

2020 Regional Transportation Improvement Program

PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 EAST MAIN STREET, QUINCY, CA. 95971

November 18, 2019

PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 EAST MAIN STREET, QUINCY, CA. 95971
(530) 283-6268 * FAX (530) 283-6323

12/9/19

Susan Bransen, Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

RE: Submittal of Plumas County's 2020 RTIP – Plumas County Transportation Commission Resolution No. 19-22

Dear Ms. Bransen,

The Plumas County Transportation Commission (PCTC) is requesting amendments to the County's Regional Transportation Improvement Program (RTIP).

Attached for your consideration are the following:

- ◆ PCTC Resolution 19-22 approving the projects to be amended;
- ◆ The spreadsheet delineating the County's proposed program for the existing and proposed projects in the STIP; (attached via hardcopy and electronic copy)
- ◆ The RTIP Template supplied by Caltrans for the submittals of 2020 RTIP's.
- ◆ Project Programming Request forms for each project
- ◆ The PCTC intends to program the County's unprogrammed balance of 2020 STIP funding at a later date during the 2022 STIP process or beyond.

The RTIP is available at the same link as the Regional Transportation Plan:

<https://www.plumascounty.us/1900/Regional-Transportation-Plan>

If you have any questions please call me at (530) 283-6268.



Very Truly Yours
Robert A. Perreault, P.E.
Interim Executive Director

Attachment

Cc: Bruce De Terra, Chief, Division of Transportation Programming
Kathy Grahe, Regional Planning, District 2

**PLUMAS COUNTY
2020 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2020 RTIP)**

Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary.....	1
Section 2. General Information.....	1
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	2
Section 4. Completion of Prior RTIP Projects.....	5
Section 5. RTIP Outreach and Participation.....	5
B. <u>2020 STIP Regional Funding Request</u>	
Section 6. 2020 STIP Regional Share and Request for Programming.....	8
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects.....	9
Section 8. Interregional Transportation Improvement Program (ITIP) Funding.....	10
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor.....	10
C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u>	
Section 10. Regional Level Performance Evaluation.....	10
Section 11. Regional and Statewide Benefits of RTIP.....	17
D. <u>Performance and Effectiveness of RTIP</u>	
Section 12. Evaluation of the Cost Effectiveness of RTIP.....	18
Section 13. Project Specific Evaluation.....	19
E. <u>Detailed Project Information</u>	
Section 14. Overview of Projects Programmed with RIP Funding.....	20
F. <u>Appendices</u>	
Section 15. Project Programming Request (PPR) Forms	
Section 16. Board Resolution or Documentation of 2020 RTIP Approval	
Section 17. Documentation on Coordination with Caltrans District	
Section 18. Detailed Project Programming Summary Table	
Section 19. State Highway Conditions in Plumas County	
Section 20. SHOPP Program for Plumas County	
Section 21. Pavement Conditions for Plumas County Roads	

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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

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

PCTC historical and current approach to developing the RTIP's is constrained by the CTC's adopted STIP Guidelines and STIP Fund Estimate. The Fund Estimates typically constrain the programming to one or two new projects per cycle however PCTC's priority is to fund the backlog of delayed or deleted projects from previous STIP cycles since 2008. Funding is generally prioritized to local road projects unless a partnership on Caltrans' project can be demonstrated to provide cost savings for the delivery of improvements to adjacent local roads.

CTC Guidelines specific to the 2020 STIP that pertain to Plumas County:

For the 2020 STIP, the Commission expects to give priority to the reprogramming of projects from the 2018 STIP, as amended, and to new projects to meet county shares for the period ending in 2023-24.

Staff Recommendations for the 2020 Regional Transportation Improvement Program (RTIP)

Consistency with CTC Guidelines

1. Program the amounts allowed by rule for Planning, Programming and Monitoring for FY's 23/24 and 24/25.

Funds programmed for this purpose are spread across the years of the STIP. When allocated by the Commission, the funds will be available to cover costs of:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

Limitations on planning, programming, and monitoring (PPM) derive from the adopted fund estimate which includes a table of PPM limitations that identifies the 5% limit for county shares for 2020-21 through 2023-24 and for FY 24-25. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.

2. Update cost estimates for existing projects to account for annual cost escalations due to past delays to existing programmed projects due to lack of STIP funding.

PCTC staff have consulted with the City of Portola and Plumas County engineering staff and recommend funding increases for the City's North Loop Project and the County's Graeagle-

Johnsville Road Reconstruction Project. The North Loop Project has been waiting several cycles for sufficient funding capacity to allow for updating the construction phase programming. The previous 2014, 2016 and 2018 STIP cycles were not capable of providing programming of annual cost increases. The County's Graeagle-Johnsville Road Reconstruction Project is programmed for additional funds in the construction phase for estimated construction cost increases since the 2018 cycle.

The SR70 at Feather River Inn project consists of regional funds for improvements to one County Road-State Highway intersection as part of a larger Caltrans project. Caltrans District 2 staff were consulted and they have determined that the current programming was adequate for project delivery and no cost increases were necessary.

3. Propose new projects for inclusion in the RTIP

Plumas County in cooperation with Caltrans proposes to fund improvements to an existing intersection on State Route 89 at Arlington Road within the limits of a programmed SHOPP project. The proposed STIP funding to contribute to the project would provide the County's share of improvements to construct left-turn lanes and improvements that will allow for future construction of an adjacent park and ride facility. The area with Caltrans' right-of-way is currently used informally by the public as a "park-n-ride". The future park and ride facility will benefit from environmental studies to be conducted by the SHOPP project and the pavement necessary for access the facility will have been constructed by the SHOPP. If programming exists in future STIP cycles, the County will request funds for the final design and construction of a park and ride and transit stop.

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

No RTIP projects were completed between the adoption of the 2018 RTIP (November 20, 2017) and the adoption of the 2020 RTIP (November 18, 2019).

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
PCTC adopted 2020 RTIP	November 18, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

Priority goes to reducing the backlog of previously publicly noticed projects within the old Regional Transportation Plan. Since the STIP has had little funding capacity over the previous four to five cycles, PCTC and its partner agencies have been focusing on previously vetted and approved projects. Projects are discussed and reviewed by each of the agencies: Caltrans, County and City. Partnering on large projects has also been a deciding factor when the project has had extensive public outreach (Example: SR89 Greenville Rehabilitation). PCTC staff has been briefing PCTC and the public at each monthly scheduled meeting beginning in July 2019 and on up to the adoption of the RTIP in November. Meeting agendas and minutes are posted at the PCTC website.

For the 2020 STIP, the RTIP will consist of three existing programmed projects and one new project.

The existing projects:

North Loop (Phase 1) – City of Portola – originally programmed in the 2014 STIP. The project has been continually reviewed by the City and the PCTC at every PSR update during the 2016, 2018, and 2020 STIP cycles.

Graeaeagle-Johnsville Road Reconstruction – County of Plumas – originally programmed in the 2014 STIP. The project has been continually reviewed by the County and the PCTC at every PSR update during the 2016, 2018, and 2020 STIP cycles. In July of 2019, County, Caltrans and PCTC staff met with the Ranger and staff of the Plumas Eureka State Park to brief them on the project. The meeting as necessary for the Park to “buy in” and to inform new park staff that were not around since the project was originally proposed in 2004.

SR 70 at Feather River Inn – Caltrans/County Partnership – Caltrans and County staff first discussed this project during the SR 70 Cromberg 3R Field Meeting on October 26, 2016. The County requested additional safety and drainage work at the intersection to eliminate sight distance concerns and flooding problems. By including minor intersection improvements with the 20-mile long Caltrans project, the PCTC and the County will be able minimize costs and expedite delivery of the improvements. The Caltrans D2 Project Manager makes 3-4 presentations at PCTC meetings annually regarding the SR70 Cromberg SHOPP project (and all Caltrans projects with Plumas County). Caltrans’ presentations at PCTC meetings are formal agenda items and receive public notice.

SR 89 – Arlington Road Left-turn Lanes – Caltrans/County Partnership – This new project is a partnership opportunity with Caltrans to accommodate improvements previously planned by PCTC for a park-n-ride project at the Arlington Road intersection. This project was first brought to the attention of the PCTC by the residents of Indian Valley and the riders of Plumas Transit Systems in 2009. Between 2012 and 2015, Caltrans and Plumas County partnered in developing the programming document for the park-n-ride facility within Caltrans’ right-of-way along with the necessary left-turn channelization improvements under a separate programming document. Construction of the of the left-turn lanes improvements is the first step to achieving the public’s request for a park-n-ride facility. That facility will be constructed at a later date when funding becomes available. By including minor intersection improvements with the Crescent Mills CAPM project (02-4H030), the PCTC and the County will be able minimize costs and expedite delivery of the improvements. The Caltrans D2 Project Manager makes 3-4 presentations at PCTC meetings annually regarding the SR89 Crescent Mills CAPM project (and all Caltrans projects with Plumas County). Caltrans’ presentations at PCTC meetings are formal agenda items and receive public notice.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 2

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

In Plumas County, coordination with Caltrans District 2 is a year-round, on-going process that includes all aspects of transportation from design, transportation planning, transit planning, maintenance, encroachments, Local Assistance Program projects, and reviewing opportunities for County-State partnerships. PCTC staff meet directly with Caltrans engineering and transportation planning staff to discuss partnering options and RTP goals related to SHOPP projects as they are being developed. Caltrans Project Management regularly reports (once every 2-3 months) on projects being planned and projects in construction to the PCTC at its normal meetings. For the 2020 STIP, PCTC staff met with Caltrans STIP and SHOPP management on February 26th, May 16th and August 16th of 2019 to discuss options for programming.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

\$1,259,000 in new programming

\$1,875,000 in unprogrammed balance

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount
City of Portola - North Loop (Phase I)	Reconstruction	\$1,120,000 additional funds to the CONST Phase
County of Plumas – Graeagle-Johnsville Road Reconstruction	Slope reconstruction, pavement rehabilitation and guardrail	\$236,000 additional funds to the CONST Phase
Caltrans – SR70 at Feather River Inn	Intersection Improvements	No Change in existing programming.
Caltrans – SR89 at Arlington Road	Intersection Improvements	\$1,675,000 in new programming for all phases.
PCTC – Planning, Programming and Monitoring	PP&M	\$62,000 additional programming.
	Total new programming =	\$3,093,000
	Projected New Unprogrammed Balance =	\$ 32,000

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

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

STIP funds are being contributed to two large Caltrans' SHOPP projects to complete local intersection improvements at two State-County road intersections.

Proposed 2020 RTIP	Total RTIP	Other Funding				Total Project Cost
		ITIP	RSTP/CMAQ	SHOPP	Fund Source 2	
Caltrans SR70 at Feather River Inn (Included in the scope of Project 02-1H580)	330,000			78,000,000		78,330,000
Caltrans SR70 at Arlington Road (Included in the scope of Project 02-4H030)	1,675,000			13,730,000		15,405,000
Totals	2,005,000	-	-	91,730,000	-	91,730,000

Notes: PCTC is contributing STIP funds for safety and operational improvements at two County Road-State Highway intersections that are located within the limits of two future SHOPP projects. The County achieves cost savings by not having to do stand-alone projects that require Caltrans direct oversight. Caltrans resources are already committed to environmental and design tasks at both locations and the additional work to accommodate turn-lanes, safety lighting, drainage improvements, etc. is minimal when compared to the overall SHOPP projects' scopes. The CTC provides approval over both SHOPP projects for each phase of work prior to expenditure of STIP funding. The value analysis for Project #02-1H580 is available from Caltrans District 2 Redding.

