

Alpine County

2022 Regional Transportation Improvement Program

2022-23 through 2026-27



Adopted by
Alpine County Local Transportation Commission
December 7, 2021

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A. Overview and Schedule

Section 1. Executive Summary

The Alpine County Local Transportation Commission (ACLTC) adopted the Regional Transportation Improvement Program (RTIP) on December 7, 2021. Every two years, local transportation commissions and Regional Transportation Planning Agencies (RTPA) across the state submit a five-year RTIP to the California Transportation Commission (CTC) as part of the development for the State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) adopts the statewide list of projects as the STIP.

Section 2. General Information

- **Regional Agency Name**
Alpine County Local Transportation Commission

Regional Agency Website Link:

<https://www.alpinecountyca.gov/369/Local-Transportation-Commission>

RTIP document Link:

<https://www.alpinecountyca.gov/369/Local-Transportation-Commission>

2020 ACLTC RTP Link:

<https://www.alpinecountyca.gov/DocumentCenter/View/4299/DRAFT-Alpine-RTP-2020->

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

Name	JT Chevallier
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Telephone	530-694-1361

- **RTIP Manager Staff Contact Information**

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

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Title	Executive Director
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Fax	916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

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

In the prior 2020 RTIP cycle, Alpine County allocated all RTIP shares to the Hot Springs Road reconstruction project. Hot Springs Road is the only access to Grover Hot Springs State Park and to the Humboldt Toiyabe National Forest's Charity Valley/Burnside Lake Trailhead and dispersed camping areas. Grover Hot Springs State Park is one of Alpine County's highest tourist destinations with an average paid attendance of 98,000 visitors per fiscal year. The Hot Springs Road reconstruction project will add paved shoulders for Class 2 and Class 3 bicycle lanes as there is recreation bicycle traffic on the roadway that comes from visitors at the State Park and bicyclists touring the area. The project will also replace the Hot Springs Road bridge.

This 2022 RTIP continues to fund planning, programming, and monitoring (PPM) with RIP funding of \$20,000 in fiscal year (FY) 2022/23 and \$20,000 in FY 2023/24.

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

From 1998, the beginning of the STIP program, through 2009, the Alpine County Local Transportation Commission (ACLTC) combined their STIP shares with Amador County Transportation Commission

(ACTC) and Calaveras County Council of Governments (CCOG) to complete four State highway projects; the State Route (SR) 4 Cottage Springs Passing Lane, the SR 88 Cooks and Hams Stations Passing Lanes, the SR 49 Sutter Creek Bypass and the SR 4 Angels Camp Bypass. These four projects had a total construction cost of \$118 million dollars with Calaveras County contributing approximately \$50 million of STIP funds, Amador County contributing approximately \$30 million of STIP funds, Caltrans contributing approximately \$30 million of IIP (Interregional Improvement Program) funds and Alpine County contributing approximately \$8 million of STIP funding.

In 2010, Alpine County LTC combined STIP funds with American Recovery and Reinvestment Act funds to reconstruct the roads in Alpine Village and have an asphalt concrete (AC) overlay on Emigrant Trail. This was an approximately \$900,000 construction project.

Since 2012, Alpine County has focused on funding the Hot Springs Road Reconstruction and bridge replacement project. On October 28, 2015, the CTC allocated Alpine County \$330,000 of State-only STIP funding to begin environmental work on the Hot Springs Road Reconstruction project. California Environmental Quality Act (CEQA) environmental documentation was completed on January 2, 2019. On March 14, 2019, CTC allocated \$340,000 for plans, specifications and estimates (PS&E). Of the \$340,000 allocated for PS&E, \$66,000 went toward National Environmental Policy Act (NEPA) environmental documentation. NEPA was completed for the whole project in 2020. PS&E was recently completed for Phase 1 of the project and is ready to go to construction. We currently have \$4.18 million programmed in 21/22 and expect an allocation request before the June meeting. Phase 1 will reconstruct the 0.9-mile segment of Hot Springs Road from Laramie Street to Pleasant Valley Road. The reconstruction project is going to bid and expected to be awarded during the 2021-22 fiscal year and begin construction in the 2023 construction season. The bridge will be constructed in the coming construction season.

To fund the Hot Springs Road Reconstruction and bridge replacement projects, Alpine County allocated an advance balance in the 2020 cycle. Alpine County is currently overprogrammed by \$14,000. For this RTIP cycle Alpine County is using COVID Mid-cycle STIP funds to program \$40,000 for planning, programming, and monitoring (PPM) and expects to complete construction projects that were funded in the 2020 STIP.

