitigation measures in place for transportation projects other than the implementation of Best Management Practices (BMPs) for stream protection, erosion, and sedimentation control.

All RTP projects that will have a potential impact on natural resources in the region will undergo individual, project level CEQA and NEPA (if applicable) environmental review. When considering a transportation improvement project, the Alpine County Local Transportation Commission, County of Alpine, and any designated project lead agency will follow guidelines established by Caltrans and the Federal Highway Administration, including the Standard Environmental Reference, Local Assistance Procedures Manual, Project Development Procedures Manual, and other accepted protocols. Projects will be originally developed to limit environmental impact as much as possible. Additionally, BMPs at the project level will be followed and mitigation measures employed to reduce project impacts.

ALPINE COUNTY STRATEGIES TO REDUCE GHG EMISSIONS AND PREPARE FOR CLIMATE CHANGE

RTPAs which are not located within the boundaries of a metropolitan planning organization (which ACLTC is not) are not subject to the provisions of SB 375 which require addressing regional greenhouse gas emissions (GHG) targets in the RTP and preparation of a sustainable community strategy. However, the county has recently been identifying projects to increase bicycle and pedestrian use in the region. In 2013, the county adopted a bicycle transportation plan and is currently developing an active transportation plan. The goal is to provide bicycling and walking as a mode choice for commuters and thereby removing automobile trips from the equation. Additionally, future improvements to the transit system and a commitment to a future rideshare program could provide residents another alternative to driving a car.

The 2010 Regional Transportation Plan Guidelines require Regional Agencies to address the impact of climate change on transportation assets and ensure the wisest future investments are made. While the Alpine County Local Transportation Commission is not subject to a Sustainable Communities Strategy, it is still responsible for

making efforts to protect public infrastructure. Due to the geographic nature of Alpine County, common measures for combating climate change do not apply such as congestion mitigation. However, with the predicted increase in precipitation frequency and intensity, Alpine County is certainly susceptible to flooding and landslides. In an effort to plan for this, projects proposed in the RTP will be developed and designed to reduce the impacts of climate change on our valuable resources.

5 FINANCIAL ELEMENT



The Financial Element is fundamental to the development and implementation of the RTP. This chapter identifies the current and anticipated revenue resources available to fund the planned transportation investments described in the Action Element. The projects in the action element will in turn address the goals, policies and objectives presented in the Policy Element. The intent is to define realistic funding constraints and opportunities. The following provides a summary of the Federal, State, and local funding sources and programs available to the Alpine County region for transportation projects. This chapter also presents a discussion of future regional transportation revenues and a comparison of anticipated revenues with proposed projects.

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

The majority of RTP Action Element programs will be funded by recurring or non-competitive Federal or State grants. In addition to recurring money, many competitive grants are available for transportation projects but success in obtaining these types of funds extremely challenging for rural counties like Alpine. The funding sources which will be used to complete projects identified in the Action Element are listed in the following sections. financially constrained and unconstrained projects are listed below.

PROJECTED REVENUES

Projecting revenues and expenditures over a 20-year horizon is difficult. The 20-year period covered by this document is broken up into a short-term vision (0-10 years) and a long-term vision (11-20 years). The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates in 5-year cycles. Funding levels fluctuate based on sales and gas tax revenue and by legislation and policy changes. Despite these variables, roadway, aviation, and transit revenues were forecasted over the next 20 years by using a variety of methods (listed in the footnotes of Table 5.1).

Table 5.1 presents projected transportation revenues over the next 20 years. Long-range revenue projections take into account estimated inflation based on historical growth of the Consumer Price Index.

Table 5.1 Expected Revenue						
Revenue Category	\$ in thousands 2015 RTP			\$ in thousands 2010 RTP		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
State Transportation Improvement Program (STIP)	\$5,000	\$6,000	\$11,000	\$5,000	\$6,780	\$9,040
Regional Surface Transportation Program (RSTP)	\$2,190	\$2,523	\$4,713	\$1,231	\$4,389	\$5,620
Local Transportation Fund (LTF)	\$550	\$634	\$1,184	\$325	\$975	\$1,300
State Transit Assistance (STA)	\$40	\$46	\$86	\$29	\$435	\$464
Federal Transit Administration (FTA)	\$400	\$461	\$861	\$125	\$375	\$500
Airport Improvement Program (AIP)	\$100	\$115	\$215	\$25	\$75	\$100
Highway Users Tax	\$5,000	\$5,760	\$10,760	\$2,843	\$8,531	\$11,374
Highway Bridge Program (HBP)	\$2,978	\$0	\$2,978	\$2,245		\$2,245
Total Transportation Revenue	\$16,258	\$15,539	\$31,797	\$11,293	\$28,048	\$39,341

STIP=Based on average of last 2 STIP FE New Capacity

RSTP=Office of Federal Transportation Management Program (OFTMP) Apportionments 14-18

LTF=Based on numbers from previous RTP

STA -State Controller Allocations

AIP=Based on numbers from previous RTP

COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. As can be seen in Table 5.2, there are many holes in both the short-term and long-term planning and programming of projects in Alpine County. A total of approximately \$11.2 million has been proposed for roadway, bridge, bike/pedestrian and aviation projects in the short range and \$59.2 million in the long range. The minimal figure for unfunded projects is misleading as there is a long list of projects, especially roadway and bike/pedestrian, which do not have estimated construction dates or costs associated with them.

Table 5.2 Cost Summary by Mode (thousands)						
	Projected Revenue by		Projected Costs by Mode		Summary	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway Projects	\$ 12,190	\$ 14,283	\$ 7,540	\$ 58,490	\$ 4,650	\$ (44,207)
Bridge Projects	\$ 2,978	N/A	\$ 3,028	N/A	\$ (50)	N/A
Bicycle and Pedestrian	\$ -	\$ -	\$ -	\$ 670	\$ -	\$ (670)
Transit	\$ 990	\$ 1,140	\$ 163	\$ -	\$ 827	\$ 1,140
Airport Projects	\$ 400	\$ 461	\$ 453	\$ -	\$ (53)	\$ 461
Total	\$ 16,558	\$ 15,884	\$ 11,184	\$ 59,160	\$ 5,374	\$ (43,276)

REVENUE VS. COST BY MODE

State Highways Summary

The summary of revenue vs. costs for State highways in the short-range and long-range can be seen in Table 5.3. The costs identified for the long-range State Highway projects, about \$26.5 million, does not include a number of projects that currently have no cost estimates. Funding sources for State projects do not have an impact on the Alpine County revenues.

Table 5.3									
State Highways Summary									
Short Range					Long Range				
Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded	Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded
1	STIP, SHOPP	\$ 26,469	\$ 26,469	\$ -	1	STIP, SHOPP	N/A	N/A	\$ -

County Roads Summary

Table 5.4 shows the summary of revenue vs. costs for County roads in the long-range and short-range. Over the lifetime of this RTP, project costs amount to approximately \$66 million, while revenue estimates are only around \$26.5 million, resulting in \$38.5 million in unmet needs.

Table 5.4									
County Roads Summary									
Short Range					Long Range				
Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded	Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded
1, 2	STIP, FLAP	\$ 7,540	\$ 12,190	\$ 4,650	1, 2	STIP, FLAP	\$ 58,490	\$ 14,283	\$ (44,207)

Bridges Summary

Table 5.5 shows the summary of revenue vs. costs for bridges in the long-range and short-range. Over the lifetime of this RTP, project costs amount to approximately \$3 million, while revenue estimates are around \$2.9 million, resulting in \$0.5 million in unmet needs. As seen in Chapter 4, there are several long-term bridge needs for Alpine County; however, no cost estimates exist for these projects.

Table 5.5									
Bridges Summary									
Short Range					Long Range				
Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded	Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded
1, 2, 10	HBP, STIP	\$ 3,028	\$ 2,978	\$ (50)	1, 2, 10	HBP, STIP	N/A	N/A	N/A

Bicycle/Pedestrian Summary

The summary of revenue vs. costs for bicycle and pedestrian projects in the short-range and long-range can be seen in Table 5.6. The costs identified for the long-range bicycle and pedestrian projects, about \$0.7 million, does not include a number of projects that currently have no cost estimates. Funding sources for bicycle and pedestrian projects in Alpine County are uncertain, and may only be awarded on a competitive basis throughout the life of this RTP.

Table 5.6									
Bicycle/Pedestrian Summary									
Short Range					Long Range				
Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded	Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded
6, 9, 10	TBA	N/A	N/A	N/A	6, 9, 10	TBA	\$ 670	N/A	\$ (670)

Transit Summary

Table 5.7 shows the summary of revenue vs. costs for transit in the long-range and short-range. Over the lifetime of this RTP, project costs amount to approximately 200 thousand, while revenue estimates are around \$1.3 million, resulting in an excess of funds.