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.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

No ITIP funds were requested as there are no ITIP-eligible projects planned within this STIP cycle in Plumas County.

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

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

There are no corridor projects within Plumas County at this time. Planning for future multi-modal improvements along state routes will be based upon recommendations in the Plumas County Non-Motorized Transportation Plan and the Regional Transportation Plan and derives from the extensive public outreach achieved by both plans.

C. Relationship of RTIP to RTP and Benefits of RTIP

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

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP as required per Section 19A of the STIP Guidelines.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. Table B1a includes: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP that covers the 5-year STIP period.

Existing Projects

Plumas County Transportation Commission
PPNO #2057 PLANNING, PROGRAMMING AND MONITORING (PP&M)

Funding capacity per the adopted Fund Estimate and Guidelines.

Does this programming action provide improvements to the following categories?:

Roadway System Preservation	Congestion/ Mobility/ Accessibility	Safety	Public Transportation Cost Effectiveness	Equity and Cost Effectiveness
Yes – contributes funding to collect and manage PCI information used in Project Study Reports (PSR)	Yes – contributes funding to collect information used in the calculation of LOS for use in Project Study Reports (PSR)	Yes – contributes funding to collect accident information used in Project Study Reports (PSR)	Yes – contributes funding to collect transit information used in Project Study Reports (PSR)	Yes – contributes funding to complete PSR's so that project selection for programming is based upon engineering judgment.
Environmental Quality	Air Quality	Goods Movement	Pedestrian Mobility	Bicycle Mobility
Yes – contributes funding to collect information used in Project Study Reports (PSR) to address environmental issues.	Yes – contributes funding to collect information used in Project Study Reports (PSR) to address air quality issues.	Yes – contributes funding to collect truck traffic information used in Project Study Reports (PSR)	Yes – contributes funding to collect pedestrian mobility information used in Project Study Reports (PSR)	Yes – contributes funding to collect bicycle mobility information used in Project Study Reports (PSR)

Comments:

The Fund Estimate and Guidelines control the programming of any new PP&M funding.

PPNO #2547 NORTH LOOP (PHASE 1) PROJECT

E&P Phase previously allocated.

PS&E Phase previously allocated.

CONST phase remains in FY 21/22 and program an increase of \$1,120,000 to cover annual cost increases since 2014. Total CONST phase = \$3,355,000

Does the project provide improvements to the following categories?:

Roadway System Preservation	Congestion/ Mobility/ Accessibility	Safety	Public Transportation Cost Effectiveness	Equity and Cost Effectiveness
Yes – the project improves existing rural local roads.	Yes – the project provides improvements to increase mobility and accessibility on existing rural local roads.	Yes – the project provides improvements to safety for all modes on existing rural local roads.	Yes – the project provides for improvements that increase connectivity between pedestrian and bicycle facilities and transit access.	Yes – the project is the continuing cooperative effort between the City and the PCTC to improve circulation through the City’s northern residential district.
Environmental Quality	Air Quality	Goods Movement	Pedestrian Mobility	Bicycle Mobility
Yes – the project includes enhancements that improve overall environmental quality (improvements to non-motorized modes).	Yes – the project includes enhancements that improve overall air quality by providing incentives to use alternate modes.	Yes – contributes funding to address mobility issues (parking/loading) on a rural local roads through a residential zone serving service-oriented truck traffic (garbage trucks, snowplows, propane trucks, etc.).	Yes – contributes funding to construction of infrastructure that improves pedestrian mobility.	Yes – contributes funding to construction of infrastructure that improves bicycle mobility.

Comments:

The project is included in both the 2010 and the 2020 Regional Transportation Plans. Project was originally programmed in the 2014 STIP but was not allocated until 2018 due to lack of funds.

County of Plumas

PPNO #2548 GRAEAGLE-JOHNSTVILLE ROAD RECONSTRUCTION

Shift E&P Phase previously allocated.

PS&E Phase allocation pending in current FY.

\$50,000 for R/W phase remains in FY 20/21.

CONST phase remains in FY 22/23 and program an increase of \$236,000 to cover annual cost increases since 2018.

Total CONST phase = \$4,886,000

Does the project provide improvements to the following categories?:

Roadway System Preservation	Congestion/ Mobility/ Accessibility	Safety	Public Transportation Cost Effectiveness	Equity and Cost Effectiveness
Yes – the project improves an existing rural major collector serving a State Park and Federal Forest lands.	Yes – the project provides improvements to increase the reliability of the route.	Yes – the project provides improvements to safety including adding paved shoulder width and metal beam guardrail.	The project has no impacts on public transportation – not located on a transit route.	Yes – the project is the continuing cooperative effort and public outreach between the County, the U.S. Forest Service and State Parks to improve this rural major collector.
Environmental Quality	Air Quality	Goods Movement	Pedestrian Mobility	Bicycle Mobility
Yes – the project includes enhancements that improve overall environmental quality (improvements to water quality by prevention of erosion to adjacent creeks.).	The project has no impacts to air quality.	Yes – contributes funding to improve the reliability of this route serving the community of Johnsville and the Plumas Eureka State Park. The major collector is also primary access for wildland fire suppression trucks for the Beckwourth Ranger District of the Plumas National Forest.	The project has no impacts to pedestrian mobility.	Yes – the project improves bicycle mobility by increasing paved shoulder widths to allow for safer shared use between modes.

Comments:

The project is included in both the 2010 and the 2020 Regional Transportation Plans. Project was originally programmed in the 2014 STIP but was not allocated until 2018 due to lack of funds.

**Caltrans
PPNO #3703 SR 70 at Feather River Inn Intersection**

PA&ED (E&P) phase previously allocated.
 \$40,000 for PS&E phase remains in FY 20/21
 Program \$10,000 for R/W Support remains in FY 20/21
 Program \$10,000 for R/W Capital remains in FY 20/21
 Program \$50,000 for Construction Support remains in FY 21/22
 Program \$170,000 for Construction Capital remains in FY 21/22
 Does the project provide improvements to the following categories?:

Roadway System Preservation	Congestion/ Mobility/ Accessibility	Safety	Public Transportation Cost Effectiveness	Equity and Cost Effectiveness
Yes – the project improves an existing County Road/State Highway intersection.	Yes – the project provides improvements to increase the reliability of the route.	Yes – the project provides improvements to safety including adding paved shoulder width, improved sight distance and adequate turn pocket lengths.	The project has no impacts on public transportation.	Yes – the project is the continuing cooperative effort between the County and Caltrans.
Environmental Quality	Air Quality	Goods Movement	Pedestrian Mobility	Bicycle Mobility
Yes – the project includes enhancements that improve overall environmental quality by addressing hydraulics and storm damage concerns at the Bonta Creek crossing.	The project has no impacts to air quality.	Yes – contributes funding to improve the reliability of this route serving the communities of Graeagle, Portola and eastern Plumas County.	The project has no impacts to pedestrian mobility.	Yes – the project improves bicycle mobility by increasing paved shoulder widths to allow for safer shared use between modes.

Comments:

The project is included in both the 2010 and the 2020 Regional Transportation Plans.

New Projects

Caltrans

PPNO #3561 SR 89 – Arlington Road Left-turn Lanes

Program \$170,000 for PA&ED (E&P) phase in FY 20/21

Program \$270,000 for PS&E phase in FY 22/23

Program \$100,000 for R/W Support in FY 22/23

Program \$15,000 for R/W Capital in FY 21/22

Program \$270,000 for Construction Support in FY 24/25

Program \$850,000 for Construction Capital remains in FY 24/25

Does the project provide improvements to the following categories?:

Roadway System Preservation	Congestion/ Mobility/ Accessibility	Safety	Public Transportation Cost Effectiveness	Equity and Cost Effectiveness
Yes – the project improves an existing County Road/State Highway intersection.	Yes – the project provides improvements to increase the reliability of the route.	Yes – the project provides improvements to safety including adding paved shoulder width, improved sight distance and adequate turn pocket lengths.	The project will provide improvements to the State Highway that will facilitate the construction of a formal Park and Ride in the future.	Yes – the project is the continuing cooperative effort between the County and Caltrans.
Environmental Quality	Air Quality	Goods Movement	Pedestrian Mobility	Bicycle Mobility
The project has no impacts to environmental quality.	The project has no impacts to air quality.	Yes – contributes funding to improve the reliability of this route that provides connection between the communities of Chester, Greenville, Crescent Mills and Quincy.	The project has no impacts to pedestrian mobility.	Yes – the project improves bicycle mobility by increasing paved shoulder widths to allow for safer shared use between modes.

Comments:

The project is included in both the 2010 and the 2020 Regional Transportation Plans.

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

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

The primary goal of the 2010 RTP was to:

“Maintain the County’s existing investment in infrastructure condition, by ensuring that adequate resources are available for priority maintenance and rehabilitation projects.”

Towards that goal, every project submitted in the RTIP, is a reconstruction or rehabilitation of a segment of the existing transportation infrastructure on the State, County and City road systems within Plumas County.

Progress towards attaining the goals and objectives of Plumas County’s RTP are primarily contingent on available funding. The collection of new data to better assess the RTIP’s performance is contingent upon Planning, Programming & Monitoring funds and Rural Planning Assistance funds. The County’s updated RTP was adopted in November, 2011 and the collection and calculation of quantitative data (PCI’s and LOS’s) tied to the goals and objectives has not been completed. However, as the new data is compiled, it will be used in the assessment of programming for future STIP cycles.

Consequently, the system of measurement used by the PCTC in this STIP Cycle is qualitative but consists of terms and conditions tied to the new RTP’s goals and performance measures.

Under the new 2020 RTP (to be adopted on January 27, 2020), progress towards meeting the goals and objectives will be measured by the number of projects implemented in the categories of needs: System Preservation, Capacity Enhancement, Safety Projects, and Multi-modal Enhancement.

Section 11. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The State Highway System within Plumas County (383 lane-miles) provides the region with interconnections to adjoining counties and to the rest of State. The SHS within Plumas County continues to be adequately funded through the SHOPP and its Minor program. Currently, Caltrans District 2 reports (2018) that the State Highways in Plumas County have the following Federal Performance Measure conditions (see Section 19):

- * 38.4% in Good Condition
- * 59.7% in Fair Condition
- * 1.9% in Poor Condition

The current SHOPP program for Plumas County is attached in Section 20. The end of the SHOPP program is 2024 almost coincides with the end of the 2020 STIP cycle. Over the course of the next five years, Caltrans will be reconstructing or rehabilitating 84 lane miles within Plumas County. The City of Portola, the County and Caltrans continue to monitor State highway conditions and to work cooperatively in solving the region's transportation infrastructure needs. District 2 has again provided documentation that the agencies have met and conferred and that no unmet SHS needs have been identified within Plumas County. Potential partnership opportunities are identified early on in the project planning process and options for programming are investigated. This has led to successful programming for two projects on the State Highway System being supported by the County with the PCTC's approval for STIP funding.