Project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
SR 4 Cottage Springs Passing Lane	Tri-Counties MOU I, RIP funding from all 3 agencies (ACTC, CCOG, ACLTC)	Eastbound passing lane on SR 4 toward Alpine County
SR 88 Cooks & Hams Stations Passing Lanes	Tri-County MOU I, RIP funding from all 3 agencies (ACTC, CCOG, ACLTC)	Westbound passing lanes on SR 88 from Alpine County
SR 49 Sutter Creek Bypass	Tri-County MOU I, RIP funding from all 3 agencies (ACTC, CCOG, ACLTC)	Bypass around Sutter Creek and Amador City improving travel on SR 49 to and from Alpine County

SR 4 Angles Camp Bypass	Tri-County MOU I, RIP funding from all 3 agencies, IIP & CMIA funding (ACTC, CCOG, ACLTC)	Bypass around City of Angles improving travel on SR 4 to and from Alpine County
Emigrant Trail and Alpine Village Rehab	RIP and ARRA funding	Rehabilitation on County roads to extend pavement life

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18-19, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 2021
CTC ITIP Hearing, South	November 2021
Regional Agency adopts 2020 RTIP	December 7, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

On November 2, 2021 the Local Transportation Commission and the community was informed of the development of the 2022 RTIP. The public was also invited to the adoption meeting on December 7, 2021. Both meetings were publicly noticed.

RTIP projects have been identified through the Regional Transportation Plan development process. The RTP development process involved public participation at community outreach meetings at Markleeville, Bear Valley and Hun-A-Lel-Ti, as well as input from ACLTC, Caltrans and other agencies, such as the Washoe Tribe of Nevada and California, Bureau of Land Management, Bear Valley Business Association, Scenic Byway Association, Alpine Trails, and Woodfords Store.

The ACLTC reviewed and adopted the RTP at their February 16th, 2021 meeting. The public was notified and had opportunities to comment at each of the public outreach meetings and during the ACLTC meeting.

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

Caltrans District: 10

Caltrans was invited to comment on the draft 2022 RTIP for Alpine County on November 11, 2021.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Alpine County carried over a balance advanced of negative \$673,000 from the previous STIP cycle. Per the 2022 STIP Fund Estimate, Alpine County is to receive \$659,000 of new STIP funding capacity through the 26/27 fiscal year leaving a net balance of negative \$14,000 for this STIP cycle. For this RTIP cycle Alpine County is using COVID Mid-cycle STIP funds to program \$40,000 for planning, programming, and monitoring (PPM) and expects to complete construction projects that were funded in the 2020 STIP.

B. Summary of Requested Programming

ACLTC respectfully requests the below project be approved and programmed by the California Transportation Commission in the STIP for the period of 2022-2027.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring	Administer STIP and develop/advance projects. These funds help ensure project delivery and facilitate coordination with Caltrans and CTC.	\$40,000
ACLTC Programming Total		\$40,000

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

Other funding is not included with the delivery of the RIP for the ACLTC 2022 RTIP.

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Planning, Programming, and Monitoring	\$40,000						\$40,000
TOTAL	\$40,000	0	0	0	0	0	\$40,000

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused

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

There is no ITIP funding proposed for the ACLTC 2022 RTIP.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

There are no projects planned within multi-modal corridors proposed in this RTIP.

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

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The 2021 Alpine County Regional Transportation Plan establishes a regional goal to “provide a well-balanced regional transportation system that meets the needs of all users.” To achieve this goal the RTP outlines an objective that regional entities should be included in the transportation planning process. This RTIP and prior RTIP funding allocations have aligned with this goal by engaging the community and local organizations to identify transportation priorities in the community.

Rather than expand the local network by constructing new roadways, the RTP outlines a goal to maintain the existing roadway network to ensure that it continues to meet the needs of people and goods movement in the region. Alpine County prioritizes RTIP projects that will maintain the existing roadway network and selects roadway and bridge rehabilitation projects that are well supported by the community and will improve routes that are most frequently traveled by residents and visitors. In addition to maintaining the existing network, the RTP also outlines a goal to promote safe, convenient and efficient non-motorized transportation. Wherever possible, Alpine County includes infrastructure improvements for non-motorized transportation. Improving safety, pavement condition, and accessibility for all modes are top priorities for the County, and this is reflected in the projects that the County outlines in the RTP and funds through the RTIP.

As a Regional Transportation Planning Agency that is not located within a metropolitan planning organization, Alpine County does not have an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS).