Table 5.7									
Transit Summary									
Short Range					Long Range				
Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded	Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded
3, 9	LTF, STA, FTA	\$ 163	\$ 990	\$ -	3, 9	LTF, STA, FTA	\$ -	\$ 1,140	\$ -

Aviation Summary

Table 5.8 shows the summary of revenue vs. costs for aviation projects in the long-range and short-range. Short-term project costs amount to approximately 450 thousand, while revenue estimates are 100 thousand, resulting in 350 thousand in unmet needs.

Table 5.8									
Aviation Summary									
Short Range					Long Range				
Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded	Corres. Goals	Fund. Source	Est. Cost (1000's)	Est. Revenue	Total Unfunded
4	CAAP	\$ 453	\$ 100	\$ (353)	4	CAAP	\$ -	\$ 115	\$ -

Appendix A

Stakeholders List

PROJECT TEAM

Organization	Contact Person	Email
Green DOT Transportation Solutions	Jeff Schwein (530-895-1109)	jeff@greendottransportation.com
Alpine County Community Development	Brian Peters (530-694-2140)	bpeters@alpinecountyca.gov
Alpine County Community Development	Debbie Burkett (530-694-2140)	dburkett@alpinecountyca.gov
Alpine County Community Development	Scott Maas (530-260-0991)	smaas@citlink.net

STAKEHOLDERS

Scenic Byway Association	Michelle Plotnik	michelle@mpaia.com
Alpine County	Dan Jardine	DMJardine105@gmail.com
Alpine County	Terry Woodrow	twoodrow@alpinecountyca.gov
Alpine County HHS	Rich Harvey	rharvey@alpinecountyca.gov
ACCC	Teresa Burkhausse	info@alpinecounty.com
Caltrans	Carl Baker	carl.baker@dot.ca.gov
BVSA/ CSA #1	Mark Phillips	arc2arcmark@hotmail.com
BVSA/ CSA #1	Paul Peterson	paulnordic@sbcglobal.net
Citizen	John Cressaty	johncressaty@gmail.com
Citizen/ County Librarian	Rita Lovell	rlovell@alpinecountyca.com
Disc Golf/ Alpine Trails	Andy Lovell	markleedisc@yahoo.com
Woodfords Store	Sandy Jonkey	brokenspur@clearwire.net
Washoe Tribe	Kenneth Cruz (775-265-8600)	kenneth.cruz@washoetribe.us

Hung-A-Lel-Ti Community Council 96 Washoe Blvd. Markleeville, CA 96120	Bureau of Land Management Carson City District Office 5665 Morgan Mill Rd Carson City, NV 89701	Caltrans MaryAnn Avalos 1976 E. Dr. Martin Luther King Blvd. P.O. Box 2048 Stockton, CA 95201
Bear Valley Business Association PO Box 5400 Bear Valley, CA 95223	Humboldt-Toiyabe National Forest 1200 Franklin Way Sparks, NV 89431	Grover Hot Springs State Park 3215 Hot Springs Rd Markleeville, CA 96120

Appendix B

Public Outreach Documents

ALPINE COUNTY REGIONAL TRANSPORTATION PLAN 2015

MEETING AGENDA

DATE: FEBRUARY 19, 2015
TIME: 8:30 AM
LOCATION: COMMUNITY DEVELOPMENT DEPARTMENT

- A. COMMUNITY OUTREACH**
 - MEETING DATES
 - STAKEHOLDERS
- B. AVAILABLE INFORMATION**
 - OLD RTP FILES
 - GIS
- C. FUTURE PROJECTS**
 - RECENT PROJECTS NOT IN 2010 RTP
- D. PERFORMANCE MEASURES**
- E. DISCUSS NEXT STEPS**
- F. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

ALPINE COUNTY REGIONAL TRANSPORTATION PLAN 2015

STAKEHOLDER MEETING AGENDA

DATE: MARCH 19, 2015

TIME: 9:00 AM

LOCATION: COMMUNITY DEVELOPMENT DEPARTMENT

- 1. INTRODUCTION TO THE REGIONAL TRANSPORTATION PLAN**
 - a. GOALS/SCOPE OF RTP**
 - b. PROJECTS**
 - c. FINANCIAL ELEMENT**
- 2. 2015 RTP PROCESS**
 - a. STAKEHOLDER ROLES**
 - b. PROJECT SCHEDULE**
- 3. CONSIDERATIONS**
 - a. WHAT IS IMPORTANT TO YOU AS A STAKEHOLDER?**
- 4. 2015 RTP BRAINSTORMING**
 - a. POLICIES/GOALS/OBJECTIVES**
 - b. PROJECTS**
 - c. FUNDING**
- 5. CONCLUSION**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

ALPINE COUNTY REGIONAL TRANSPORTATION PLAN 2015

STAKEHOLDER MEETING AGENDA

DATE: MARCH 31, 2015

TIME: 10:00 AM

LOCATION: BEAR VALLEY LIBRARY CONFERENCE ROOM

- 1. INTRODUCTION TO THE REGIONAL TRANSPORTATION PLAN**
 - a. GOALS/SCOPE OF RTP**
 - b. PROJECTS**
 - c. FINANCIAL ELEMENT**
- 2. 2015 RTP PROCESS**
 - a. STAKEHOLDER ROLES**
 - b. PROJECT SCHEDULE**
- 3. CONSIDERATIONS**
 - a. WHAT IS IMPORTANT TO YOU AS A STAKEHOLDER?**
- 4. 2015 RTP BRAINSTORMING**
 - a. POLICIES/GOALS/OBJECTIVES**
 - b. PROJECTS**
 - c. FUNDING**
- 5. CONCLUSION**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

ALPINE COUNTY REGIONAL TRANSPORTATION PLAN 2015

STAKEHOLDER MEETING SUMMARY

DATE: MARCH 31, 2015

TIME: 10:00 AM

LOCATION: BEAR VALLEY LIBRARY CONFERENCE ROOM

Attendees: Jeff Schwein, Mark Phillips, Terry Woodrow, and Paul Petersen

The group toured the county maintained roadways within the Bear Valley village and trails up to Lake Alpine.

Pavement

Observations included pavement with decent condition on the majority of roadways within the village except in a few spots. Possible crack sealing on Creekside Drive, Quaking Aspen, and Bloods Ridge. Spot maintenance needed at Flynn @ Creekside intersection (water damage) and Avalanche appears to need rehabilitation. Jeff will check the pavement management system to identify priority roadways for rehab to be included in the action element of the RTP.



Figure 1-Pavement problems Flynn @ Creekside

State Highway

The group discussed a few locations on State Route 4 that concern pedestrian and bicycle safety and appear dangerous or make the users uncomfortable. These are primarily areas with high activity, including the parking area along the highway at Lake Alpine, Mosquito Lake and the trail crossings at BV2LA and in the village crossing to the meadow. It is understood that a formal pedestrian crossing is not warranted and may cause the pedestrian to feel a false sense of security. However, some visual clues for the driver to let them know there will be pedestrians and bicyclists would be helpful. Also, clear direction for the pedestrian and bicyclist may help errant movements and improve safety.

Trails

Trails are important to Bear Valley for connectivity between the village and Lake Alpine and other recreation areas like the meadow. The Bear Valley to Lake Alpine Trail (BV2LA) is an established natural surface trail but is in disrepair and needs heavy maintenance. Part of this trail is contiguous with the Coast to Crest Trail. There are two parts to the lower end of this trail, formerly identified as the winter and summer trails leaving the village. Both trails need trees and boulders moved and some minor grading work (hand and equipment) or whatever is deemed necessary at design phase. The annual maintenance is taken care of by local volunteers.

ALPINE COUNTY REGIONAL TRANSPORTATION PLAN 2015

The paved trail between the campground at the Snowpark near Lake Alpine and the lake is in disrepair and needs maintenance. Observations include soil sluff encroaching on the pavement and some potholes.



Figure 2-Campground to Lake Alpine Trail



Figure 3-Paved path potholes

This is supposed to be an ADA accessible path and it may not be accessible at this point.

Project Lists

The group went over the projects in the 2010 RTP.

B6, Bear Valley Bicycle Parking project. The group didn't know about this project and the school is currently shut down. Plans to reopen the school in the future are developing. At this point, the group would like to leave this project on the unconstrained list as part of more comprehensive safe routes to school encouragement project to be further developed.

B3, Bear Valley Road Lake Alpine Trail Crossing project. It was recommended that this project be grouped with three crossing locations; Bear Valley Road @ SR 4 to the meadow, BV2LA trail and BV2LA winter trail crossing. It is recommended that the driver awareness signs be evaluated, pedestrian/bicyclist/snowmobiler guidance be improved at crossing locations and incorporation of some trail user guidance that is also a visual clue to drivers to understand there is a crossing there.

