

# **2022 Regional Transportation Improvement Program**

## **PLUMAS COUNTY TRANSPORTATION COMMISSION**

1834 EAST MAIN STREET, QUINCY, CA. 95971

**November 15, 2021**

**PLUMAS COUNTY TRANSPORTATION COMMISSION**  
1834 EAST MAIN STREET, QUINCY, CA. 95971

(530) 283-6268 \* FAX (530) 283-6323

12/9/21

**Mitch Weiss, Executive Director**  
**California Transportation Commission**  
**1120 N Street, Mail Station 52**  
**Sacramento, CA 95814**

**RE: Submittal of Plumas County's 2022 RTIP – Plumas County Transportation Commission Resolution No. 21-21**

Dear Mr. Weiss,

The Plumas County Transportation Commission (PCTC) is requesting amendments to the County's 2022 Regional Transportation Improvement Program (RTIP).

Attached for your consideration are the following:

- ◆ The RTIP Template supplied by Caltrans for the submittals of 2022 RTIP's.
- ◆ PCTC Resolution 21-21 approving the projects to be amended;
- ◆ The Programming Summary Table delineating the County's proposed program for the existing and proposed projects in the STIP;
- ◆ Project Programming Request forms for each project
- ◆ The PCTC intends to program the County's unprogrammed balance of 2022 STIP funding at a later date including during the 2024 STIP process or beyond.

The RTIP is also available at the following link:

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

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

Very Truly Yours,



Jim Graham  
Executive Director

Attachment

# PLUMAS COUNTY 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

## Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
<b>A. <u>Overview and Schedule</u></b>	
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.....	4
Section 5. RTIP Outreach and Participation.....	4
<b>B. <u>2022 STIP Regional Funding Request</u></b>	
Section 6. 2022 STIP Regional Share and Request for Programming.....	7
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects.....	8
Section 8. Interregional Transportation Improvement Program (ITIP) Funding.....	9
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor.....	9
<b>C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u></b>	
Section 10. Regional Level Performance Evaluation.....	9
Section 11. Regional and Statewide Benefits of RTIP.....	15
<b>D. <u>Performance and Effectiveness of RTIP</u></b>	
Section 12. Evaluation of the Cost Effectiveness of RTIP.....	16
Section 13. Project Specific Evaluation.....	17
<b>E. <u>Detailed Project Information</u></b>	
Section 14. Overview of Projects Programmed with RIP Funding.....	18
<b>F. <u>Appendices</u></b>	
Section 15. Project Programming Request (PPR) Forms	
Section 16. Board Resolution or Documentation of 2022 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	

**This page is left blank.**

## **A. Overview and Schedule**

### **Section 1. Executive Summary**

Insert executive summary narrative in the text field below.

In the past STIP cycles since 2012, funding capacity has been extremely limited. Over the last six years the region through PCTC has been completing old programmed projects that were delayed due to lack of allocation capacity. During that period, a new priority arose when a partnership opportunity to deliver a complete streets project on State Route 89 in Greenville. The project included coordinating water and sewer upgrades, undergrounding electric and phone lines, and constructing bike lanes and pedestrian facilities in conjunction with a SHOPP project. The opportunity to combine multiple projects into one and minimizing the number of seasons of construction could not be ignored. Now that the Greenville SR89 project is complete, the PCTC's focus has been to deliver the next priority projects for its partner agencies: City of Portola, County Plumas and Caltrans District 2. The Plumas County 2022 Regional Transportation Improvement Program consists of providing funding for cost increases for the construction phases on a Plumas County local road project as well as maintaining previous funding for two County-State partnerships for improvements to County-State road intersections. These partnerships provide for savings in time and cost by combining the County's desired scope with larger SHOPP projects being delivered concurrently by Caltrans.

### **Section 2. General Information**

Insert contact information in the text fields below.