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

Table B1(a)			
Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist	171 Daily Vehicle Miles Traveled per capita 2018.	It is predicted there will only be a 2% increase per year.
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	No traffic congestion.	No traffic congestion.
	Commute mode share (travel to work or school)	66% drive alone, 11.5% carpool, 0.3% take transit, 7% walked, 0% biked, 13.8 worked from home, and 1.4% used other means.	Bicycling increases to 1%
Transit	Total operating cost per revenue mile	\$4.77 operating cost per revenue mile.	\$4.00 operating cost per revenue mile.
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	52 lane miles are distressed for a total of 126 lane miles.	45 lane miles distressed over next 10 years.
	Pavement Condition Index (local streets and roads)	Current PCI is 41 average for all paved County roads.	The goal is to have a PCI of 60 in the next 10 years.
Safety	Total accident cost per capita and VMT	Unknown (cost data not available)	Unknown (cost data not available)
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	Approximately 4,500 acres developed per 1,175 population.	There is no significant change in developed acres anticipated.

Section 11. Regional and Statewide Benefits of RTIP

The 2022 RTIP allocates planning, programming, and maintenance funds to assist with the implementation of the Hot Springs Road Rehabilitation project that was funded in the previous RTIP cycle. Hot Springs Road provides the only access to the Grover Hot Springs State Park. The reconstruction of the roadway and the widening of the shoulders to Class 2 or 3 for bicyclists will maintain access to the State Park and to trailheads and primitive campgrounds on the Toiyabe National Forest located along the roadway and encourage multimodal transportation modes. Hot Springs Road improvements will also continue to provide access to the local residents that live off of Pleasant Valley Road and Shay Creek Road as a regional benefit and the improved roadway will continue to provide access to the State Park as a Statewide benefit and for tourism in the Markleeville area. Funding PPM for this project will ensure timely use of funds and help keep the project on schedule.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Table B2(a)			
Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	171 Daily Vehicle Miles Traveled per capita 2018.	174 Daily VMT per capita in 2025
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	Unknown	Unknown
	Change in Commute mode share (travel to work or school)	Unknown	Unknown
Transit	Change in Total operating cost per revenue mile	\$4.77 operating cost per revenue mile	\$4.00 operating cost per revenue mile
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	52 lane miles are distressed for a total of 126 lane miles.	45 lane miles distressed over next 10 years.
	Change in Pavement Condition Index (local streets and roads)	41	60
Safety	Change in Total accident cost per capita and VMT	Accident costs unknown.	Accident costs unknown.
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	Approximately 4,500 acres developed per population of 1,175	There is no significant change in developed acres anticipated.

Table B3			
Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles	None	None
	New HOV/HOT lane-miles	None	None
	Lane-miles rehabilitated	None	None
	New or upgrade bicycle lane/sidewalk miles	None	None
	Operational improvements	None	None
	New or reconstructed interchanges	None	None
	New or reconstructed bridges	None	None
Transit or Intercity Rail	Additional transit service miles	None	None
	Additional transit vehicles	None	None

	New rail track miles	None (no RR)	None
	Rail crossing improvements	None	None
	Station improvements	None	None
Local Streets and Roads	New lane-miles	None	None
	Lane-miles rehabilitated	0.9 miles Hot Springs Road	Improved safety and road condition
	New or upgrade bicycle lane/sidewalk miles	0.9 miles of Class II/III along Hot Springs Road	Improved safety and accessibility for bicyclists
	Operational improvements	None	None
	New or reconstructed bridges	Hot Springs Road Bridge	Replace bridge and accommodate bicyclists

Section 13. Project Specific Evaluation (Required per Section 19D)

This RTIP does not propose any additional infrastructure projects and includes only PPM funding to complete the previously programmed Hot Springs Road project. The total construction cost of the Hot Springs Road reconstruction project is estimated at \$3.347 million for Phase 1 from Laramie Street to Pleasant Valley Road and \$9.540 million for Phase 2 from Pleasant Valley Road to end at Grover Hot Springs State Park. There is no right of way costs as all construction work will be within existing right of way. Where work will be within the Humboldt Toiyabe National Forest, the County will obtain a letter of consent from the Forest Service.

The total cost of the Hot Springs Road Reconstruction project is \$12.887 million. The construction cost for the Hot Springs Creek Bridge replacement is \$3.966 million. There are no right of way costs as the entire project is on Toiyabe National Forest property and the County has obtained a Letter of Consent from the Toiyabe National Forest to construct the project.