B1, Bear Valley Loop Path project. The group didn't know what this project meant. Clarification from County is sought.

B2, Ebbett's Pass Share the Road Sign project. Has this been completed? More info needed.

B4, Mosquito Lakes Pedestrian Crossing project. This project needs further definition and was involved in a larger discussion with the Lake Alpine speed reduction project. These areas have heavy parking, pedestrian and bicyclist activity in the shoulders and crossing the state highway. It is recommended that a driver and user awareness project be further developed for these locations and combined as one project for efficiency and funding competitiveness.

ALPINE COUNTY REGIONAL TRANSPORTATION PLAN 2015

B5, Lake Alpine Speed Reduction project. See B4.

Bear Valley is considering a few improvements in the future that should be acknowledged in the RTP. A transit shuttle is envisioned between the village and the ski area in the winter and to Lake Alpine in the summer. Also, the ski area is considering lift access directly to the village which would need access from the parking areas in the village.



Washoe Tribe - Woodfords Community Road Safety Assessment

1 message

Scott Maas <smaas@citlink.net>

Thu, Apr 23, 2015 at 3:44 PM

To: Brian Peters <bpeters@alpinecountyca.gov>, Jeff Schwein <jeff@greendottransportation.com>

Cc: Debbie Burkett <dburkett@alpinecountyca.gov>

I attended the Washoe Tribe – Woodfords Community Road Safety Assessment on Tuesday, April 21st at 1PM and at 9PM.

In attendance were:

- Jeffrey Foltz (Parsons)
- Irvin Jim (Washoe Tribe Woodfords Community Tribal Chair)
- Kenneth Cruz (Washoe Tribe Roads Program Manager)
- Tippy Smokey (Washoe Tribe)
- Rob Beltramo (Washoe Tribe)
- Jeff Morales (Washoe Tribe)
- Kent Steele (NDOT)
- Jaime Tuddao (NDOT)
- Scott Maas (Alpine County)
- No one from Caltrans though they were invited

Summary:

Curves

- Improve the safety of curves on Diamond Valley Road

Signage

- Improve safety on Diamond Valley Road with speed signs and other signage

Bicyclists

- Need for public outreach to this group through meetings and brochures to improve vehicle and bicyclists safety

Woodfords Community

- Improve EMS Response
- Improve safety lighting in the community
- Need sidewalks
- Need pedestrian safety signage
- Need 15mph speed signs
- Need fog line, crosswalk and stop bars striping (NDOT was glad to hear that Alpine County is working with Tribe on this)

Improvements to Diamond Valley Road was discussed during day and night time field reviews with the following discussions:

- Speed limit signs need to be posted, probably at 40 or 45mph
- Possible request for speed study (I told them to use caution when requesting the study and how 85th

percentile can cause a higher speed limit than desired, but if no speed limit posted it would be 55mph anyway)

- Curve at Hung-A-Lel-Ti between Washoe Blvd and Washoe Blvd:
 - Warning speed sign, probably 35mph for curve at Hung-A-LI-Ti between Washoe Blvds
 - Chevron type arrows at curve between Washoe Blvds
 - Need to cut back the brush and possible the bank to improve sight distance on curve between Washoe Blvds
 - Possible need for high friction pavement on curve between Washoe Blvds
- Chevron type arrows at a couple of curves between Washoe Blvd and SR 88
- SR 88 and Diamond Valley Road intersection
 - Improving the recognition of seeing the Diamond Valley Rd intersection at 88, especially at night
 - Concern of the new intersection lighting at DV Rd and Carson River Rd giving false impression of where DV Rd intersection is actually located
- Concern that the bridge over West Fork of the Carson River may not have adequate height and the structure may be getting old
- Raise all of the newly installed bike route and bicycle warning signs higher level
- Concern that the reflectivity of the new bicycle route and bicycle warning signs are too bright

Jeffrey Foltz of Parsons is going to sort through all of the discussions and make recommendations for specific improvements for safety. The final report will be finished sometime in June.

Scott Maas
Maas & Associates
10 Renae Drive
Susanville, CA 96130
530-260-0991

RTP Update Staff Report

SUBJECT

Item # 2015 Regional Transportation Plan Update

The Regional Transportation Plan (RTP) is the guiding document for transportation investments in the near term (1-5 years) and the long term (6-20 years) for Alpine County. The Alpine County Local Transportation Commission (Commission) is responsible for the development of this important planning document. The 2010 RTP identified approximately \$154 million available for transportation projects in the County over the 20 year planning horizon. This RTP update project will be identifying funding resources and projects to cover the next 20 year planning period. The Commission has been working with our consultant Green DOT Transportation Solutions since March and is expected to have a completed regional transportation plan in July. County Staff and stakeholders are working with the project consultant to develop projects to be included in the RTP. Additionally, stakeholder meetings have been held throughout the County and with the Hung A Lel Ti Community to solicit input on policies and projects for the RTP. The purpose of the community meeting at the Alpine County Planning Commission meeting is to provide information to the public as well as solicit comments on the document.

STAFF REPORT

Background

The California Transportation Commission (Commission) states that “since the mid-1970s, with the passage of Assembly Bill 69 (AB 69, Chapter 1253, Statutes of 1972) California state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision –makers in shaping California’s transportation infrastructure and programs. In 2006, the legislature passed Senate Bill 45 which provided regional and local agencies the authority to decide what projects should receive funding. On July 1, 2009, the Commission, upon consultation with the California Air Resources Board and the California Department of Transportation (Caltrans), formed an Advisory Committee to prepare new Regional Transportation Plan Guidelines in response to the requirements of Senate Bill 375 (SB 375, Chapter 728, Statutes of 2008). As required by Government Code Section 14522.1(a)(2), the Commission’s Advisory Committee included representatives of regional transportation planning agencies, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. The 2010 RTP Guidelines adopted by the Commission in April 2010, incorporated new planning requirements as a result of SB 375 and incorporated the addendum to the previous 2007 RTP Guidelines.

2015 RTP UPDATE

As few changes in population, development and roadway capacity needs have occurred since the last RTP update in 2010, the 2015 RTP update is less complex than a comprehensive update would be. There are some key areas that are required by statute to be reviewed and updated that will be addressed in this process. These areas include:

- Language consistency with the latest Federal Highway Bill, Moving Ahead for Progress in the 21st Century (MAP-21).
- Compliance with Senate Bill 375 (for rural areas).
- Compliance with the 2010 RTP Guidelines.
- Updated RTP elements including; Policy Element, Action Element, and Financial Element.
- Develop baseline performance measures.
- Integration with local planning efforts (i.e. blueprint, land use, transit, etc.).
- Integration with the California Transportation Plan.
- Integration with the Strategic Highway Safety Plan.
- Update CEQA compliance.

SUMMARY

This RTP update will guide the future investment of transportation financial resources through the year 2035. Projects identified in the RTP will be eligible for Federal and State funding through regular distribution programs and grant programs.