- **Regional Agency Name**  
Plumas County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**  
  
**Regional Agency Website Link:**     <https://www.plumascounty.us/2285/Transportation-Commission>  
  
**RTIP document link:**                     <https://www.plumascounty.us/1900/Regional-Transportation-Plan>  
  
**RTP link:**                                     <https://www.plumascounty.us/1900/Regional-Transportation-Plan>
- **Regional Agency Executive Director/Chief Executive Officer Contact Information**  
Name             *Jim Graham*  
Title             *Executive Director*  
Email            *jimgraham@countyofplumas.com*  
Telephone        *530-283-6169*

- **RTIP Manager Staff Contact Information**

Name	<i>John Mannle</i>	Title	<i>Director of Public Works</i>
Address	<i>1834 East Main Street</i>		
City/State	<i>Quincy, CA</i>		
Zip Code	<i>95971</i>		
Email	<i>johnmannle@countyofplumas.com</i>		
Telephone	<i>530-283-6498</i>	Fax	<i>530-283-6323</i>

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

Name	<i>Kacey Ruggiero</i>	Title	<i>Associate Deputy Director</i>
Address	<i>1120 N Street</i>		
City/State	<i>Sacramento, CA</i>		
Zip Code	<i>95814</i>		
Email	<i>Kacey.Ruggiero@catc.ca.gov</i>		
Telephone	<i>916-653-0220</i>	Fax	<i>916-653-2134</i>

**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 2022 STIP, the Commission expects to give priority to the reprogramming of projects from the 2020 STIP, as amended, to meet county shares for the period ending in 2025-26.

**Staff Recommendations for the 2022 Regional Transportation Improvement Program (RTIP)**

**Consistency with CTC Guidelines**

**1. Program the amounts allowed by rule for Planning, Programming and Monitoring for FY's 25/26 and 26/27.**

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 2022-23 through 2025-26 and for FY 26-27. 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 Plumas County engineering staff and recommend funding increase for the County's Graeagle-Johnsville Road Reconstruction Project. 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. The SR89 at Arlington Road project consists of regional funds for improvements to another 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 both projects' delivery and no cost increases were necessary.

### 3. Propose new projects for inclusion in the RTIP

Plumas County has determined that no new projects need to be added into the RTIP due to the sharp rise construction costs since 2020. All unprogrammed balance funds may be necessary to provide additional funding for current projects when bid results become known.

### **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 2020 RTIP (November 18, 2019) and the adoption of the 2022 RTIP (November 15, 2021).*

### **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

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



## **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 2021 and on up to the adoption of the RTIP in November. Meeting agendas and minutes are posted at the PCTC website.

For the 2022 STIP, the RTIP will consist of three existing programmed projects.

The existing projects:

Graeagle-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 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 2022 STIP, PCTC staff met with Caltrans STIP and SHOPP management on July 16<sup>th</sup> of 2021 to discuss options for programming and future needs.

## **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**

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

\$1,719,000 in new programming through FY 26/27

\$34,000 in unprogrammed balance

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

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
County of Plumas – Graeagle-Johnsville Road Reconstruction	Slope reconstruction, pavement rehabilitation and guardrail	\$1,617,000 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	No Change in existing programming.
PCTC – Planning, Programming and Monitoring	PP&M	\$85,000 additional programming.
	Total new programming =	\$1,745,000
	Projected New Unprogrammed Balance =	\$ 500,000

## 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	Fund Source 3	
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?:

<b>Roadway System Preservation</b>	<b>Congestion/ Mobility/ Accessibility</b>	<b>Safety</b>	<b>Public Transportation Cost Effectiveness</b>	<b>Equity and Cost Effectiveness</b>
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.
<b>Environmental Quality</b>	<b>Air Quality</b>	<b>Goods Movement</b>	<b>Pedestrian Mobility</b>	<b>Bicycle Mobility</b>
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.

**County of Plumas**

**PPNO #2548 GRAEAGLE-JOHSVILLE ROAD RECONSTRUCTION**

Shift CONST Phase from FY 22/23 to FY 23/24.

Program a cost increase of \$1,134,000 STIP Federal funds for the CONST Phase in FY 23/24 to cover annual cost increases applied to standard construction bid items.

Program a cost increase of \$483,000 CRRSSA State-only funds for the CONST Phase in FY 23/24 to cover annual cost increases applied to standard construction bid items.