D. Performance and Effectiveness of RTIP

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

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3			
Evaluation – Plumas County 2020 RTIP 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	Lane-mile	No change
	New HOV/HOT lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	1 lane mile for PPNO's 3561 & 3703
	New or upgrade bicycle lane/sidewalk miles	Lane/sidewalk miles	No change
	Operational improvements	Intersections Improved	2 - PPNO's 3561 & 3703
	New or reconstructed interchanges	Interchanges improved/reconstructed	No change
	New or reconstructed bridges	Bridges improved/reconstructed	No change
Transit or Intercity Rail	Additional transit service miles	RSM	No change
	Additional transit vehicles	New transit vehicles	No change
	New rail track miles	New rail track miles	No change
	Rail crossing improvements	Rail crossings improved	No change
	Station improvements	Stations improved	No change
Local Streets and Roads	New lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	0.6 mi lane mile for PPNO 2547 6.8 lane miles for PPNO 2548
	New or upgrade bicycle lane/sidewalk miles	Lane/sidewalk miles	0.6 mi bike lane & 0.6 mile sidewalks for PPNO 2547 6.8 bike lane miles for PPNO 2548
	Operational improvements	Intersections Improved	2 - PPNO's 3561 & 3703
	New or reconstructed bridges	Bridges Improved	No change

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

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

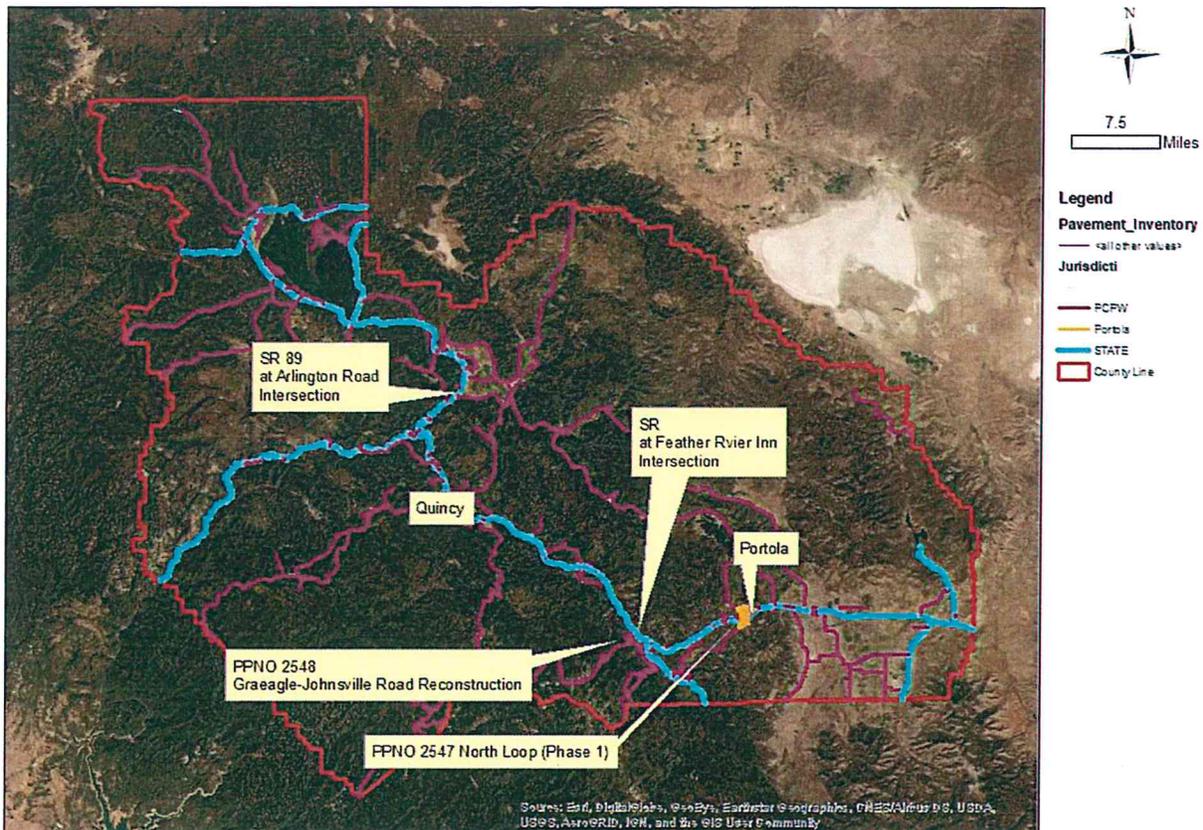
The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15 of the RTIP Template).

The value analysis for the SR70 Cromberg Rehabilitation Project #02-1H580 is available from the Caltrans District 2 Office in Redding.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

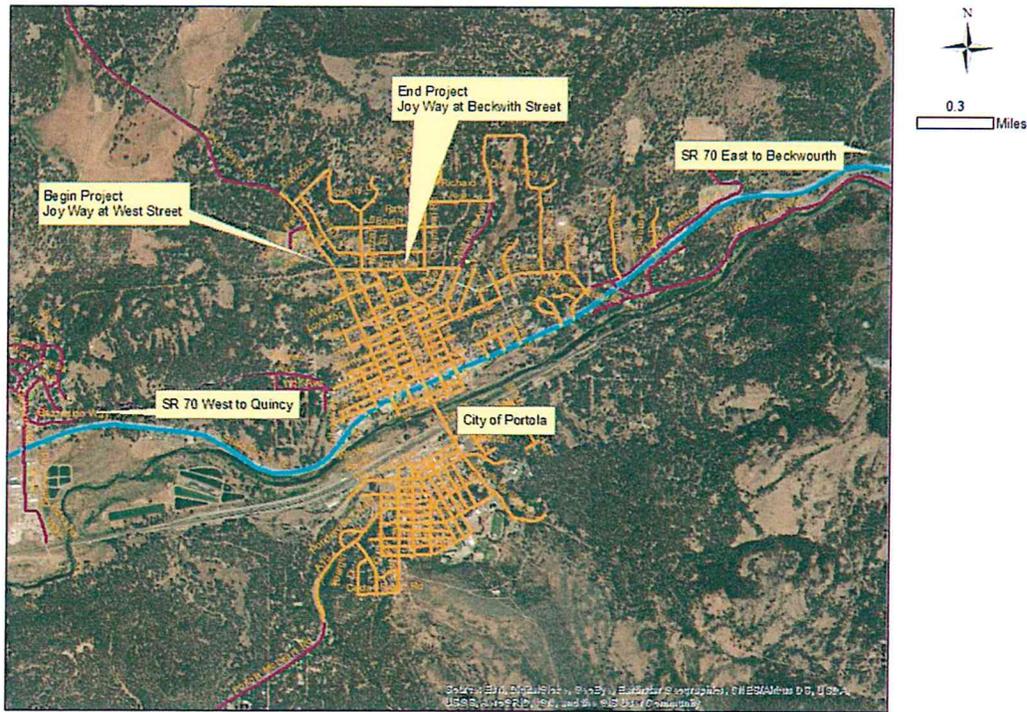
Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.



**Plumas County 2020 RTIP
Project Location Map**

PPNO 2547 North Loop (Phase 1) – City of Portola

The North Loop (NL) project will include 4 phases. Phase 1 of the NL project includes 1,500 feet of Joy Way between the West Street and Beckwith Street intersections. The project addresses Phase 1 – Joy Way. The other phases continue on a route that ends at Meadow Way near State Route 70 and includes a portion of Magnolia Avenue and Ellen Avenue.



PPNO 2547 North Loop (Phase 1)

Proposed Phase 1 improvements are consistent with the Plumas County RTP long term projects and the City of Portola General Plan. Those improvements include reconstruction and rehabilitation of the roadway, construction of a class II bikeway that would satisfy the City’s General Plan implementation policy C-I-28 and would provide striped lanes for one-way bike travel on each side of the road, construction of sidewalks on each side of the road, construction of concrete curb, gutter, and drainage facilities.

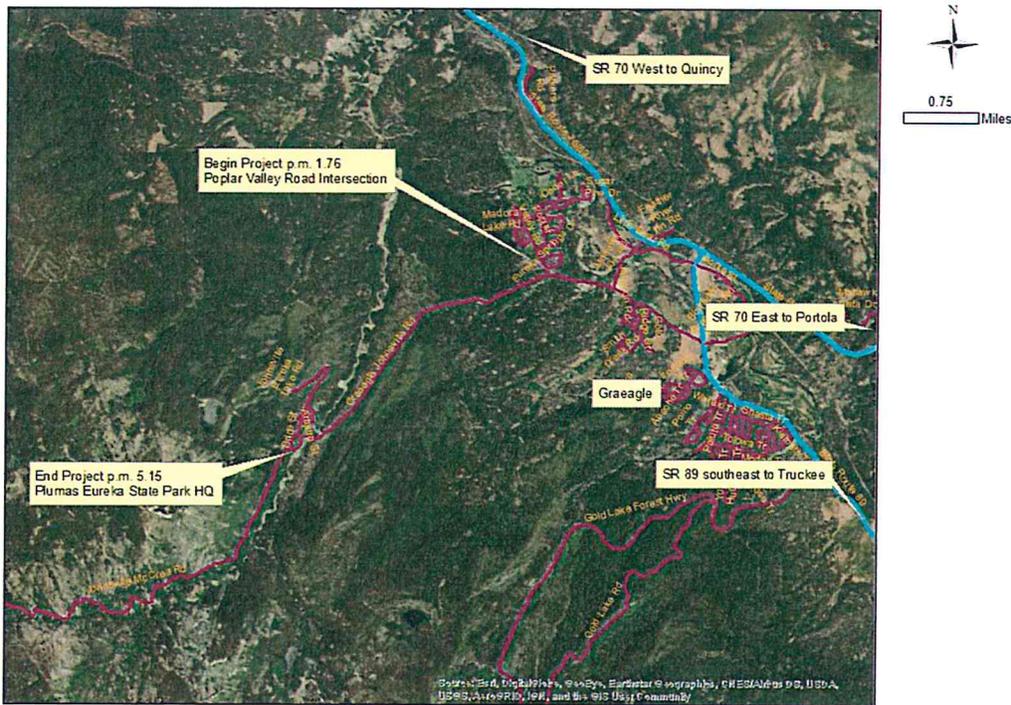
Under the project, the City Engineer has reviewed the connected road segments in the northern part of the city which have cumulatively been designated as the “North Loop” (NL). The NL road segments include: Joy Way; a portion of Magnolia Avenue and Ellen Avenue. See Plates L1 & L2 for an aerial depiction of said NL streets. The NL project is separated into 4 phases, with Phase 1 focusing on a portion of Joy Way so as to align the project cost with funding capabilities.

NL improvement will increase capacity on Highway 70 by reducing congestion in town by providing an alternate route to community facilities such as the elementary school and city/USFS recreational areas. Portola experiences the highest traffic volumes during summer months due to summer recreational travel and recreation activities in the area – an alternate route to recreation areas will relieve congestion on State Route 70.

The July 2012 Plumas County Pavement Condition Survey found that the NL road segments in need of improvement. Said study noted that the NL road conditions were “poor” and “at risk” (see below). In addition, a walking condition survey revealed fatigue cracking, thermal cracking, differential settlement, drainage problems, rutting and potholes in the NL segments. The overall pavement is judged to be “moderately poor” to “very poor”. Rutting is visible in both lanes were areas of extensive fatigue cracking exist. Such rutting makes it difficult for complete snow remove, exacerbating pothole development.

PPNO 2548 Graeagle-Johnsville Road Reconstruction - County of Plumas

The Graeagle-Johnsville Road (CR 506) provides the only access to the unincorporated communities of Plumas Eureka Estates and Johnsville as well as the Plumas Eureka State Park. The County reconstructed the lower 1.8 miles of the road through the communities of Graeagle and Mohawk in 2002 using State Transportation Improvement Program (STIP) funding. The proposed project would continue the necessary repairs to the roadway between p.m. 1.76 – 5.15. Please see attached map. This proposal is a non-capacity increasing project. Its primary goal is the stabilization of slopes, embankments and stream channels integral to the roadway in order to maintain reliable access.