Bus...Bike...Car...Truck...Feet...Plane

ALPINE COUNTY

COMMUNITY TRANSPORTATION MEETING

**Come join us to learn about and discuss the 2015
Regional Transportation Plan!**

**In conjunction with the Alpine County Planning
Commission**



May 28, 2015 @ 6:00 PM

**Board Chambers
Administrative Office Building
99 Water Street
Markleeville, CA 96120**

**Visit our table in the Chambers Hallway
before & after the meeting**

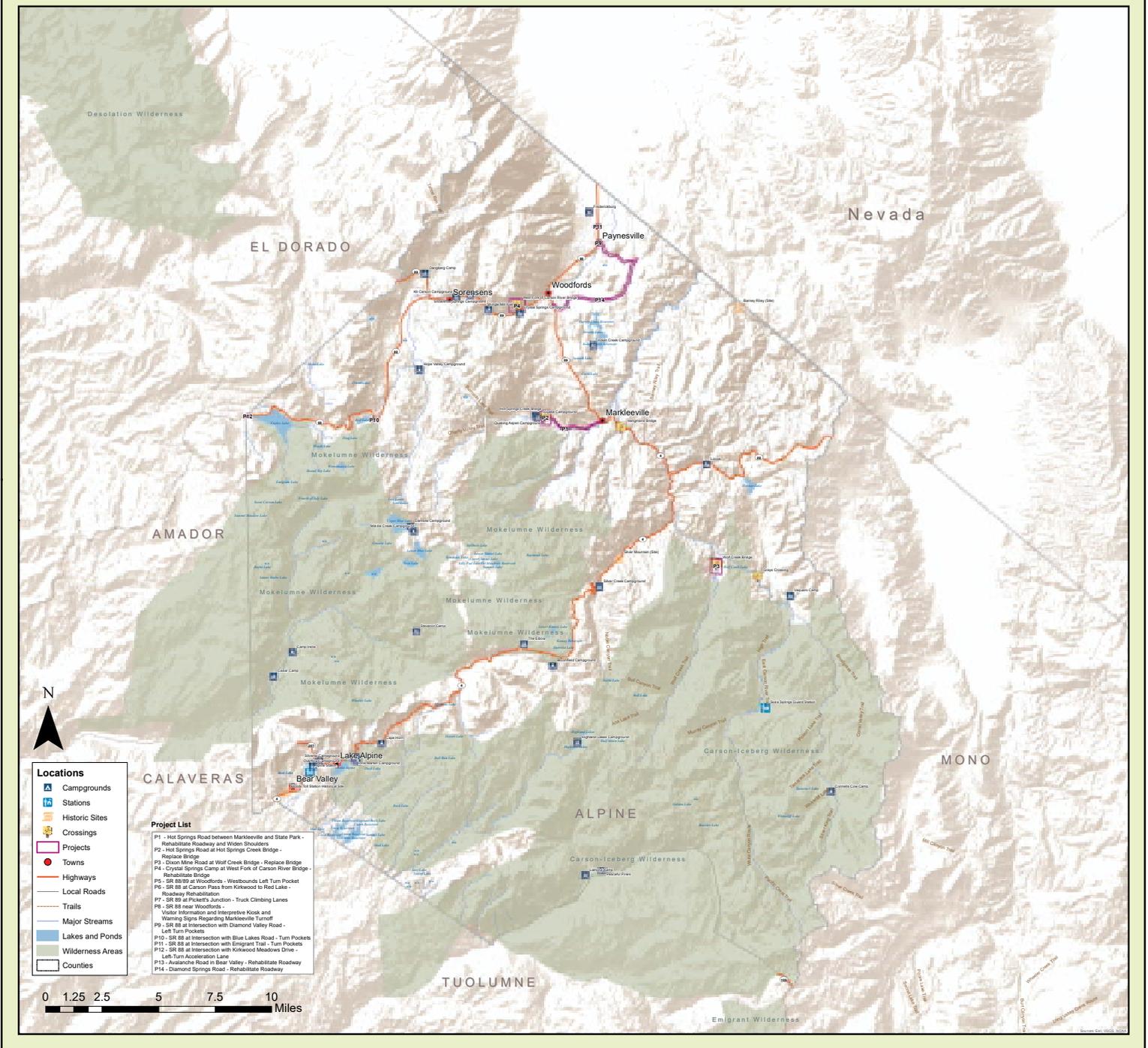
Questions? Contacts:

Brian Peters
Alpine County Department of Community Development
bpeters@alpinecountyca.gov
(530) 694-2140

Project Consultant
Jeff Schwein, AICP
jeff@greendottransportation.com
(530) 895-1109



Alpine County Regional Transportation Plan



Public Participation Process

Approach to Public Participation

Public participation is the process through which stakeholders can partake directly in agency decision-making, and express their concerns, desires, and values. It is the mission of this agency to "improve the lives of people with disabilities by creating opportunities to maximize their independence." At every opportunity through prescribed methods the agency will solicit input from stakeholders in order to best support persons served without creating disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

The public participation process should be considered at the earliest stages of any Alpine County project that may impact the surrounding community, its riders, and potential riders. As projects vary in time and size, the public participation process may vary for each, as well as the extent of public participation. The following outlines tools and strategies to ensure that public input is invited and all foreseeable impacts to the community are considered.

Alpine County has developed two levels of projects to establish minimum public participation requirements. At the beginning of any project, staff will identify into which category that project falls and develop a participation plan accordingly. At any time during its process, the project may be reclassified to a higher level, if Alpine County staff deems appropriate.

The levels are as follows:

- Level One: Routine service, route and any short-term projects whose impact on Alpine County riders and potential riders needs to be identified during planning stage. Examples of projects include minor route and service changes; routine rider surveys; changes to fare media; etc.
- Level Two: Longer term or larger scale projects are those that impact potential riders needs to be identified during planning stages. These may include fare changes or modifications, Short and Long Range Transportation Plans, Comprehensive Operational Analysis, marketing plans, coordination plans, alternative analyses, studies to implement new services; or facility or yard construction projects, etc.

As many of these projects are conducted by contractors, part of the request for proposals (RFP) requirements and criteria for scoring proposals will include developing the project's public participation process.

Outreach Requirements and Activities

The following activities are intended to serve as guidelines for minimum levels of outreach to ensure that all riders and potential riders in Alpine County have equal access and opportunity to participate in transportation planning and decision-making. These also provide strategies for soliciting input and engaging various communities.

Level One

Level One projects include routine service, route, fare changes and any short-term projects whose impact on Alpine County's riders and potential riders needs to be identified during planning stages. Examples of projects include route, fare and service changes; etc.

Minimum Outreach Requirements

- Notice for public events may include public notices, email blasts, or media releases.
- Any notices will be posted at least two weeks prior to the public event.
- Notices may be posted at Alpine County Administration and Community Development Department, on transit vehicles, or at key community centers with which Alpine County normally posts public notices.
- Information about public participation opportunities may also be posted on Alpine

12/7/2015

County's website at least two weeks prior to the event.

- Comments will be accepted at public outreach events, via email, by mail, and by phone to ensure that all populations have the opportunity to participate

Outreach Methods to Engage Minority and Limited English Proficient Populations

- There are no quantifiable population within the Alpine County's service area that are Limited English Proficient.
- Alpine County will continue assessing the language needs of citizens in its service area.
- At such time, as a group with limited English proficiency reaches significant mass, Alpine County will review this plan and its strategies to engaging with non-English speaking populations.

Level Two

These are longer term projects whose impact on Alpine County's riders and potential riders needs to be identified during planning stages. These may include Short and Long Range Transportation Plans, Comprehensive Operational Analysis, marketing plans, coordination plans, alternative analyses, studies to implement new services; etc. As many of these projects are conducted by contractors, part of the RFP requirements and criteria for scoring proposals will include developing the project's public participation process.

Minimum Outreach Requirements

Level two projects may often require a specific public participation plan that will be developed in the planning stages of the project. This plan will outline specific outreach activities, goals and objectives of the public involvement, as well as specific techniques to be used for outreach activities. The project-based public participation plan will also identify any populations requiring special outreach to ensure they have access to information and the opportunity to make comments regardless of race, religion, age income, color, national origin, or disability.

The public participation process for level two projects will include the involvement requirements for level one projects and will be augmented with specific outreach activities appropriate for the particular projects; such as additional public workshops, focus groups and surveys. Where more the one public workshop or forum will be held, and as funding allows, one workshop will be held in the morning and a second in the evening to accommodate varying schedules. These projects may also require the development such as fact sheets, newsletters, a project webpage, and additional media releases.

12/7/2015

Outreach methods to engage minority and limited English proficient populations

Level Two projects will use the previously identified strategies for engage minority and limited English proficient populations, but may require additional activities depending on the scale and nature of the project.

- Alpine County will continue cultivating relationships with community agencies that serve minority populations.
- Public outreach events may include attending already existing community meetings and gatherings, such as school meetings, farmers markets, faith-based events, and other community activities in order to invite participation from minority/LEP populations who may not attend Alpine County hosted public events.

Summary of Outreach Efforts

Reoccurring outreach locations often include:

- **Alpine County Board of Supervisors Meetings** – the Alpine County Board of Supervisors meeting regularly on the first and third Tuesday of each month excluding holidays. The Board of Supervisors meetings are open to the public and are announced on the Alpine County website and noticed at regular posting locations.
- **Alpine County Local Transportation Commission Meetings** – the Alpine County Local Transportation Commission meets on as-needed basis with their meetings usually held during the Board of Supervisor’s meetings. The Local Transportation Commission meetings are open to the public and are announced on the Alpine County website and noticed at regular posting locations.
- **Hung-A-Lel-Ti Community Council (Washoe Tribe)** – Once per year or as invited, Alpine County staff should attend a Hung-A-Lel Ti Community Council meetings to discuss transit and other transportation issues. The Hung-A-Le-Ti Community Council can participate and provide input on the Short Range Transit Plan – Improving Connectivity plan that will begin in 2015.
- **Senior Centers** – There are currently no Senior Centers in Alpine County.
- **Alpine County Health and Human Services** – Alpine County staff will continue to work closely with the County’s Health and Human Services agency on reaching out to minorities, low income or other populations that need assistance.

- **Alpine County Website** – Currently, Alpine County posts notices and announcement on the agency's website. Additional public input can be obtained by the Title VI Complaint Form, which is available in English and Spanish.