Does the project provide improvements to the following categories?:

<b>Roadway System Preservation</b>	<b>Congestion/ Mobility/ Accessibility</b>	<b>Safety</b>	<b>Public Transportation Cost Effectiveness</b>	<b>Equity and Cost Effectiveness</b>
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.
<b>Environmental Quality</b>	<b>Air Quality</b>	<b>Goods Movement</b>	<b>Pedestrian Mobility</b>	<b>Bicycle Mobility</b>
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**

Program \$50,000 for Construction Support remains in FY 22/23

Program \$170,000 for Construction Capital remains in FY 22/23

Does the project provide improvements to the following categories?:

<b>Roadway System Preservation</b>	<b>Congestion/ Mobility/ Accessibility</b>	<b>Safety</b>	<b>Public Transportation Cost Effectiveness</b>	<b>Equity and Cost Effectiveness</b>
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.
<b>Environmental Quality</b>	<b>Air Quality</b>	<b>Goods Movement</b>	<b>Pedestrian Mobility</b>	<b>Bicycle Mobility</b>
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.



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

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

Program \$90,000 for R/W Support in FY 22/23

Program \$16,000 for R/W Capital in FY 22/23

Program \$260,000 for Construction Support in FY 24/25

Program \$810,000 for Construction Capital remains in FY 24/25

Does the project provide improvements to the following categories?:

<b>Roadway System Preservation</b>	<b>Congestion/ Mobility/ Accessibility</b>	<b>Safety</b>	<b>Public Transportation Cost Effectiveness</b>	<b>Equity and Cost Effectiveness</b>
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.
<b>Environmental Quality</b>	<b>Air Quality</b>	<b>Goods Movement</b>	<b>Pedestrian Mobility</b>	<b>Bicycle Mobility</b>
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 (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 2028 almost coincides with one year beyond the end of the 2022 STIP cycle. Over the course of the next seven years, Caltrans will be reconstructing or rehabilitating 152 miles of State Highway 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 the 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.

<b>Table B3</b>			
<b>Evaluation – Plumas County 2022 RTIP Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
<b>State Highway</b>	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
<b>Transit or Intercity Rail</b>	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
<b>Local Streets and Roads</b>	New lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	6.8 lane miles for PPNO 2548
	New or upgrade bicycle lane/sidewalk miles	Lane/sidewalk miles	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).

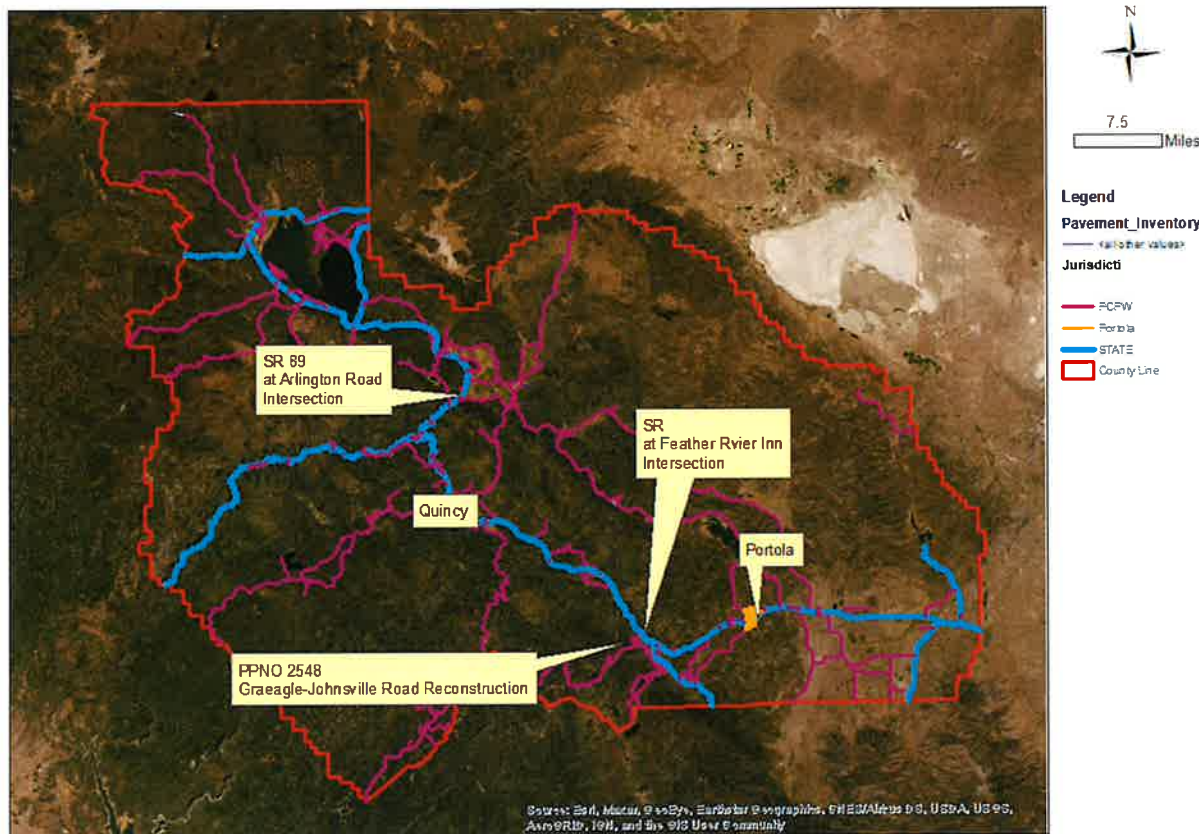
The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15 of the RTIP Template).