Three key repairs are necessary to insure the integrity of the road:

1) Repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park. This location has been continually eroding since the last repair was conducted in 1992. Geotechnical and geological engineers indicate that the face of the slide area could be stabilized by means of soil nails. Soil nailing is an economical technique for stabilizing slopes and for constructing retaining walls from the top down. The toe of the repaired area would be protected from the hydraulic forces of Jamison Creek with large rock (typically 2-4 ton boulders). The County will need an easement to access, construct and maintain the repairs at this location.

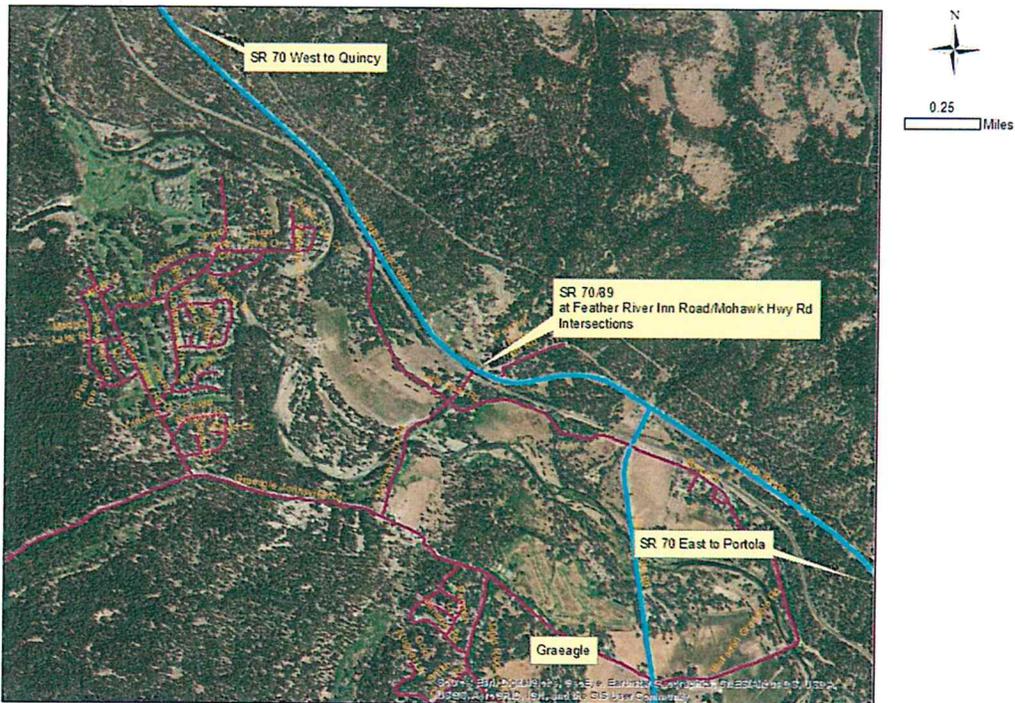
2) The next location to be addressed is the culvert crossing the County Road near the State Park's Museum (p.m. 5.12) immediately adjacent to the historic community of Johnsville. This culvert has been overtopped or plugged during the last four declared disasters of 1986, 1997, New Years '05-'06 and 2017. Downstream of the culvert outlet there is severe erosion due to the steepness of the slopes between the Museum and Jamison Creek and the lack of energy dissipaters. The proposal at this location is to acquire a drainage easement from State Parks and design and construct a new culvert and downdrain system to outlet at a location near Jamison Creek.

3) Finally, the County proposes to construct an asphalt concrete overlay of the existing pavement between p.m. 1.85- 5.15 to increase the useful life of the roadway's structural section. After the overlay work is completed the existing guardrail systems will be replaced and additional guardrail will be constructed primarily near the reversing curves between p.m. 1.85 – 2.85 where the roadway grades exceed 10% and embankment heights exceed 5'. The County proposes to fix the damaged locations and construct the asphalt overlay and guardrails by working jointly with the U.S. Forest Service and the State Department of Parks and Recreation to obtain roadway, slope and drainage easements.

The County has no formal right-of-way on the Graeagle-Johnsville Road west of the Poplar Valley Road intersection (p.m. 1.82). Only limited work could be performed under past State and Federal storm damage repair programs because right-of-way constraints and the need for Section 106 compliance (National Historic Preservation Act). By completing formal right-of-way documents with both the State and the U.S. Forest Service on this route, the County will be able to maintain the public's investment and maintain the public's access to the Federal lands and Plumas Eureka State Park.

PPNO 3703 SR70 at Feather River Inn - Caltrans

Plumas County in cooperation with Caltrans proposes to fund improvements to an existing intersection on State Route 70 at Feather River Inn and the intersection with the Mohawk-Highway 40A Road within the limits of a programmed SHOPP project.

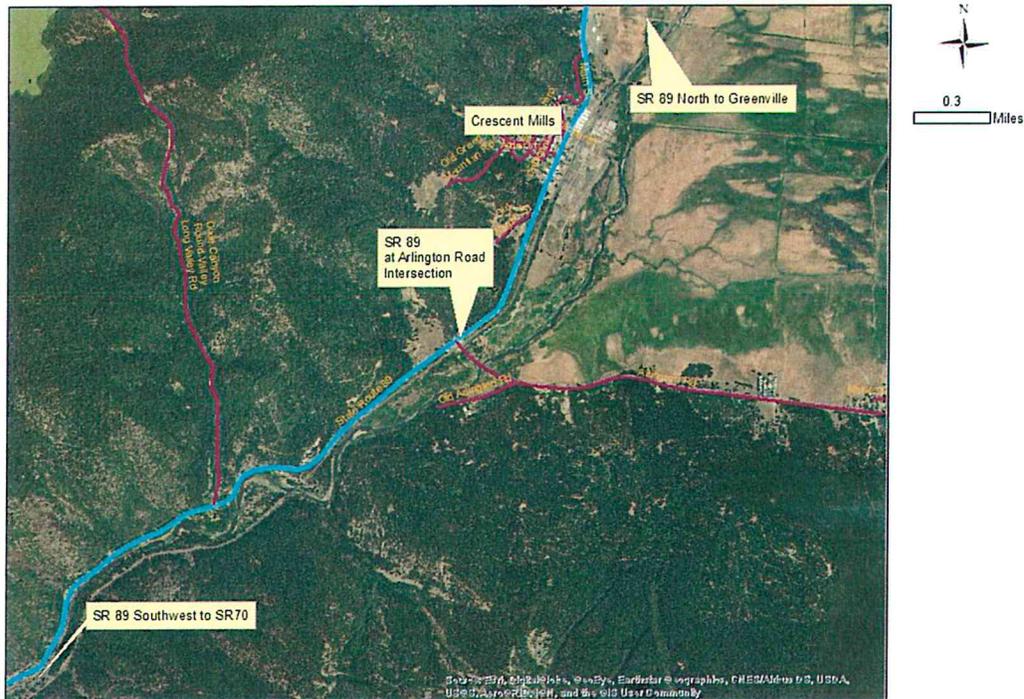


**PPNO 3703 SR70 at Feather River Inn Road
(in conjunction with Caltrans' Project 02-1H580)**

The proposed STIP funding to contribute to the project would provide the County's share of improvements to change two offset "tee"-intersections into one 4-way intersection. The fourth leg of the intersection outside of the State right-of-way would be constructed at a later date per a development agreement. In this way, the improvements, specifically new pavement constructed by the SHOPP project will not have to be completely reconstructed at a later date to accommodate construction of the fourth leg of the intersection. In addition, the County would benefit from the larger project completing this work in terms of lower environmental document, engineering and construction costs.

PPNO 3561 SR89 – Arlington Road Left Turn Lane Improvements - Caltrans

Plumas County in cooperation with Caltrans proposes to fund improvements to an existing intersection on State Route 89 at Arlington Road Feather within the limits of a programmed SHOPP project.



PPNO 3561 SR89 at Arlington Road
 (in conjunction with Caltrans' Project 02-4H030)

In this way, the improvements, specifically new pavement constructed by the SHOPP project will not have to be completely reconstructed at a later date to accommodate construction of left-turn lanes. In addition, the County would benefit from the larger project completing this work in terms of lower environmental document, engineering and construction costs.

State Route (SR) 89 within the project limits is a two-lane conventional highway with a 12-ft traveled way in each direction and paved shoulders measuring between 0 and 1-ft. The posted speed limit is 55 miles per hour. The intersection of SR 89 and Arlington Road is located south of Greenville and west of Taylorsville. Plumas County and Caltrans propose to construct a future park and ride facility near this intersection. Left-turn channelization is recommended to increase safety and improve turning movements into the proposed park and ride and onto Arlington Road.

Plumas County and Caltrans are proposing a partnership to achieve a common goal by sharing the Capital Construction costs. This is a proactive and cooperative approach to improve operations. The project is consistent with State and local transportation plans and programs. The TCR includes a left-turn lane at County Road A22 (Arlington Road). Also, the 2010 Plumas County Regional Transportation Plan (RTP) generally supports effective enhancements to multimodal projects.

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2018 STIP, or a new project.

Section 16. Commission Resolution or Documentation of 2020 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 17. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

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

Section 19. State Highway Conditions in Plumas County

Section 20. SHOPP Program for Plumas County

Section 15.
Projects Programming Request Forms

Amendment (Existing Project) Yes					Date:	12/6/19
District	EA	Project ID		PPNO	MPO ID	
02				2057		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
PLU				Plumas County Transportation Commission		
				MPO	Element	
					Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
John Mannle		530-283-6498		johnmannle@countyofplumas.com		
Project Title						
Planning Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning Programming and Monitoring for all projects within the Plumas County 2020 RTIP.						
Component						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Plumas County Transportation Commission						
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Prepare/Review 1) Project Study Reports, 2) RTIP Amendments, 3) Monitoring the Implementation and Delivery of STIP Projects, 4) Updates to the Regional Transportation Plan project lists.						
Purpose and Need						
Provides funding for Project Review and Programming for STIP Cycles including STIP Amendments and coordination with Caltrans, local agencies and CTC.						
Category		Outputs			Unit	Total
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved					n/a	
Begin Environmental (PA&ED) Phase						n/a
Circulate Draft Environmental Document				Document Type		n/a
Draft Project Report						n/a
End Environmental Phase (PA&ED Milestone)						n/a
Begin Design (PS&E) Phase						n/a
End Design Phase (Ready to List for Advertisement Milestone)						n/a
Begin Right of Way Phase						n/a
End Right of Way Phase (Right of Way Certification Milestone)						n/a
Begin Construction Phase (Contract Award Milestone)						n/a
End Construction Phase (Construction Contract Acceptance Milestone)						n/a
Begin Closeout Phase						n/a
End Closeout Phase (Closeout Report)						n/a

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/6/19

Additional Information

[Empty box for Additional Information]