Outreach conducted since 2009 includes:

- **Fare changes** – There have not been any rate changes since 2009.
- **Route changes** – There have not been any route changes. Dial-A-Ride does not operate on a specific route but as a Demand Response from curb to curb.
- **Service Area changes** – There have been service area changes that Dial-A-Ride serves, approved by the Board of Supervisors, however, these service area changes have been minor since the Dial-A-Ride program began in 2009.

Appendix C

Recommended Conservation Actions for the Sierra Nevada and Cascades Region

- a. The state should provide scientific and planning assistance and financial incentives to local governments to develop and implement regional multispecies conservation plans for all of the rapidly developing areas of the Sierra Nevada and Cascades.
- b. The Sierra Nevada Conservancy should develop a program, closely coordinated with federal, state, and local wildlife conservation planning efforts, that prioritizes areas for acquisition and easements based on the needs of wildlife.
- c. In areas where substantial development is projected, the state and federal land management and wildlife agencies should identify and protect from development those critical wildlife migration or dispersal corridors that cross ownership boundaries and county jurisdictions.
- d. Public forest lands should be managed to maintain healthy ecosystems and wildlife diversity, including thinning to restore diverse habitats and reduce the risk of catastrophic wildfire. State and federal forest managers and wildlife agencies should work cooperatively to develop a vision for the future forest condition.
- e. On public lands, post-fire and post-harvest treatments and forest management should be designed to achieve the principles listed in Action d.
- f. State and federal forest managers and state and federal wildlife managers should cooperatively develop timber-harvest cumulative-impact standards for each watershed or group of adjacent watersheds of the Sierra, Cascades, and Modoc regions to protect aquatic ecosystems and conserve wildlife habitat.
- g. The California Resources Agency should coordinate the development of a model ordinance and building codes for new or expanding communities in fire-adapted landscapes to make those communities more fire compatible and reduce the state's liability for fire suppression.
- h. Federal, state, and local agencies and fire-safe councils should work cooperatively to expand the use of prescribed fire and natural-burn programs.
- i. State and federal wildlife agencies and federal land managers should jointly develop and implement grazing strategies for the Sierra Nevada and Cascades Region to reduce or eliminate livestock grazing on sensitive habitats to restore the condition of meadow, riparian, aspen, and aquatic habitats.
- j. Federal, state, and local agencies should provide greater resources and coordinate efforts to eradicate or control existing occurrences of invasive species and to prevent new introductions.
- k. In their conservation planning and ecosystem restoration work, state and federal wildlife agencies and land managers should consider the most current projections regarding the effects of global warming.
- l. Fish and Game should be allocated the resources to monitor and enforce the distribution of sensitive fish and other aquatic species populations and to engage effectively in water-rights decision processes, water diversion issues, land-management planning, and conservation planning actions to restore and enhance aquatic systems.
- m. Through the Federal Energy Regulatory Commission relicensing process, the state should pursue changes in operations of hydropower projects that will provide more water for wildlife, mandate that water flows be managed as close to natural flow regimes as possible, and ensure that the new license agreements provide the best possible conditions for ecosystems and wildlife.

p. Fish and Game should establish trout-free sub-basins and lakes across the high Sierra and Cascades to restore amphibians and other native species while concurrently improving trout fisheries in other lakes.

Appendix D

SHSP Summary



California Strategic Highway Safety Plan

Updating the SHSP

California is updating our Strategic Highway Safety Plan (SHSP). The state has had great success over the last five years developing and implementing the SHSP, but now it is time to pause, evaluate, and chart a course to continue reducing traffic related fatalities and serious injuries.

Your support as leaders is critical to this process.

With your insight, commitment, and support we will be able develop a second-generation plan that will keep us focused on the right strategies, continue our safety progress, and ensure that our work covers all roads within California. Some of our activities over the next several months include:

Conducting an analysis of SHSP process strengths, weaknesses, opportunities, and threats (SWOT) related to highway safety:

- What worked well under the last plan?
- What are the areas of improvements going forward?
- A series of interviews and an online survey of what stakeholders think of our safety efforts to date.

Collecting, analyzing, and presenting data on our most serious traffic safety problems.

Leveraging other planned statewide and regional meetings to educate partners and other stakeholders about the SHSP and why we need their involvement in updating the plan.

Promoting opportunities at statewide webinars and two Safety Summits for input on strategies to include in the SHSP.

Coordinating the SHSP with other statewide plans such as:

- The California Transportation Plan,
- The Highway Safety Improvement Program, and
- The Highway Safety Plan.

Developing a roadmap to improve traffic safety over the next five years.

Webinars

Tribal Road Safety Webinar

Tuesday, October 28, 2014, 10am - noon PDT

<https://www3.gotomeeting.com/register/748923310>

Focus Populations Webinar (younger, older, and commercial drivers and motorcyclists)

Tuesday, October 28, 2014, 2-4pm PDT

<https://www3.gotomeeting.com/register/644011454>

Driver Behavior Webinar (impaired driving, seat belts, speeding, distracted driving)

Wednesday, October 29, 2014, 10am-noon PDT

<https://www3.gotomeeting.com/register/846173870>

Infrastructure and Operations Webinar (intersections and roadway departure)

Wednesday, October 29, 2014 2-4 pm PDT

<https://www3.gotomeeting.com/register/789652342>

Vulnerable Road Users Webinar (bicycle and pedestrian)

Thursday, October 30, 2014 10am-noon PDT

<https://www3.gotomeeting.com/register/909221630>

Emergency Medical Services Webinar

Thursday, October 30, 2014 2-4pm PDT

<https://www3.gotomeeting.com/register/372661422>

Summits

Southern California

November 12, 2014

8:00 am to 1:00 pm

California State, Los Angeles,

Golden Eagle Student Union

Northern California

November 14, 2014

8:00 am to 1:00 pm

California State, Sacramento

University Union Ballrooms 2 & 3

To register, click:

<http://www.surveypizmo.com/s3/1821831/California-SHSP-Development-Summits>

For more information on the update process and ways to get involved, contact our consultants Pam Beer pbeer@camsys.com or Audrey Wennink, awennink@camsys.com with Cambridge Systematics. If you have questions for Caltrans, contact Ursula Stuter at ursula.stuter@dot.ca.gov.

Check website for details: <http://www.dot.ca.gov/hq/traffops/shsp/>

Appendix E

Constrained Roadway Project List

**Table 4.1
Roadway Improvement Projects (Constrained, 1-10 years)**

Funding Source	Lead Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
STIP	Alpine County	Hot Springs Road Phase 1- Between Markleeville and State Park	Rehabilitate roadway and widen shoulders	\$ 3,580	2020
STIP	Alpine County	Diamond Valley Road	Rehabilitate Roadway	\$ 3,960	2025

Appendix F

Constrained Bridge Project List

Table 4.2
Bridge Improvement Projects (Constrained, 1-10 years)

Funding Source	Lead Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
HBP	Alpine County	Hot Springs Road-over Hot Springs Creek	Replace bridge	\$ 2,295	2018
HBP	Alpine County	Dixon Mine Road-over Wolf Creek	Replace bridge	\$ 733	2017

Appendix G

Unconstrained Roadway Project List

**Table 4.3
Alpine County Roadway Improvement Projects (Unconstrained, 11-20 Years)**

Route	Specific Location	Proposed Project Description	2015 Dollars	Const Year	Funding Source	Corres. Goals
SR 88/89	Woodfords	Westbound left turn pocket	NA	TBD	STIP	1,10
SR 88	Carson Pass from Kirkwood to Red Lake	Roadway Rehabilitation	NA	TBD	STIP	1,10
SR 89	North of Pickett's Junction	Truck climbing lanes	NA	TBD	STIP	1,10
SR 88	Near Woodfords	Visitor Information and Interpretive Kiosk	NA	TBD	TE	1,10
SR 88	Intersection with Diamond Valley Rd/ Foothill Rd	Left turn pockets	NA	TBD	STIP	1,10
SR 88	Woodfords near Caltrans maintenance station	Warning signs regarding Markleeville turnoff	NA	TBD	STIP	1,10
SR 88	Intersection with Blue Lakes Rd	Turn pockets	NA	TBD	STIP	1,10
SR 88	Intersection with Emigrant Trail	Turn pockets	NA	TBD	STIP	1,10
SR 88	*Intersection with Kirkwood Meadows Drive	Northbound to westbound left-turn acceleration lane	NA	TBD	STIP	1,10
Local Roads	In Bear Valley Avalanche Road	Rehabilitate Roadway	NA	TBD	STIP	2
HS Road	Hot Springs Road	Hot Springs Road Phase 2- Between Markleeville and State Park	\$10,490	TBD	STIP, FLAP	2
Local Roads	Various	Rehabilitate roadways as prioritized by Pavement Management Plan in order to achieve overall PCI rating of 50	NA	TBD	STIP	2
Total Estimated Cost			NA			
*Source: Alpine County, Kirkwood Specific Plan EIR						