Each construction project costs less than \$15 million for construction, therefore a project level evaluation is not required for each project.

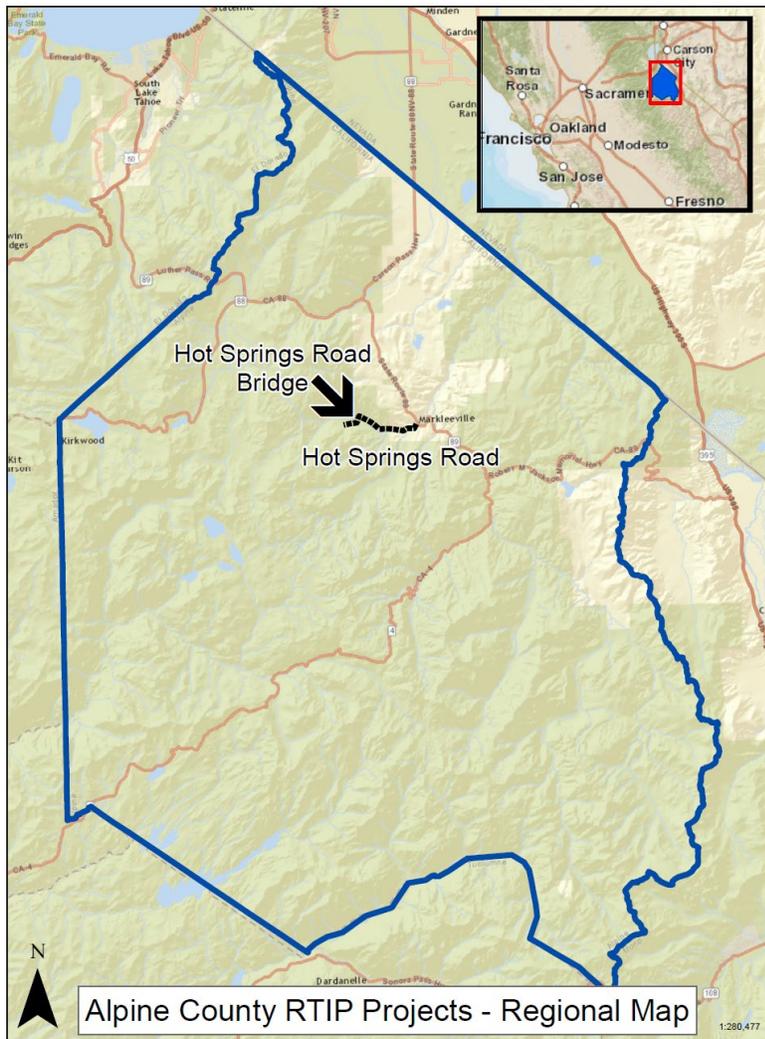
E. Detailed Project Information

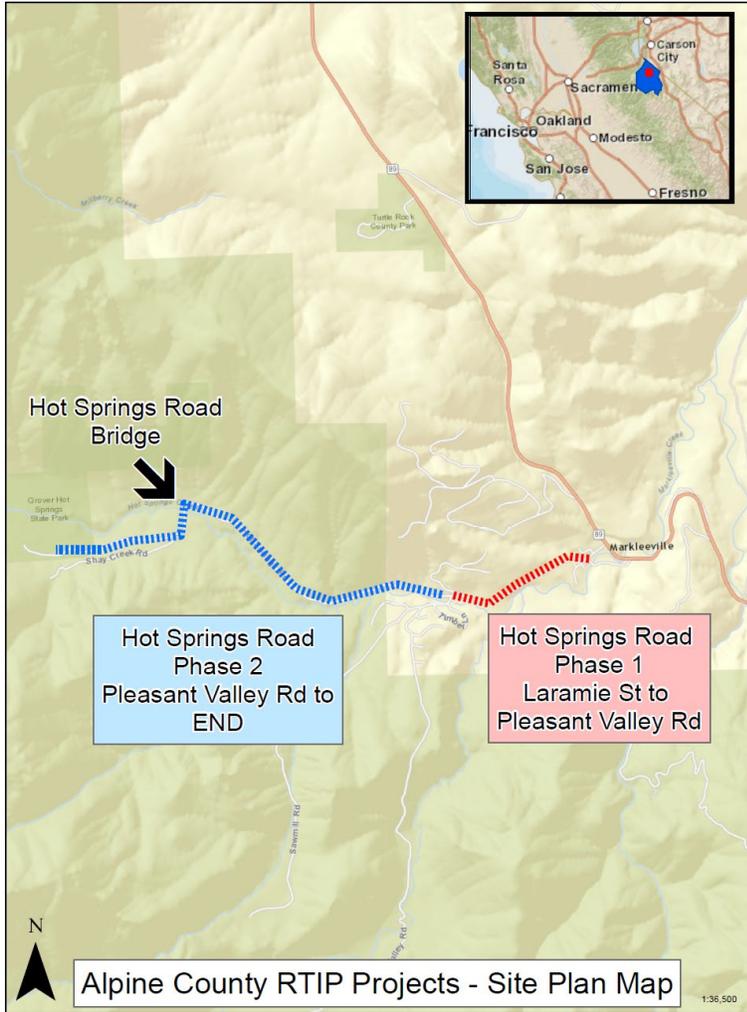
Section 14. Overview of Projects Programmed with RIP Funding