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/6/19

District	County	Route	EA	Project ID	PPNO
02	PLU				2057

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

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

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Yes					Date:	12/3/19				
District		EA		Project ID		PPNO		MPO ID		
02						2547				
County		Route/Corridor		PM Bk		PM Ahd		Nominating Agency		
PLU								City of Portola		
								MPO		
								Element		
								Local Assistance		
Project Manager/Contact				Phone		E-mail Address				
Lauren Knox				530-832-4216		l.knox@ci.portola.ca.us				
Project Title										
North Loop (Phase 1)										
Location (Project Limits), Description (Scope of Work)										
The North Loop (NL) Phase 1 project includes 1,500 feet of Joy Way between the West Street and Beckwith Street intersections. The project addresses Phase 1 – Joy Way. The other phases continue on a route that ends at Meadow Way near State Route 70 and includes a portion of Magnolia Avenue and Ellen Avenue.										
Component										
Implementing Agency										
PA&ED		City of Portola								
PS&E		City of Portola								
Right of Way		City of Portola								
Construction		City of Portola								
Legislative Districts										
Assembly:		1		Senate:		1		Congressional:		1
Project Benefits										
NL improvement will increase capacity on Highway 70 by reducing congestion in town by providing an alternate route to community facilities such as the elementary school and city/USFS recreational areas.										
Purpose and Need										
Portola experiences the highest traffic volumes during summer months due to summer recreational travel and recreation activities in the area – an alternate route to recreation areas will relieve congestion on State Route 70.										
Category			Outputs				Unit	Total		
Pavement (lane-miles)			Local road - reconstructed				LF	1500		
Active Transportation			Pedestrian/Bicycle facilities miles constructed				LF	3000		
NHS Improvements		No	Roadway Class				Reversible Lane analysis		No	
Inc. Sustainable Communities Strategy Goals				Yes		Reduces Greenhouse Gas Emissions				Yes
Project Milestone							Existing		Proposed	
Project Study Report Approved							10/19/17			
Begin Environmental (PA&ED) Phase									12/30/2018	
Circulate Draft Environmental Document				Document Type		CE		08/30/2019		
Draft Project Report									12/30/2019	
End Environmental Phase (PA&ED Milestone)									01/30/2020	
Begin Design (PS&E) Phase									01/30/2020	
End Design Phase (Ready to List for Advertisement Milestone)									12/30/2020	
Begin Right of Way Phase										
End Right of Way Phase (Right of Way Certification Milestone)										
Begin Construction Phase (Contract Award Milestone)									01/30/22	
End Construction Phase (Construction Contract Acceptance Milestone)									11/30/22	
Begin Closeout Phase									04/30/23	
End Closeout Phase (Closeout Report)									05/31/23	

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PROJECT PROGRAMMING REQUEST

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Date: 12/3/19

Additional Information

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Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/3/19

District	County	Route	EA	Project ID	PPNO
02	PLU				2547

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects								
Approvals								
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<table border="1"> <thead> <tr> <th>Name (Print or Type)</th> <th>Signature</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Name (Print or Type)	Signature	Title	Date				
Name (Print or Type)	Signature	Title	Date					

Attachments

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

Amendment (Existing Project) Yes					Date:	12/3/19	
District		EA	Project ID		PPNO	MPO ID	
02					2548		
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
PLU					Plumas County		
					MPO	Element	
Project Manager/Contact			Phone		E-mail Address		
John Mannle			530-283-6498		johnmannle@countyofplumas.com		
Project Title							
Graeagle-Johnsville Road Reconstruction							
Location (Project Limits), Description (Scope of Work)							
Near the community of Johnsville on Graeagle-Johnsville Road, between the Poplar Valley Road intersection and the Plumas Eureka State Park Headquarters. Reconstruct failed slope adjacent to Jamison Creek, provide paved shoulders, pavement rehabilitation and reconstruction including drainage improvements, erosion control, new guardrail and existing guardrail and end treatment upgrades.							
Component							
		Implementing Agency					
PA&ED		Plumas County Department of Public Works					
PS&E		Plumas County Department of Public Works					
Right of Way		Plumas County Department of Public Works					
Construction		Plumas County Department of Public Works					
Legislative Districts							
Assembly:	1		Senate:	1		Congressional:	1
Project Benefits							
Preservese the County's investment in its transportation infrastructure through a State Park and Federal lands that attract thousands of vistors each year.							
Purpose and Need							
Pavement conditions warrant rehabilitation with replacement at spot locations. Paved shoulders need repair and improvement for recreational users associated with the State Park. Existing guardrail has reached its useful life and needs to be upgraded to current standards. Adjacent drainage structures will be upgrade as necessary along with erosion control measures. Slope reconstruction at p.m. 4.91.							
Category		Outputs				Unit	Total
Pavement (lane-miles)		Local road - rehabilitated				Miles	3.4
NHS Improvements	No	Roadway Class			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					12/05/17		
Begin Environmental (PA&ED) Phase						08/30/19	
Circulate Draft Environmental Document				Document Type	CE/CE	12/30/2019	
Draft Project Report						01/30/2020	
End Environmental Phase (PA&ED Milestone)						05/30/20	
Begin Design (PS&E) Phase						09/30/2020	
End Design Phase (Ready to List for Advertisement Milestone)						01/30/2020	
Begin Right of Way Phase						12/30/2020	
End Right of Way Phase (Right of Way Certification Milestone)						01/30/2021	
Begin Construction Phase (Contract Award Milestone)						11/30/22	
End Construction Phase (Construction Contract Acceptance Milestone)						11/30/23	
Begin Closeout Phase						04/30/24	
End Closeout Phase (Closeout Report)						05/31/24	

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Date: 12/3/19

Additional Information

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Date: 12/3/19

District	County	Route	EA	Project ID	PPNO	
02	PLU				2548	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
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SECTION 3 - All Projects								
Approvals								
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Attachments

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

Amendment (Existing Project)		No		Date:	12/6/19	
District	EA	Project ID		PPNO	MPO ID	
02	4G700	0214000048		3561		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
PLU	89	14.6	15.0	Caltrans		
				MPO	Element	
				Non-MPO	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Stacey Barnes		(530) 225-3439		stacey.barnes@dot.ca.gov		
Project Title						
Arlington Left Turn Lane						
Location (Project Limits), Description (Scope of Work)						
In Plumas County at Crescent Mills from 0.3 miles south to 0.2 mile north of Arlington Road. Construct Left Turn Lane at Arlington Road.						
Component						
Implementing Agency						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
To improve left turn movements onto Arlington Rd from SR 89.						
Purpose and Need						
Purpose: To improve operations and reduce delays. Need: The existing Arlington Road currently generates left-turn movements for southbound vehicles that may hinder traffic flow. Left turn channelization will reduce the potential for accidents from left-turn movements.						
Category		Outputs			Unit	Total
Operational Improvements		Channelization			EA	1
NHS Improvements	No	Roadway Class	2	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No		Reduces Greenhouse Gas Emissions	No	
Project Milestone					Existing	Proposed
Project Study Report Approved					10/09/19	
Begin Environmental (PA&ED) Phase						03/26/19
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						06/27/22
Begin Design (PS&E) Phase						06/27/22
End Design Phase (Ready to List for Advertisement Milestone)						07/01/24
Begin Right of Way Phase						06/27/22
End Right of Way Phase (Right of Way Certification Milestone)						12/26/23
Begin Construction Phase (Contract Award Milestone)						11/05/24
End Construction Phase (Construction Contract Acceptance Milestone)						01/09/26
Begin Closeout Phase						01/09/26
End Closeout Phase (Closeout Report)						10/10/29

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/6/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only

Date: 12/6/19

District	County	Route	EA	Project ID	PPNO
02	PLU	89	4G700	0214000048	3561

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

Approvals

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Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/05/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
02	3H740	0218000025	3703			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
PLU	70	65.8	R66.2	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Stacey Barnes		(530)225-3439		stacey.barnes@dot.ca.gov		
Project Title						
Feather River Inn Intersection Improvement						
Location (Project Limits), Description (Scope of Work)						
In Plumas County near Blairsden from 0.4 mile east of Little Bear Road to 0.4 mile west of Route 89. New road connection.						
Component						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	1	Senate:	1	Congressional:	1	
Project Benefits						
Future county road connection improvements: (1) add width for a left-turn lane in each direction; (2) add with for a westbound right-turn lane.						
Purpose and Need						
Project Benefits: Future county road connection improvements: (1) add width for a left-turn lane in each direction; (2) add with for a westbound right-turn lane.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Operational improvement(s)			Each	1
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No	
Inc. Sustainable Communities Strategy Goals No					Reduces Greenhouse Gas Emissions No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					07/03/2018	
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/05/2020	
Begin Design (PS&E) Phase					11/05/2020	
End Design Phase (Ready to List for Advertisement Milestone)					03/28/2022	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)					02/25/2022	
Begin Construction Phase (Contract Award Milestone)					08/19/2022	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2025	
Begin Closeout Phase					12/01/2025	
End Closeout Phase (Closeout Report)					12/31/2027	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/05/19

Additional Information

[Empty box for Additional Information]

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
02	PLU, ,	70, ,	3H740	0218000025	3703	
Project Title: Feather River Inn Intersection Improvement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	50							50	Caltrans
PS&E		40						40	Caltrans
R/W SUP (CT)		10						10	Caltrans
CON SUP (CT)			50					50	Caltrans
R/W		10						10	Caltrans
CON			170					170	Caltrans
TOTAL	50	60	220					330	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	50							50	
PS&E		40						40	
R/W SUP (CT)		10						10	
CON SUP (CT)			50					50	
R/W		10						10	
CON			170					170	
TOTAL	50	60	220					330	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	50							50	Plumas County Transportation Con
PS&E		40						40	
R/W SUP (CT)		10						10	
CON SUP (CT)			50					50	
R/W		10						10	
CON			170					170	
TOTAL	50	60	220					330	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	50							50	
PS&E		40						40	
R/W SUP (CT)		10						10	
CON SUP (CT)			50					50	
R/W		10						10	
CON			170					170	
TOTAL	50	60	220					330	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 12/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
02	PLU	70	3H740	0218000025	3703	

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects

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

Attachments

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

Section 16.

**Plumas County Transportation Commission
Resolution of 2020 RTIP Approval**

**RESOLUTION NO. 19-22
2020 STIP**

Plumas County Regional Transportation Improvement Program (RTIP)

Whereas the California Transportation Commission (CTC) has provided requirements, guidelines and criteria for the 2020 State Transportation Improvement Program (STIP) in the "STIP Guidelines" adopted by the CTC on August 15, 2019 (Resolution G-19-35); and

WHEREAS, the overall STIP process must operate according to statute, SB45; and

WHEREAS, the Plumas County Transportation Commission (PCTC) continues to fully participate in the STIP process; and

WHEREAS, the PCTC, in accordance with the "STIP Guidelines", wishes to submit the 2020 Plumas County Regional Transportation Improvement Program (2020 RTIP); and

WHEREAS, the PCTC, in accordance with the "STIP Guidelines", wishes to amend the 2020 STIP as follows:

Existing Programmed Projects

Plumas County Transportation Commission

PPNO #2057 PLANNING, PROGRAMMING AND MONITORING (PP&M)

Program \$19,000 in FY 23/24

Program \$43,000 in FY 24/25

City of Portola

PPNO #2547 NORTH LOOP (PHASE 1) PROJECT

Program a cost of increase to \$2,235,000 for the CONST phase in FY 21/22 to cover annual cost increases that could not be programmed in previous cycles (2014, 2016, 2018) due to a lack of funding capacity.

County of Plumas

PPNO #2548 GRAEAGLE-JOHNSTVILLE ROAD RECONSTRUCTION

Program a cost of increase to \$236,000 for the CONST phase in FY 22/23 to cover annual cost increases applied to cost of standard construction bid items.