Appendix H

Unconstrained Bridge Project List

Table 4.4 Bridge Improvement Projects (Unconstrained, 11-20 years)					
Funding Source	Location/Bridge	Description	Total Cost (1,000's)	Const. Year	Corres. Goals
HBP, Toll credits	Crystal Springs Camp- West Fork of Carson River Bridge	Rehabilitate bridge	TBD	TBA	1,2,10
HBP, Toll credits	Wolf Creek Road - Silver Creek Bridge	Rehabilitate bridge	TBD	TBA	1,2,10

Appendix I

Unconstrained Bike/Pedestrian Project List

**Table 4.5
Bicycle/Pedestrian Improvement Projects (Financially Unconstrained 11-20 yrs)**

Location	Project Type	Project Name	Con. Year	2015 Dollars	Funding Source	Corres. Goals
Weber Street - SR 89	Sign	Additional SR 89 Bikeway Signage- Identify segments for shoulder widening	TBD	\$ 670	TBD	6, 9, 10
--	Program	Countywide SR2S Program	TBD	--	TBD	6, 9, 10
SR 4 - Markleeville	Shoulder	SR 89 Shoulder and Pavement Improvements	TBD	--	TBD	6, 9, 10
Laramie Street - County Building Driveway	Class I	Markleeville Class I Path	TBD	--	TBD	6, 9, 10
Hot Springs Road/ Pleasant Valley Road Intersection - Grover Hot Springs SP	Class II	Grover Hot Springs State Park Multi-Use Path	TBD	--	TBD	6, 9, 10
Diamond Valley Road - Barber Road	Trail	Alpine Village Trail	TBD	--	TBD	6, 9, 10
Sierra Pines Trailer Park - Manzanita Drive	Class I	Sierra Pines Class I Multi-Use Path	TBD	--	TBD	6, 9, 10
East end of Manzanita Lane - Diamond Valley School	Trail	Manzanita Drive/Diamond Valley Trail	TBD	--	TBD	6, 9, 10
SR 89 - Luther Pass Road	Class II	SR 88 Bicycle Lanes and Shoulder Widening	TBD	--	TBD	6, 9, 10
SR 89 - County Line	Class III	Luther Pass Road Class III Bicycle Route	TBD	--	TBD	6, 9, 10
SR 89 - Nevada State Line	Class III	SR 88 Bicycle Route	TBD	--	TBD	6, 9, 10
Kirkwood Meadows Road - Luther Pass Road	Class II	SR 88 Bike Lanes and Shoulder Widening	TBD	--	TBD	6, 9, 10
on SR 88 - Visitor Center	Crosswalk	Carson Pass Pedestrian Overhead Flashing Beacons	TBD	--	TBD	6, 9, 10
Loop Road - Kirkwood Meadows Drive	Crosswalk	Loop Road Crosswalks	TBD	--	TBD	6, 9, 10
Kirkwood Meadows Drive - At Main Lodge	Crosswalk	Kirkwood Meadows Road - Main Lodge Crossing	TBD	--	TBD	6, 9, 10
Kirkwood Meadows Drive - At Main Lodge	Striping	Pedestrian Access on Kirkwood Meadows Bridge	TBD	--	TBD	6, 9, 10
SR 88/ Emigrant Trail Road Intersection - Kirkwood Meadows Drive Bridge	Class II	Kirkwood Meadow Road Bike Lanes	TBD	--	TBD	6, 9, 10
Bear Valley Road - Creekside Drive	Class I	Bear Valley Loop Path	TBD	--	TBD	6, 9, 10
<u>Mosquito Lakes Campground Entrance</u>	<u>Crosswalk</u>	<u>Mosquito Lakes Pedestrians Crossing</u>	<u>TBD</u>	<u>--</u>	TBD	<u>6, 9, 10</u>
SR 4 Entrance to Lake Alpine - SR 4 Exit from Lake Alpine	Sign	Lake Alpine Speed Reduction	TBD	--	TBD	6, 9, 10
Health Center - Diamond Valley Road	Class I	Hung-A-Lel-Ti Class I Multi-Use Path	TBD	--	TBD	6, 9, 10

Source: Alpine County Bicycle and Pedestrian Master Plan, 2010

Appendix J

Constrained Aviation Project List

**Table 4.6
Aviation Improvement Projects (Constrained 0-10 years)**

Proposed Project Description	Total Cost (1,000's)	Funding Source	Construct Year	Corres. Goal
Install safety related signage	\$ 18	CAAP	TBD	4
Chip seal and restripe runway	\$ 140	CAAP	TBD	4
Install 2 windsocks	\$ 20	CAAP	TBD	4
Fence and gate airport property	\$ 275	CAAP	TBD	4
Total Estimated Cost	\$ 453			

Source: California Systems Aviation Plan - Region 7, Alpine County ACIP



COUNTY OF ALPINE
Community Development

Brian Peters, Director

February 20, 2015

Danny Uppal
Airport Engineer
Division of Aeronautics – M.S. #40
Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Alpine County Airport CIP

Dear Mr. Uppal:

Alpine County is submitting their 2015 Alpine County Airport capital improvement program (CIP). Please find enclosed the following AWP ACIP Data Sheets:

- 2016 Install safety related signage
- 2018 Chip seal and restripe
- 2019 Install 2 windsocks
- 2020 Fence and gate airport property

If you have any questions, please give me a call at 530-694-2140 ext. 425 or contact our Community Development Project Manager, Debbie Burkett at 530-694-2140 ext. 432 or email her at dburkett@alpinecountyca.gov.

Sincerely,

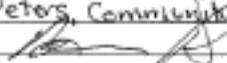
A handwritten signature in black ink, appearing to be "Brian Peters", written over a horizontal line.

Brian Peters
Director

AWP ACIP DATA SHEET

Airport Name		ALPINE COUNTY AIRPORT	Fiscal Year	2016 - 2016	
Shown On ALP	Project Type	Project Description	Federal Share	Local Share	Total
		Install safety related signage	\$0.00	\$18,000.00	\$18,000.00
		Total	\$0.00	\$18,000.00	\$18,000.00
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (include information on Square/Lineal Footage or Length/Width)					
Install safety related signage -					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Install safety related signage -					
NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)					
Install safety related signage -					
Land Title Status & Date of Exhibit "A" Status			Date		
Install safety related signage -					
Open AIP Funded Projects (include grant number and grant description)			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
Brian Peters, Community Development Director 2-20-15			Debbie Burkett Community Development Project Manager 530-694-2140 ext. 432		
Signature		Date	Contact Phone (Print or Type)		
		2-20-15	530-694-2140 ext. 432		

AWP ACIP DATA SHEET

Airport Name		ALPINE COUNTY AIRPORT	Fiscal Year	2018 - 2018	
Shown On ALP	Project Type	Project Description	Federal Share	Local Share	Total
		Chip seal and restripe runway	\$0.00	\$140,000.00	\$140,000.00
		Total	\$0.00	\$140,000.00	\$140,000.00
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (include information on Square/Lineal Footage or Length/Width)					
Chip seal and restripe runway -					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Chip seal and restripe runway -					
NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)					
Chip seal and restripe runway -					
Land Title Status & Date of Exhibit "A" Status			Date		
Chip seal and restripe runway -					
Open AIP Funded Projects (include grant number and grant description)			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
Brian Peters, Community Development Director 2/20/15			Debbie Burkett Community Development Project Manager		
Signature 		Date 2-20-15	Contact Phone (Print or Type)		
			530-694-2140 ext. 425		

AWP ACIP DATA SHEET

Airport Name		ALPINE COUNTY AIRPORT	Fiscal Year	2019 - 2019	
Shown On ALP	Project Type	Project Description	Federal Share	Local Share	Total
		Install 2 windsocks	\$0.00	\$20,000.00	\$20,000.00
		Total	\$0.00	\$20,000.00	\$20,000.00
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (include information on Square/Lineal Footage or Length/Width)					
Install 2 windsocks -					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Install 2 windsocks -					
NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)					
Install 2 windsocks -					
Land Title Status & Date of Exhibit "A" Status			Date		
Install 2 windsocks -					
Open AIP Funded Projects (include grant number and grant description)			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
Brian Peters, Community Development Director 2-20-15			Debbie Burkett Community Development Project Manager		
Signature		Date	Contact Phone (Print or Type)		
		2-20-15	530-694-2140 ext 432		