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

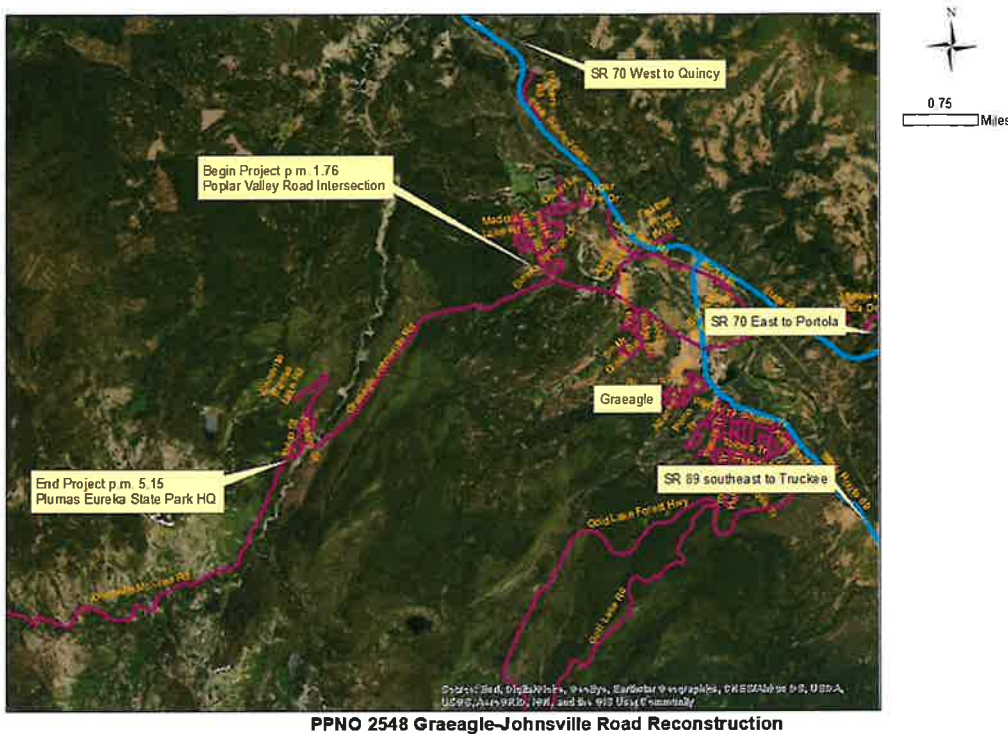
Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.