This RTIP does not propose any additional infrastructure projects and includes only PPM funding to complete the previously programmed Hot Springs Road project. Hot Springs Road has a pavement condition index (PCI) of 36 with a remaining life of 0.31 years per the County's 2018 Pavement Management System Update Report. Hot Springs Road is the County's number one tourist destination access for hiking and camping on the Toiyabe National Forest and swimming and hiking at Grover Hot Springs State Park. The existing roadway with minimal to no paved shoulders is also a travel way for bicyclists. The proposed Hot Springs Road Reconstruction and Bike Lane project would save the road and add additional paved shoulders for improved safety for bicyclists. It is also proposed that the Charity Valley/Burnside Lake Trailhead parking area be paved to improve year-round access to the trails. The purpose and need for the project are for the public to continue to have access to Grover Hot Springs

State Park and the Humboldt Toiyabe National Forest recreation areas with improved safety for all modes of transportation. See the Regional Map and Site Map below.

Hot Springs Creek Bridge has had a history of a slow progressive deterioration of the concrete bearing surface under the girders at both abutments. No bearing pads were used in the original construction, which created a steel-on-concrete contact beneath the girders. There are spalls on the abutment from a combination of live load impact and temperature movement. The bridge needs to be replaced. Since the bridge is located in the middle of a curve, there will be a slight relocation of the bridge to meet current design standards. See the Site Map below.





F. Appendices

Section 15. Projects Programming Request Forms – Regional Agencies will add their PPRs in this section for each project included in the RTIP. Attached.

Section 16. Board Resolution of 2022 RTIP Approval – Agencies will add their resolution or meeting minutes. Attached.

Section 17. Documentation on Coordination with Caltrans District (Optional) Not Included.

Section 18. Detailed Project Programming Summary Table (Optional) Attached.

Section 15

Projects Programming Request Forms

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/15/2021 08:49:46	
Programs <input type="checkbox"/> LPP-C		<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency			
10		1021000022	A1950	Alpine County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Alpine							
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Brian Peters			530-694-2140	bpeters@alpinecountyca.gov			

Project Title

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	Alpine County Local Transportation Commission
PS&E	Alpine County Local Transportation Commission
Right of Way	Alpine County Local Transportation Commission
Construction	Alpine County Local Transportation Commission

Legislative Districts

Assembly:	5	Senate:	1	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/01/2022
Circulate Draft Environmental Document	Document Type	
Draft Project Report		01/01/2022
End Environmental Phase (PA&ED Milestone)		01/01/2022
Begin Design (PS&E) Phase		01/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2022
Begin Right of Way Phase		01/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2022
Begin Construction Phase (Contract Award Milestone)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2024
Begin Closeout Phase		06/30/0024
End Closeout Phase (Closeout Report)		06/30/0024

Date 12/15/2021 08:49:46

Purpose and Need

Planning, programming and monitoring.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	1

Date 12/15/2021 08:49:46

Additional Information

No comments.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	50	0	50
			Rating	NA	NA	

District	County	Route	EA	Project ID	PPNO
10	Alpine			1021000022	A1950

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Alpine County Local Transportation C
PS&E									Alpine County Local Transportation C
R/W SUP (CT)									Alpine County Local Transportation C
CON SUP (CT)									Alpine County Local Transportation C
R/W									Alpine County Local Transportation C
CON	575	16	16	20	17			644	Alpine County Local Transportation C
TOTAL	575	16	16	20	17			644	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	575	16	20	20				631	
TOTAL	575	16	20	20				631	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Alpine County Local Transportation C
PS&E									\$12 CON voted 07/16/98
R/W SUP (CT)									\$15 CON voted 01/20/00
CON SUP (CT)									\$16 CON voted 07/01/00
R/W									\$25 CON voted 03/22/02
CON	575	16	16	20	17			644	\$55 CON voted 08/27/02
TOTAL	575	16	16	20	17			644	\$30 CON voted 03/03/05
									\$30 CON voted 04/27/06
									\$30 CON voted 11/09/06