Caltrans

(Cooperative STIP project between County and Caltrans in coordination with Caltrans SHOPP project)

PPNO #3703 SR 70 at Feather River Inn Intersection

No change in the existing programming.

New Programmed Projects

Caltrans

(Cooperative STIP project between County and Caltrans in coordination with Caltrans SHOPP project)

PPNO #3561 SR 89 at Arlington Road Intersection

Program the County's share of costs associated with left-turn lane construction.

- Program \$170,000 for PA&ED phase in FY 20/21
- Program \$270,000 for PS&E phase in FY 22/23
- Program \$100,000 for R/W Support in FY 22/23
- Program \$15,000 for R/W Capital in FY 20/21
- Program \$270,000 for Construction Support in FY 24/25
- Program \$850,000 for Construction Capital in FY 24/25

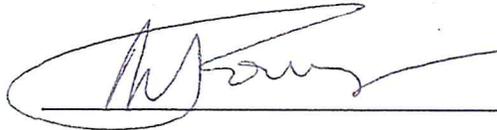
NOW, THEREFORE, BE IT RESOLVED that the 2020 RTIP for Plumas County be adopted as shown.

PASSED AND ADOPTED this 18th day of November, 2019 by the Plumas County Transportation Commission.

AYES: Commissioners: Powers, Dels, Scarlett, Simpson

NOES: Commissioners:

ABSENT: Commissioners: Engel, Thrall



Chair – Plumas County Transportation Commission

ATTEST:


Robert A. Perreault, Interim Executive Director

11/18/2019
Date

Section 17.
Documentation on
Coordination with Caltrans District 2

Mr. Perreault
October 28, 2019
Page 2

needed for programming purposes. In the case of the Plumas region, several projects were identified for future programming, in addition to SR 70/Feather River Inn Intersection Improvements and SR 89/Arlington Left Turn Lane.

Caltrans recognizes 2020 STIP funding is prioritized for reprogramming projects from the 2018 STIP and to new projects to meet the county shares for the period. Caltrans is supportive of the regions proposed program.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Plumas region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please feel free to contact Kelly Zolotoff at (530) 225-4671 or me at the number above.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Balkow', with a long horizontal line extending to the left.

TOM BALKOW
Deputy District Director Planning and Local Assistance

Enclosure

2020 STIP State Highway Needs

District 2 RTPA Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2		70	38.4/39.8	SR 70 at Feather River Inn Road	Operational Intersection Improvement	3703	3H740	Complete	Y (2018 STIP)	PA&ED
2		89	14.8/15.0	Arlington Lt Turn Lane	Construct left turn lane on SR 89 at Arlington Road	3561	4G700	Complete	N (2020 STIP Candidate)	PID

Section 18.

Detailed Project Programming Summary Table

2020 FINAL RTIP - November 18, 2019

11/18/2019

Plumas County Regional Transportation Improvement Program

JWM

										Thru 24/25													
										Programming Target													
										(\$1,000's)													
										Total County Share, June 30, 2019 =													
										2020 STIP Fund Estimate Target Formula Distribution =													
										Total =													
Current STIP Programmed Projects										(\$1,000's)		2020 STIP Cycle ----->						2020 Cycle Project Totals by Component					
Agency	Rte	PPNO	Project Name	Fed/State	\$	Total	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	R/W	Const	E&P	PS&E	R/W Sup	Con Sup			
Plumas CTC		2057	Planning, Programming, and Monitoring	State	\$	211		\$ 29	\$ 29	\$ 51	\$ 51	\$ 51				211							
Plumas County	local	2548	Graeagle-Johnsville Road Reconstruction	Federal	\$	5,200		\$ 250	\$ 250	\$ 50		\$ 4,650				4650	250	250	50				
City of Portola	local	2547	North Loop (Phase 1)	State	\$	2,647		\$ 180	\$ 232		\$ 2,235					2235	180	232					
County/Caltrans	SR70	3714	SR70 at Feather River Inn	Federal	\$	330		\$ 50		\$ 60	\$ 220				10	170	50	40	10	50			
2020 STIP Proposals																							
Plumas CTC		2057	Planning, Programming, and Monitoring	State	\$	62							\$ 19	\$ 43		62							
City of Portola	local	2547	North Loop (Phase 1) cost increases for the '16, '18 & '20 cycles	State	\$	1,120					\$ 1,120					1120							
Plumas County	local	2548	Graeagle-Johnsville Road Reconstruction increase for the '20 cycle	Fed	\$	236						\$ 236				236							
Caltrans	SR89	3561	SR 89 - Arlington Left-Turn Lanes	Fed	\$	1,675				\$ 170	\$ 15	\$ 370		\$ 1,120	15	850	170	270	100	270			
Total Programmed or Voted					\$	11,481	\$ -	\$ 509	\$ 511	\$ 331	\$ 3,641	\$ 5,307	\$ 19	\$ 1,163	\$ 25	\$ 9,534	\$ 650	\$ 792	\$ 160	\$ 320			
Previous Cycle Programming							\$ -	\$ 509	\$ 511	\$ 161	\$ 2,506	\$ 4,701	\$ -	\$ -	\$ 10	\$ 7,266	\$ 480	\$ 522	\$ 60	\$ 50			
Cumulative New Cycle Programming							\$ -	\$ -	\$ 170	\$ 1,305	\$ 1,911	\$ 1,930	\$ 3,093	\$ 15	\$ 2,268	\$ 170	\$ 270	\$ 100	\$ 270				
Targets requested by the CTC													\$ 2,229	\$ 3,094									
Difference with Targets													\$ 299	\$ 1									
										(\$1,000's)													
										Total County Share, 2020 STIP:													
										Total Programmed in STIP:													
										Unprogrammed Share Balance:													
										Share Balance Advanced or overdrawn:													

Section 19.

State Highway Conditions in Plumas County

(Select Year)
2018

(Select District)
*Due to the extensive map rendering, the statewide map will only display one direction and one lane as graphical representation of the roadways.

Individual district's map will render all directions and lanes.
District 02

(Select County)
*Select "All" if map shows blank.
PLU

(Select Route)
*Select "All" if map shows blank.
All

BETA 2018 - District 02

All Pavement

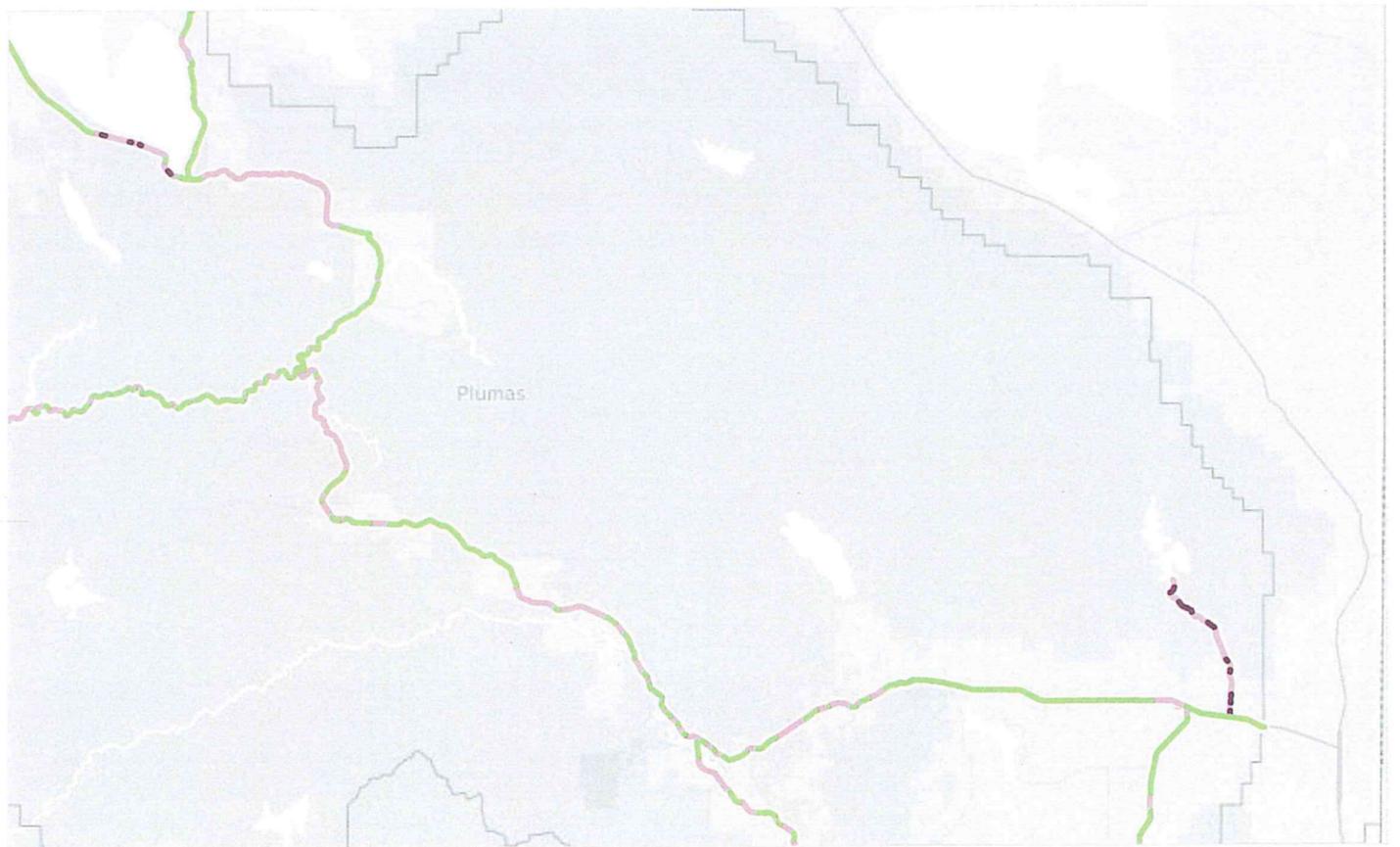
(APCS Total Collected Lane-Miles)

383 Total Lane-Miles

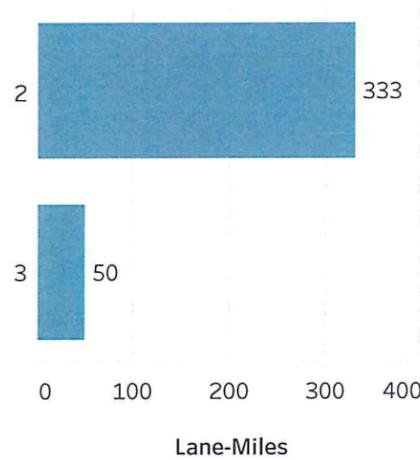
MAP

[\(Link to Alternative GIS Map\)](#)

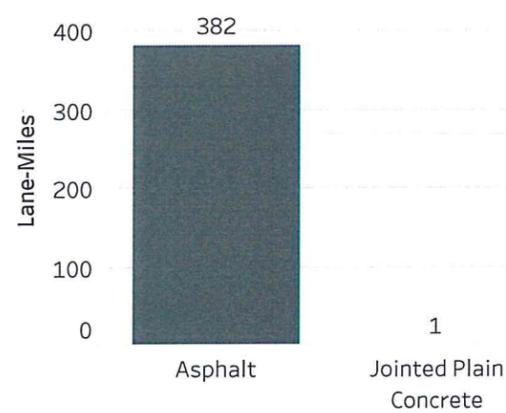
(Select Performance Measures)
Federal Performance Measures