**Plumas County 2022 RTIP  
Project Location Map**

### 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  $\frac{3}{4}$ :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

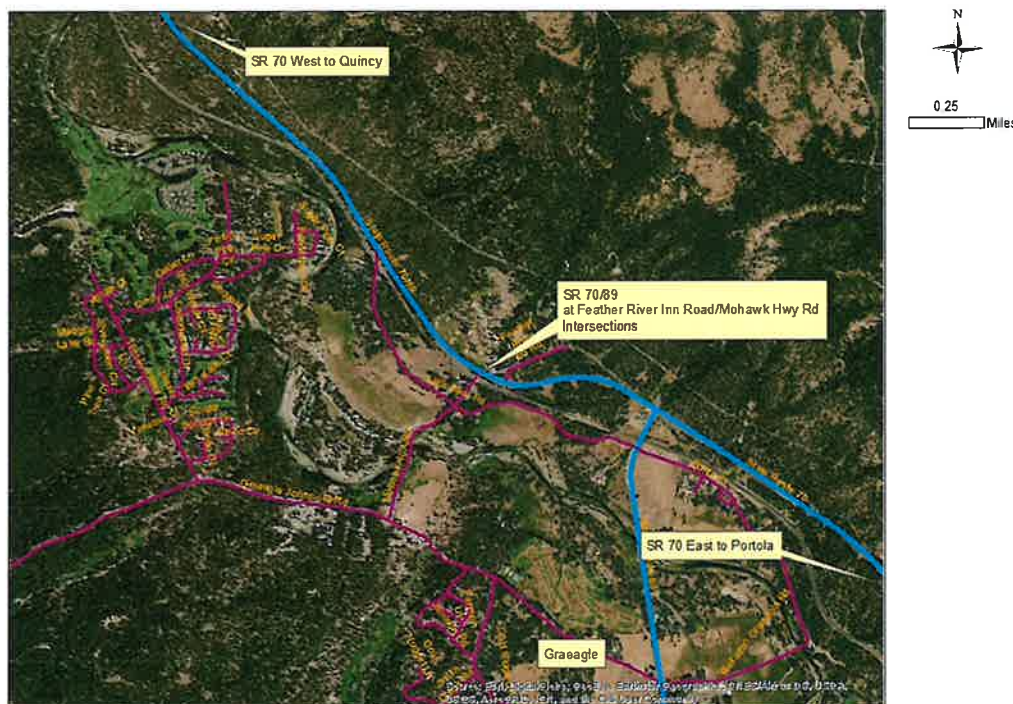


overlay work is completed the existing guardrail systems will be replaced and additional guardrail will be constructed primarily near the reversing curves between p.m. 1.85 – 2.85 where the roadway grades exceed 10% and embankment heights exceed 5'. The County proposes to fix the damaged locations and 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.



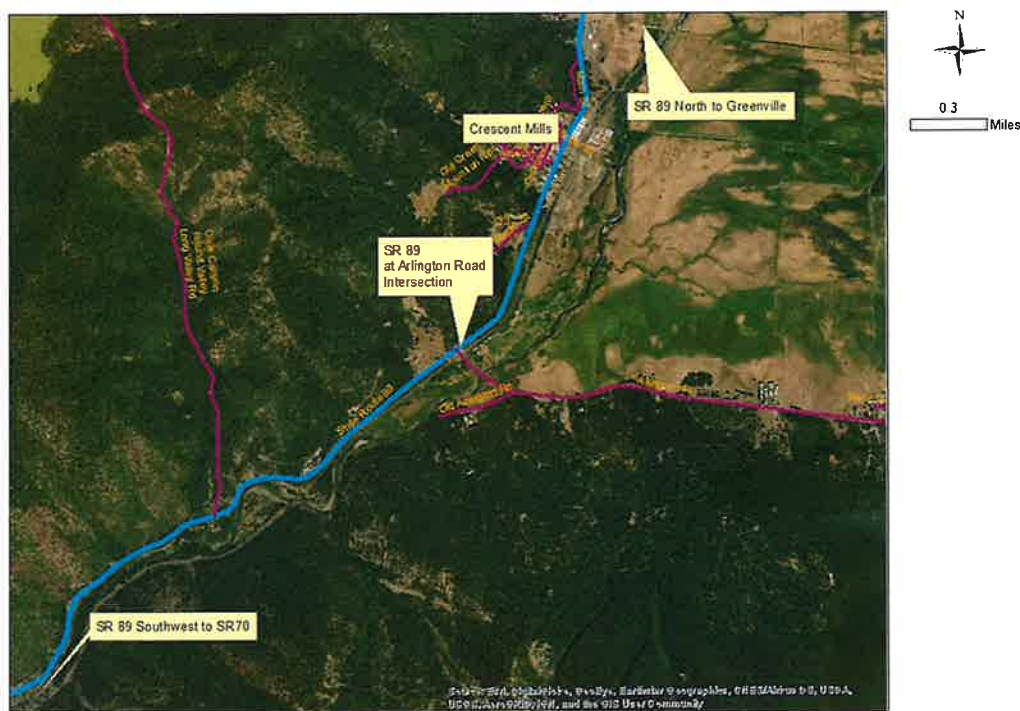
**PPNO 3703 SR70 at Feather River Inn Road  
(in conjunction with Caltrans' Project 02-1H580)**