AWP ACIP DATA SHEET

Airport Name		ALPINE COUNTY AIRPORT	Fiscal Year	2020 - 2020	
Shown On ALP	Project Type	Project Description	Federal Share	Local Share	Total
		Fence and gate airport property	\$0.00	\$275,000.00	\$275,000.00
		Total	\$0.00	\$275,000.00	\$275,000.00
* D - Development; P - Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (include information on Square/Lineal Footage or Length/Width)					
Fence and gate airport property -					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
Fence and gate airport property -					
NEPA Environmental Status (With grant application include copy of ROD, FONSI or CATEX letter of approval)					
Fence and gate airport property -					
Land Title Status & Date of Exhibit "A" Status			Date		
Fence and gate airport property -					
Open AIP Funded Projects (include grant number and grant description)			Expected Close-out Date		
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
Brian Peters, Community Development Director 2-20-15			Debbie Burkett Community Development Project Manager 530-694-2140 ext. 432		
Signature 		Date 2-20-15		Contact Phone (Print or Type)	

Appendix K

Constrained Transit Project List

Table 4.7			
Transit Projects (Constrained 1-10 years)			
Proposed Project Description	Total Cost (1,000's)	Funding Source	Construct Year
Install security cameras in minivan	\$ 5	LTF, STA, FTA	2016
Bus replacement (9-passenger)	\$ 150	LTF, STA, FTA	TBD
Passenger amenities - shelter and bench at Sierra Pines	\$ 8	LTF, STA, FTA	TBD
Minivan Replacement	County Surplus Vehicle	LTF, STA, FTA	TBD
Total Estimated Cost	\$ 163		

Appendix L

Roadway Maintenance Needs

Target-Driven Scenarios - Sections Selected for Treatment

Inflation: 3.00%

Interest: 5.00%

Scenario: PCI = 50 (30 Year) Objective: Minimum Network Average PCI: 50.0

Road Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2015										
Diamond Valley Road	Hwy 80	Foothill Road	CR0003	10	C	AC	100	\$2,743,983	15,680	THICK OVERLAY
								Treatment Total	\$2,743,983	
Blue Lakes Road	Begin	Beginning of Section 10	CR0005	05	C	AC	83	\$66,243	91,324	SEAL COAT
Blue Lakes Road	End of Section 05	End	CR0005	10	C	AC	84	\$105,842	92,628	SEAL COAT
Emigrant Trail	Hwy 88	Foothill Road	CR0009	10	C	AC	84	\$50,895	92,628	SEAL COAT
Barber Road	Begin	End	CR0105	10	RL	AC	84	\$5,467	77,813	SEAL COAT
Highland Lakes Road	Hwy 4	End	CR0113	10	RL	AC	79	\$9,227	102,611	SEAL COAT
Cedar Lane	Pine Avenue	End	CR0165	10	RL	AC	94	\$567	37,392	SEAL COAT
Pine Avenue	Barber Road	Sage Avenue	CR0166	10	RL	AC	94	\$1,711	38,489	SEAL COAT
Aspen Way	Pine Avenue	End	CR0167	10	RL	AC	94	\$953	37,392	SEAL COAT
Sage Avenue	Pine Avenue	Cedar Lane	CR0168	10	RL	AC	94	\$854	37,414	SEAL COAT
Hawkins Peak Road	Emigrant Trail	End	CR2002	10	RL	AC	83	\$14,799	79,481	SEAL COAT
								Treatment Total	\$256,558	
Schneider Cow Camp Road	Hwy 88	End	CR0164	10	RL	AC	75	\$11,317	18,741	SINGLE CHIP SEAL
California Road	Emigrant Trail	End	CR0205	10	RL	AC	73	\$31,276	17,993	SINGLE CHIP SEAL
Shakenhill Road	Emigrant Trail	End	CR0224	10	RL	AC	75	\$25,784	18,741	SINGLE CHIP SEAL
Sunrise Trail	Emigrant Trail	End	CR2003	10	RL	AC	74	\$79,186	18,352	SINGLE CHIP SEAL
Goldrush Trail	Sunrise Trail	End	CR9001	10	RL	AC	72	\$17,668	17,335	SINGLE CHIP SEAL
								Treatment Total	\$165,231	
								Year 2015 Total	\$3,165,772	

Year: 2017

** - Treatment from Project Selection Scenarios Criteria

Road Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Douglas Way	Hwy 89	End	CR0135	10	RL	AC	100	\$115,178	12,163	THICK OVERLAY
John Ebbetts Road	Bear Valley Road	End	CR0191	10	RL	AC	100	\$135,906	12,163	THICK OVERLAY
Cub Lane	Bear Valley Road	End	CR0220	10	R	AC	100	\$26,325	12,163	THICK OVERLAY
Flynn Road	Bear Valley Road	End	CR0226	10	RL	AC	100	\$52,187	12,163	THICK OVERLAY
Treatment Total								\$329,596		
Year 2017 Total								\$329,596		
Airport Road	Hwy 89	Diamond Valley Road	CR0007	10	RL	AC	100	\$2,262,981	11,654	THICK OVERLAY
Woods Lake Road	Hwy 88	End	CR0122	10	RL	AC	100	\$396,358	11,807	THICK OVERLAY
Topaz Place	California Road	End	CR0206	10	RL	AC	100	\$37,126	11,735	THICK OVERLAY
Diamond View	Emigrant Trail	End	CR0208	10	RL	AC	100	\$65,664	11,654	THICK OVERLAY
Red Vista Road	Hwy 88	End	CR9004	10	RL	AC	100	\$45,338	11,654	THICK OVERLAY
Treatment Total								\$2,807,465		
Year 2018 Total								\$2,807,465		
Foothill Road	Hwy 88	State Line	CR0001	10	C	AC	100	\$1,563,826	13,499	THICK OVERLAY
Laramie Street	Montgomery Street	Hwy 89	CR0006	10	C	AC	100	\$125,038	13,499	THICK OVERLAY
Treatment Total								\$1,688,864		
Diamond Valley Road	Hwy 89	Foothill Road	CR0003	10	C	AC	84	\$1,523	1,340,783	SEAL CRACKS
Blue Lakes Road	Begin	Beginning of Section 10	CR0005	05	C	AC	74	\$1,912	823,774	SEAL CRACKS
Blue Lakes Road	End of Section 05	End	CR0005	10	C	AC	75	\$2,923	856,955	SEAL CRACKS
Emigrant Trail	Hwy 88	Foothill Road	CR0009	10	C	AC	75	\$1,406	856,955	SEAL CRACKS
Barber Road	Begin	End	CR0105	10	RL	AC	79	\$127	873,518	SEAL CRACKS
Highland Lakes Road	Hwy 4	End	CR0113	10	RL	AC	76	\$245	1,078,015	SEAL CRACKS
Cedar Lane	Pine Avenue	End	CR0165	10	RL	AC	85	\$9	865,299	SEAL CRACKS
Pine Avenue	Barber Road	Sage Avenue	CR0166	10	RL	AC	85	\$26	865,818	SEAL CRACKS
Aspen Way	Pine Avenue	End	CR0167	10	RL	AC	85	\$15	865,299	SEAL CRACKS

** - Treatment from Project Selection Scenarios Criteria.

Road Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Sage Avenue	Pine Avenue	Cedar Lane	CR0168	10	RL	AC	85	\$13	865,307	SEAL CRACKS
Hawkins Peak Road	Emigrant Trail	End	CR2002	10	RL	AC	77	\$373	855,470	SEAL CRACKS
								Treatment Total	\$8,572	
								Year 2020 Total	\$1,697,436	
Fremont Road	Quaking Aspen Road	End	CR0193	10	RL	AC	100	\$120,428	10,372	THICK OVERLAY
								Treatment Total	\$120,428	
Douglas Way	Hwy 89	End	CR0135	10	RL	AC	88	\$20	2,071,888	SEAL CRACKS
John Ebbetts Road	Bear Valley Road	End	CR0191	10	RL	AC	88	\$23	2,071,888	SEAL CRACKS
Cub Lane	Bear Valley Road	End	CR0220	10	R	AC	88	\$5	2,071,888	SEAL CRACKS
Flynn Road	Bear Valley Road	End	CR0228	10	RL	AC	88	\$9	2,071,888	SEAL CRACKS
								Treatment Total	\$57	
								Year 2021 Total	\$120,485	
Blue Lakes Road	End of Section 05	End	CR0005	10	C	AC	79	\$130,172	70,104	SEAL COAT
Emigrant Trail	Hwy 88	Foothill Road	CR0009	10	C	AC	79	\$62,595	70,104	SEAL COAT
Highland Lakes Road	Hwy 4	End	CR0113	10	RL	AC	82	\$11,348	86,165	SEAL COAT
								Treatment Total	\$204,115	
Diamond Valley Road	Hwy 89	Foothill Road	CR0003	10	C	AC	88	\$99,893	99,691	SINGLE CHIP SEAL
								Treatment Total	\$99,893	
Airport Road	Hwy 89	Diamond Valley Road	CR0007	10	RL	AC	88	\$374	2,011,541	SEAL CRACKS
Woods Lake Road	Hwy 88	End	CR0122	10	RL	AC	88	\$66	2,011,541	SEAL CRACKS
Topaz Place	California Road	End	CR0205	10	RL	AC	88	\$7	2,011,541	SEAL CRACKS
Diamond View	Emigrant Trail	End	CR0208	10	RL	AC	88	\$11	2,011,541	SEAL CRACKS
Red Vista Road	Hwy 88	End	CR9004	10	RL	AC	88	\$6	2,011,541	SEAL CRACKS