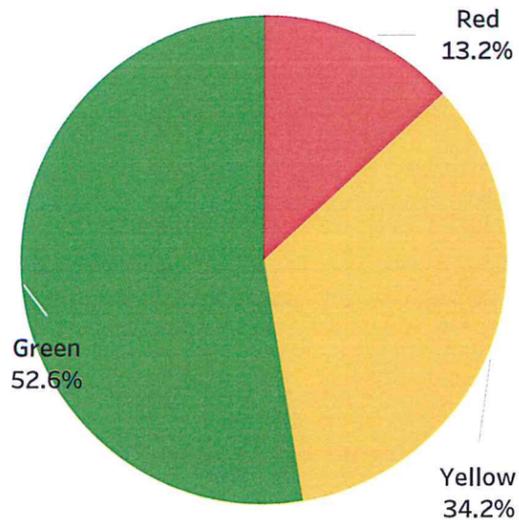
Roadway Class



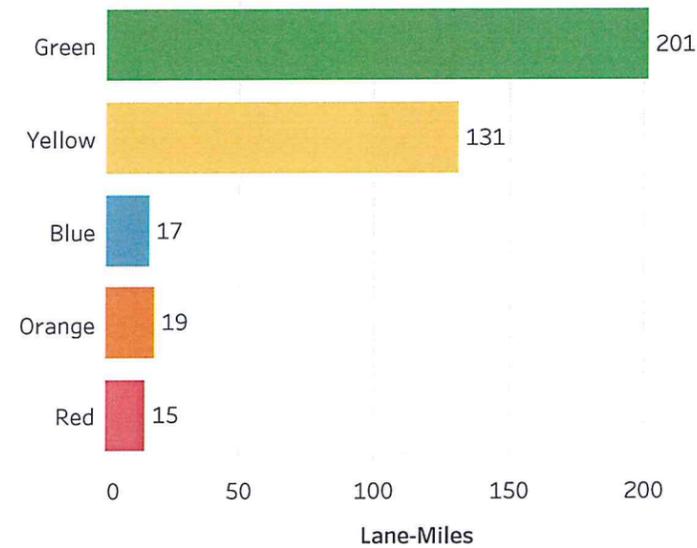
Pavement Type



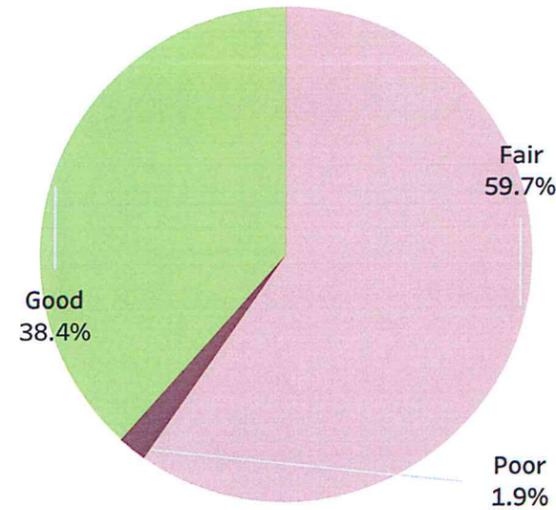
Caltrans Rating System (%)



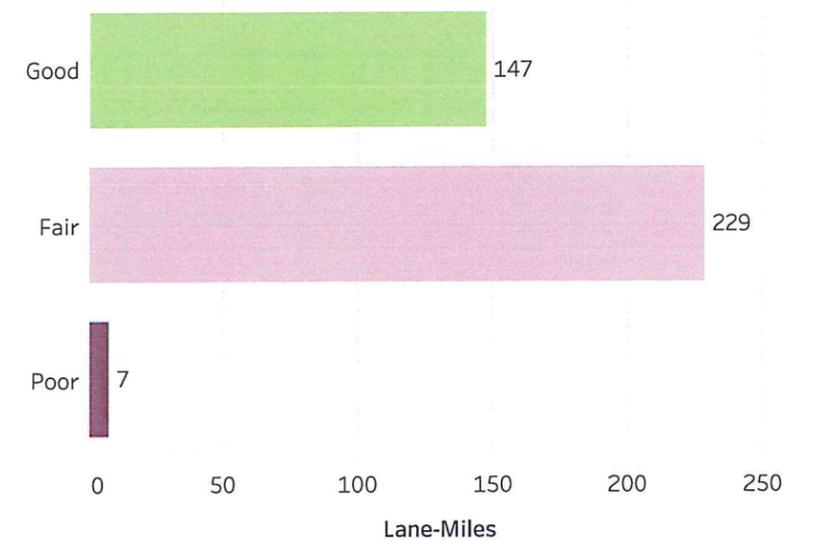
Caltrans Rating System (Lane-Miles)



Federal Performance Measures (%)



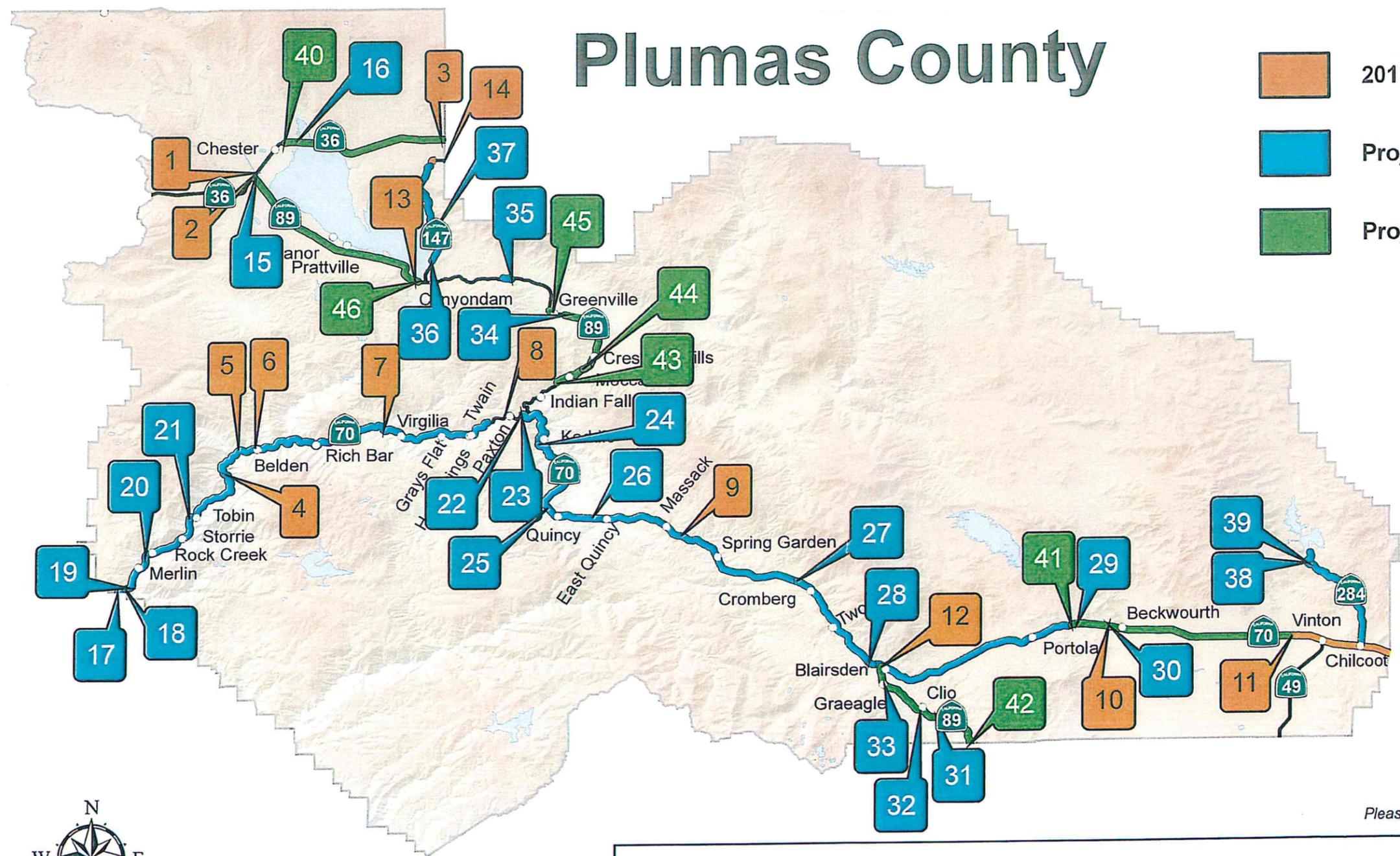
Federal Performance Measures (Lane-Miles)



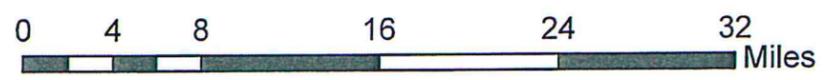
Section 20.
SHOPP Program for Plumas County