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	575	16	20	20				631	
TOTAL	575	16	20	20				631	

Complete this page for amendments only

Date 12/15/2021 08:49:46

District	County	Route	EA	Project ID	PPNO
10	Alpine			1021000022	A1950

SECTION 1 - All Projects

Project Background

PPM will help delivery STIP Projects.

Programming Change Requested

None.

Reason for Proposed Change

None

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

None

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Section 16

Board Resolution of 2022 RTIP Approval

RESOLUTION NO. LTC2021-12

**RESOLUTION OF THE LOCAL TRANSPORTATION COMMISSION,
COUNTY OF ALPINE, STATE OF CALIFORNIA
RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, California Government code Section 65082(a) requires Regional Transportation Planning Agencies to adopt and submit a Regional Transportation Improvement Program (RTIP) for the geographic area under its jurisdiction [21 C.C.R., Sec 8114(a)(3)] to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the RTIP must include regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the STIP; and major projects must include current costs updated the year of submittal and escalated to the appropriate year, and be listed by relative priority, taking into account need, delivery milestone dates, as defined in Government Code Section 14525.5 and availability of funding (Government Code Section 65082(a)); and

WHEREAS, the Alpine County Local Transportation Commission is the Regional Transportation Planning Agency for the Alpine County region; and

WHEREAS, the Alpine County Local Transportation Commission, through the conduct of a continuing, comprehensive and coordinated transportation planning process, and in conformance with all applicable State and Federal requirements, adopted the 2020 Regional Transportation Plan in March 2021; and

WHEREAS, the list of projects included in the RTIP is consistent with the Regional Transportation Plan; and

WHEREAS, the CTC has adopted the STIP Fund Estimate and funding targets for the 2022 STIP; and

WHEREAS, the Alpine County Local Transportation Commission has identified what existing projects and components should be funded in the 2022 STIP including borrowing from future STIP funds to fully fund the Hot Springs Road Phase 1 construction project.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Alpine County Local Transportation Commission hereby adopts the Alpine County Regional Transportation Improvement Program for the 2022 State Transportation Improvement Program.

BE IT FURTHER RESOLVED, the Executive Secretary is hereby authorized to represent the Alpine County Local Transportation Commission and sign all documents related to the 2022 STIP as

adopted in this RTIP.

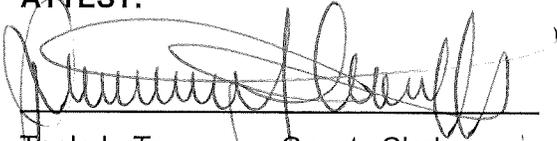
ADOPTED this 7th day of December 2021, by the following vote:

AYES: Hames, Woodrow, Griffith, Jim, Riddle



Terry Woodrow, Chair
Local Transportation Commission, County
of Alpine, State of California

ATTEST:



Teola L. Tremayne, County Clerk
& Ex Officio Clerk to the
Board of Supervisors
By: Patricia Griffin, Assistant County Clerk

APPROVED AS TO FORM:



Margaret Long, County Counsel

Section 18. Detailed Project Programming Summary Table

Alpine County		
COVID Relief Funding		\$ 187,855
2022 Programming Capacity ('22 STIP Formula Distribution)		\$ 659,000
Total New Programming Capacity (COVID + '22 STIP Formula Distribution)		\$ 846,855
Balance Advanced		\$ 673,000
Total 2022 Programming Capacity ('22 Formula - Overprogrammed)		\$ (14,000)
PPM Maximum		\$ 50,000

Agency	PPNO	Project Title	2022 STIP					Totals
			22/23	23/24	24/25	25/26	26/27	
ACLTC	A1950	Planning, Programming, and Monitoring	\$ 20,000	\$ 20,000				\$ 40,000
								\$ -
								\$ -
		Programming (Proposed RTIP)	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ 40,000

Agency	PPNO	Project Title	PA&ED	PS&E	R/W	Con	Totals
ACLTC	A1950	Planning, Programming, and Monitoring				\$ 40,000	\$ 40,000
		Programming (Proposed RTIP)	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000