** - Treatment from Project Selection Scenarios Criteria:

Road Name Begin Location End Location Street ID Section ID FC Surface PCI Cost Rating Treatment

Treatment Total \$466

Year 2022 Total \$304,474

Year: 2023

Barber Road	Begin	End	CR0105	10	RL	AC	62	\$6,925	62,825	SEAL COAT
Cedar Lane	Pine Avenue	End	CR0165	10	RL	AC	88	\$719	56,270	SEAL COAT
Pine Avenue	Barber Road	Sage Avenue	CR0166	10	RL	AC	88	\$2,168	56,341	SEAL COAT
Aspen Way	Pine Avenue	End	CR0167	10	RL	AC	88	\$1,207	56,270	SEAL COAT
Sage Avenue	Pine Avenue	Cedar Lane	CR0168	10	RL	AC	88	\$1,081	56,271	SEAL COAT
Hawkins Peak Road	Emigrant Trail	End	CR2002	10	RL	AC	81	\$18,747	63,347	SEAL COAT

Treatment Total \$30,847

Blue Lakes Road	Begin	Beginning of Section 10	CR0005	05	C	AC	75	\$415,571	12,762	SINGLE CHIP SEAL
Schneider Cow Camp Road	Hwy 88	End	CR0164	10	RL	AC	74	\$14,338	14,601	SINGLE CHIP SEAL
California Road	Emigrant Trail	End	CR0205	10	RL	AC	72	\$38,619	13,984	SINGLE CHIP SEAL
Shakehill Road	Emigrant Trail	End	CR0224	10	RL	AC	74	\$32,662	14,601	SINGLE CHIP SEAL
Sunrise Trail	Emigrant Trail	End	CR2003	10	RL	AC	73	\$100,310	14,278	SINGLE CHIP SEAL

Treatment Total \$606,498

Year 2023 Total \$637,345

Year: 2024

Carson River Road	Hwy 88	Diamond Valley Road	CR0198	10	RL	AC	100	\$1,407,920	9,383	THICK OVERLAY
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Treatment Total \$1,407,920

Foothill Road	Hwy 88	State Line	CR0001	10	C	AC	86	\$622	1,358,793	SEAL CRACKS
Laramie Street	Montgomery Street	Hwy 89	CR0006	10	C	AC	86	\$50	1,358,793	SEAL CRACKS

Treatment Total \$672

Year 2024 Total \$1,408,592

** - Treatment from Project Selection Scenarios Criteria:

Road Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2025										
Montgomery Street	Hwy 89	End	CR0123	10	C	AC	100	\$196,679	4.301	RECONSTRUCT PAVEMENT
Creekside Drive	Bear Valley Road	No Name Road	CR0202	10	C	AC	100	\$2,500,294	4.301	RECONSTRUCT PAVEMENT
								Treatment Total	\$2,696,973	
Douglas Way	Hwy 89	End	CR0135	10	RL	AC	89	\$4,319	69,688	SINGLE CHIP SEAL
John Ebbetts Road	Bear Valley Road	End	CR0191	10	RL	AC	89	\$5,096	69,688	SINGLE CHIP SEAL
Cub Lane	Bear Valley Road	End	CR0220	10	R	AC	89	\$988	69,688	SINGLE CHIP SEAL
Flynn Road	Bear Valley Road	End	CR0226	10	RL	AC	89	\$1,957	69,688	SINGLE CHIP SEAL
								Treatment Total	\$12,360	
Fremont Road	Quaking Aspen Road	End	CR0193	10	RL	AC	88	\$20	1,840,845	SEAL CRACKS
								Treatment Total	\$20	
								Year 2025 Total	\$2,709,353	
Year: 2027										
Bear Valley Road	Hwy 4	Creekside Dr	CR0186	10	C	AC	100	\$4,273,745	4.054	RECONSTRUCT PAVEMENT
								Treatment Total	\$4,273,745	
Foothill Road	Hwy 88	State Line	CR0001	10	C	AC	88	\$56,930	86,782	SINGLE CHIP SEAL
Laramie Street	Montgomery Street	Hwy 89	CR0006	10	C	AC	88	\$4,552	86,782	SINGLE CHIP SEAL
Airport Road	Hwy 89	Diamond Valley Road	CR0007	10	RL	AC	88	\$87,400	69,444	SINGLE CHIP SEAL
Woods Lake Road	Hwy 88	End	CR0122	10	RL	AC	88	\$15,308	69,444	SINGLE CHIP SEAL
Topaz Place	California Road	End	CR0205	10	RL	AC	88	\$1,434	69,444	SINGLE CHIP SEAL
Diamond View	Emigrant Trail	End	CR0208	10	RL	AC	88	\$2,536	69,444	SINGLE CHIP SEAL
Red Vista Road	Hwy 88	End	CR0004	10	RL	AC	88	\$1,751	69,444	SINGLE CHIP SEAL
								Treatment Total	\$159,911	
Diamond Valley Road	Hwy 89	Foothill Road	CR0003	10	C	AC	81	\$2,639	979,902	SEAL CRACKS
Barber Road	Begin	End	CR0105	10	RL	AC	78	\$160	709,286	SEAL CRACKS
Highland Lakes Road	Hwy 4	End	CR0113	10	RL	AC	79	\$258	957,790	SEAL CRACKS

** - Treatment from Project Selection Scenarios Criteria:

Appendix M

Washoe Tribe Project List

Table 4.9
Washoe Tribe Project List

Route	Location/Description	Total Cost
Diamond Valley Road	Widen the pavement along Diamond Valley Road to provide paved shoulders in areas with poor sight distance.	-

Appendix N

State Project List

**Table 4.10
State Project List**

Location	Project Description	Est. Cost (1000's)	Funding Source	Const. Year
In Alpine County on SR 4 from Carson Pass to Red Lake Road	Roadway Rehabilitation	N/A	STIP	N/A
In Alpine County on SR 4 from Calaveras County line to 0.5 km east of SR 207	Bear Valley CAPM	\$ 1,250	SHOPP	N/A
In Alpine County on SR 4 at Silver Creek Br, on SR 88 at West Fork Carson River Br & on SR 89 at Markleeville Creek Br	Bridge Rail Upgrade	\$ 2,300	SHOPP	N/A
In Alpine County on SR 88 near Woodfords	Visitor Information and Interpretive Kiosk	N/A	TBA	N/A
In Alpine County on SR 88 near Woodlake Road	Modify Slope	\$ 3,017	SHOPP	N/A
In Alpine County on SR 4 at Silver Creek Br, on SR 88 at West Fork Carson River Br & on SR 89 at Markleeville Creek Br	Bridge Rail Upgrade	\$ 2,300	SHOPP	N/A
In Alpine County from Amador County Line to 0.7 mi east of the Carson Pass Summit	Caples Lake Rehab	\$ 12,600	SHOPP	N/A
In Alpine County near Caples Lake on SR 88 from 0.3 mi east of Amador County Line to 0.4 mi east of Schneider Road	S/ALP SR 88 Drainage System	\$ 2,002	SHOPP	2018
In Alpine County near Sorensens on SR 88 at West Fork Carson River Br	Carson River Bridge Scour Mitigation	\$ 3,000	SHOPP, Scour	N/A
In Alpine County on SR 88 at Diamond Valley and Foothill Road intersections	Left Turn Pockets	N/A	STIP	N/A
In Alpine County on SR 88 on westbound approach to SR 89 South intersection near Woodfords	Left Turn Pockets	N/A	STIP	N/A
In Alpine County on SR 88 at Blue Lakes Road	Left Turn Pockets	N/A	STIP	N/A
In Alpine County on SR 88 at Emigrant Trail	Left Turn Pockets	N/A	STIP	N/A
In Alpine County northbound on SR 88 at Kirkwood Meadows Drive	Northbound to west bound left-turn acceleration lane	N/A	STIP	N/A
In Alpine County northbound on SR 88 approaching Markleeville turn off near the Woodfords Maintenance Station	Install signs warning of approach to Markleeville turn off	N/A	STIP	N/A
In Alpine County northbound on SR 89 at North Pickett's Junction	Truck climbing lane between Pickett's Junction and 3.5 miles north of Luther Pass	N/A	STIP	N/A
Total Cost: \$ 26,469				