Plumas County

-  2019 Projects in Construction
-  Projects in Design
-  Projects in Planning



Please see attached for complete project information



State Highway Projects - May 2019



Presented By :
 Stacey Barnes (530) 225-3439



~ Plumas County ~
Caltrans 2019 State Highway Projects

Map ID	Project Number	County	Route	BPM	EPM	Project Name	Work Description	Funding Source	PM	Approve Construction Contract	AC Status	Working Days Left	Est Construct Cost (\$k)
1	4H140	PLU	036	6.6	6.6	Chester Salt/Sand House	Replace Salt/Sand Storage Bldg	SHOPP MINOR A	STB	4/24/19	0		\$1,021
2	4H380	PLU	036	6.6	6.6	Chester MS Infiltration Trench Project	Install infiltration Trench	MAINTENANCE	EEA	5/29/20	0		
3	4F780	PLU	036	18.3	18.3	Paved Chain Control Workers Safety-Var Loc	Improve chain control areas.	SHOPP MAJOR	MJM	1/9/19	100		\$10,193 M
4	0H450	PLU	070	11.5	11.9	Opapee Curve Improvement	Curve Improvement	SHOPP MAJOR	MEF	1/9/19	100	50	\$2,885
5	4F780	PLU	070	13.9	13.9	Paved Chain Control Workers Safety-Var Loc	Improve chain control areas.	SHOPP MAJOR	MJM	1/9/19	100		\$10,193 M
6	1C750	PLU	070	14.9	14.9	Yellow Cr Br Replacement	Brdg replacement-Seismic	SHOPP MAJOR	SES	2/2/18	100	144	\$11,651
7	4H960	PLU	070	23.7	23.7	Rush Crk Fish Passage	Install fish passage	SHOPP MINOR A	MJM	5/13/19	0		\$1,198
8	0H800	PLU	070	31.82	31.82	Soda Rush Fish Passage	Fish Passage	SHOPP MINOR A	MJM	7/8/19	0		\$900
9	2C090	PLU	070	50.6	51.7	Spring Garden Br Rehab	Bridge Rehabilitation	SHOPP MAJOR	STB	12/9/16	100	24	\$11,368
10	4F780	PLU	070	80.3	80.3	Paved Chain Control Workers Safety-Var Loc	Improve chain control areas.	SHOPP MAJOR	MJM	1/9/19	100		\$10,193 M
11	0H760	PLU	070	90.3	95.96	Chilcoot 2R Pavemt Rehab	Pavement Rehabilitation	SHOPP MAJOR	STB	5/6/19	0		\$19,314 M
12	4F780	PLU	089	8.6	8.6	Paved Chain Control Workers Safety-Var Loc	Improve chain control areas.	SHOPP MAJOR	MJM	1/9/19	100		\$10,193 M
13	4H230	PLU	089	30.2	35.3	Lower Almanor Mill & Fill	Mill and Fill	MAINTENANCE	ELB	3/13/19	100	25	\$2,200
14	4E640	PLU	147	8.91	9.3	Hamilton Branch Br Replacmnt	REPLACE BRIDGE	SHOPP MAJOR	STB	6/2/16	100		\$6,599
15	3H450	PLU	036	6.6	6.6	Chester Roof Replacmnt	Replace Roof	MAINTENANCE	ELB				
16	0J250	PLU	036	10	13	2019 Digouts-LAS & PLU	Digouts	MAINTENANCE	ELB	9/28/20	0		
17	4H440	PLU	070	0	29.9	Plu-70 Perm Restoration	Repair rock slope protection and stabiliz	SHOPP MAJOR	STB	6/22/21	0		\$15,870
18	0H550	PLU	070	0.4	29.7	Quincy PLU-70 Drainage Rehab	Drainage Rehabilitation	SHOPP MAJOR	MRW	5/21/20	0		\$2,525
19	0J230	PLU	070	0.58	30.68	PLU-70 Culverts-near Storrie	Culvert Rehabilitation	SHOPP MINOR B	EEA	7/8/20	0		\$310
20	3H810	PLU	070	3.07	3.07	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
21	3H810	PLU	070	6.99	6.99	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
22	3H810	PLU	070	33.07	33.07	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
23	0J110	PLU	070	33.1	42.1	Keddie Overlay	Overlay with digouts	MAINTENANCE	ELB	9/4/20	0		
24	1H790	PLU	070	36.77	R62.44	Butterfly Two Wolf Crk Rock Fence	Rock Fall Fence	SHOPP MAJOR	STB	6/15/21	0		\$1,760 M
25	3H810	PLU	070	42.45	42.45	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
26	3H500	PLU	070	45.2	45.2	Quincy MS Heater & Duct	Replace heater and duct work	MAINTENANCE	ELB				
27	1H580	PLU	070	58.4	R78.4	Cromberg Rdwy Rehab-Partial Funded	3R Roadway Rehabilitation	SHOPP MAJOR	STB	9/27/22	0		\$88,050
28	3H740	PLU	070	65.8	R66.2	Feather Riv Inn Intersection Improv	Intersection Improvement	STIP	STB	9/27/22	0		\$170
29	3H810	PLU	070	R78.64	R78.64	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
30	4H900	PLU	070	R80.4	80.8	PLU-70 Light Poles	Install highway lighting	SHOPP MINOR B	BWT	6/1/21	0		\$287
31	3H810	PLU	089	3.4	3.4	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
32	0J250	PLU	089	4.5	7	2019 Digouts-LAS & PLU	Digouts	MAINTENANCE	ELB	9/28/20	0		\$550 M
33	3H810	PLU	089	7.29	7.29	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
34	3H810	PLU	089	19.9	19.9	Brdg Maint-LAS & PLU Cos	Replace joint seals, repair unsound conc	MAINTENANCE	ELB	2/11/20	0		\$550 M
35	1H790	PLU	089	25.1	25.5	Butterfly Two Wolf Crk Rock Fence	Rock Fall Fence	SHOPP MAJOR	STB	6/15/21	0		\$1,760 M
36	4H700	PLU	147	1.4	8.26	147 WOW Culverts	Culvert Maintenance	MAINTENANCE	EEA	6/8/20	0		
37	0J020	PLU	147	3.5	8.77	Wow ow Culverts	Stormwater improvements	MAINTENANCE	EEA	10/30/20	0		
38	0J160	PLU	284	0	8.3	Frenchman Lake CIR	CIR	MAINTENANCE	ELB	9/8/20	0		
39	0H400	PLU	284	8.3	8.30	Frenchman Lake Radio Relay	Install Radio Relay	MAINTENANCE	ELB				
40	4H060	PLU	036	9.2	18.4	Chester Causeway Rehab	Pavement Rehab	SHOPP KPHASE	MJM	9/7/24	0		\$25,873 M
41	4H010	PLU	070	R78.3	90.3	Beckwourth CAPM	Pavement Preservation	SHOPP KPHASE	STB	8/3/23	0		\$17,000
42	3H950	PLU	089	0.001	8.71	Graeagle Rdwy Rehab	Roadway Rehabilitation	SHOPP KPHASE	STB	TBD			
43	4H030	PLU	089	12.9	20	Crescent Mills CAPM	Pavement Preservation	SHOPP KPHASE	STB	9/5/24	0		\$13,730
44	4G700	PLU	089	14.6	15	Arlington Rd LTL	Install left turn lane	STIP KPHASE	STB	9/5/24	0		\$1,038
45	4H030	PLU	089	20.6	21	Crescent Mills CAPM	Pavement Preservation	SHOPP KPHASE	STB	9/5/24	0		\$10,000
46	3H690	PLU	089	30	R42.1	Almanor West Rdwy Rehab	Roadway Rehabilitation	SHOPP KPHASE	STB	9/11/24	0		\$37,190

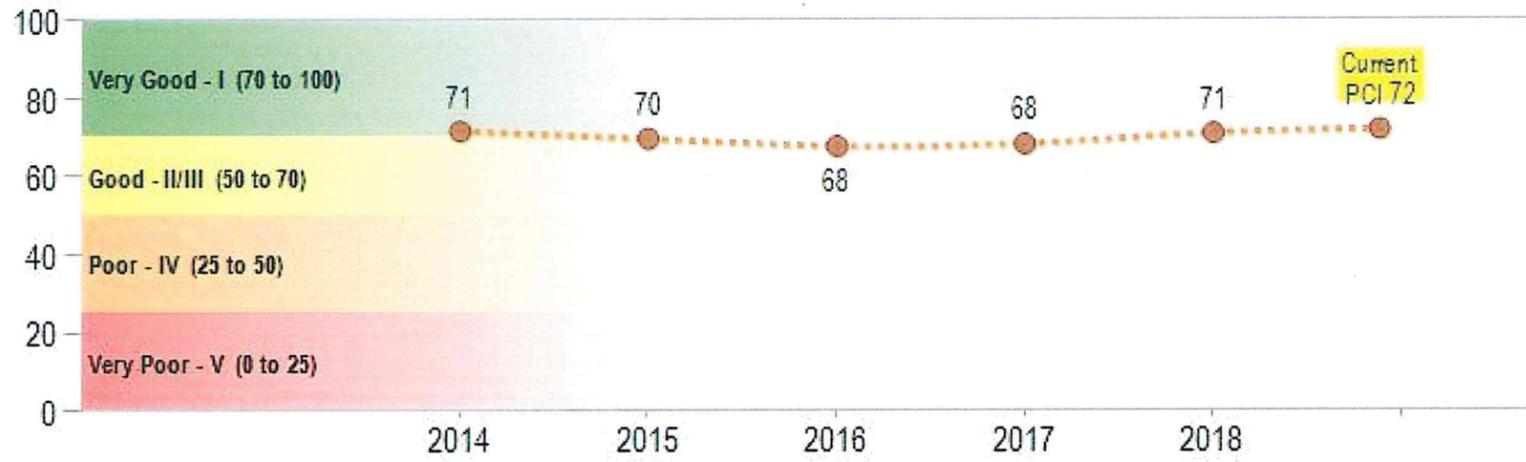
Orange = 2019 Projects in Construction
Blue = Projects in Design
Green = Projects in Planning

M = Estimated Construction Costs covers multiple locations

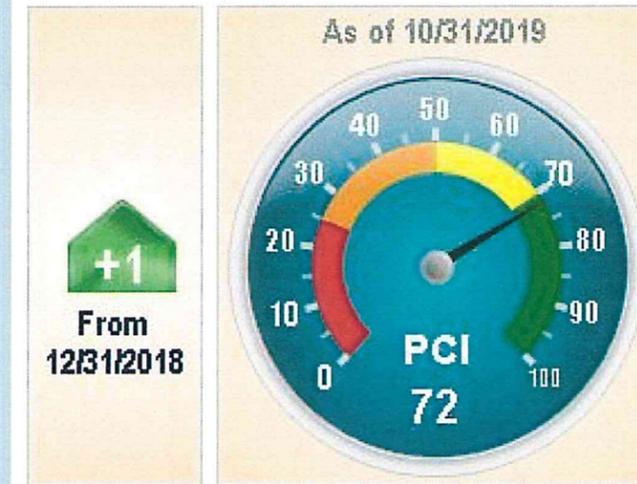
Section 21.

Pavement Conditions for Plumas County Roads

*Historical Pavement Condition Trends



*Current PCI



Network Inventory

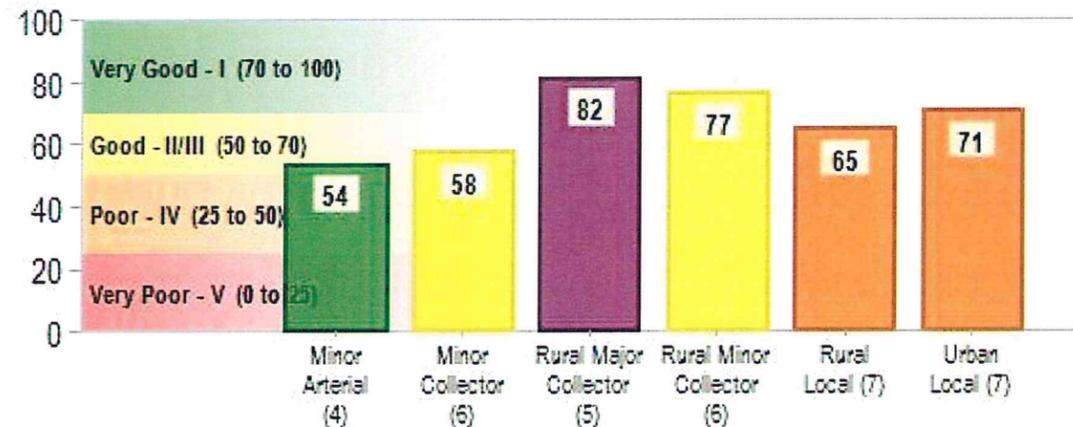
Pavement Area: **2.1**
(square miles)

Miles: **452.4**

Lane Miles: **904.8**

Sections: **1384**

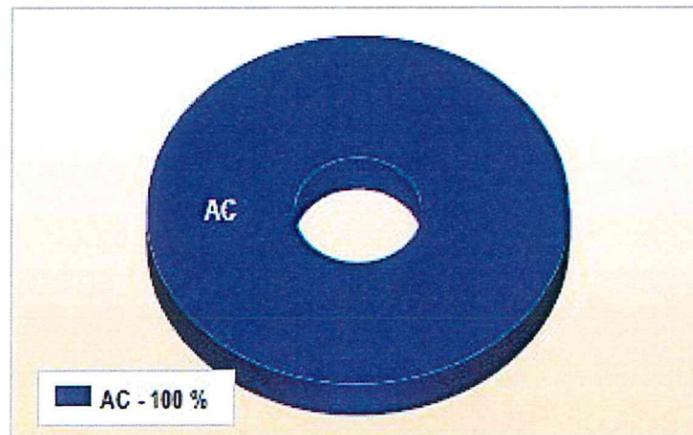
*Current PCI by Functional Class



Remaining Service Life (years)



Surface Type



From 12/31/2018

Very Good	75%	+2
Good	13%	+1
Poor	10%	-1
Very Poor	2%	-2

Historical Network Condition Trends