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 2020 STIP, or a new project.

**Section 16. Commission Resolution or Documentation of 2022 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) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2021 10:40:33
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02	4G700	0214000048	3561	Plumas County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Plumas	89	14.600	15.000	Plumas County	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email 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 HQ		
PS&E	Caltrans HQ		
Right of Way	Caltrans HQ		
Construction	Caltrans HQ		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		03/26/2019	03/26/2019
Circulate Draft Environmental Document	Document Type		
Draft Project Report			05/16/2022
End Environmental Phase (PA&ED Milestone)		06/27/2022	06/27/2022
Begin Design (PS&E) Phase		06/27/2022	06/27/2022
End Design Phase (Ready to List for Advertisement Milestone)		07/01/2024	07/01/2024
Begin Right of Way Phase		06/27/2022	06/27/2022
End Right of Way Phase (Right of Way Certification Milestone)		12/26/2023	12/26/2023
Begin Construction Phase (Contract Award Milestone)		11/05/2024	11/05/2024
End Construction Phase (Construction Contract Acceptance Milestone)		01/09/2026	01/09/2026
Begin Closeout Phase		01/09/2026	01/09/2026
End Closeout Phase (Closeout Report)		10/10/2029	10/10/2029

Date 12/13/2021 10:40:33

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.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
Project Outputs				
Category	Outputs		Unit	Total
Operational Improvement	Channelization		EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	1	0	1
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
02	Plumas	89	4G700	0214000048	3561
Project Title					
Arlington Left Turn Lane					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	170							170	Caltrans HQ
PS&E		270						270	Caltrans HQ
R/W SUP (CT)		90						90	Caltrans HQ
CON SUP (CT)				260				260	Caltrans HQ
R/W		16						16	Caltrans HQ
CON				810				810	Caltrans HQ
TOTAL	170	376		1,070				1,616	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	170							170	
PS&E		270						270	
R/W SUP (CT)		90						90	
CON SUP (CT)				260				260	
R/W		16						16	
CON				810				810	
TOTAL	170	376		1,070				1,616	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	170							170	Plumas County Transportation Comm
PS&E		270						270	
R/W SUP (CT)		90						90	
CON SUP (CT)				260				260	
R/W		16						16	
CON				810				810	
TOTAL	170	376		1,070				1,616	
Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	170							170	
PS&E		270						270	
R/W SUP (CT)		90						90	
CON SUP (CT)				260				260	
R/W		16						16	
CON				810				810	
TOTAL	170	376		1,070				1,616	



**Complete this page for amendments only**

Date 12/13/2021 10:40:33

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

**SECTION 1 - All Projects**

**Project Background**

No change.

**Programming Change Requested**

**Reason for Proposed Change**

No change.

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)

No change.

**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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2021 10:53:40
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02	3H740	0218000025	3703	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas	70	65.800	R 66.200	Plumas County		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Clint Burkenpas			530-225-2455	Clint.Burkenpas@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 HQ		
PS&E	Caltrans HQ		
Right of Way	Caltrans HQ		
Construction	Caltrans HQ		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		07/03/2018	07/03/2018
Circulate Draft Environmental Document	Document Type		
Draft Project Report			06/23/2021
End Environmental Phase (PA&ED Milestone)		11/05/2020	11/05/2020
Begin Design (PS&E) Phase		11/05/2020	11/05/2020
End Design Phase (Ready to List for Advertisement Milestone)		03/28/2022	03/28/2022
Begin Right of Way Phase			09/01/2021
End Right of Way Phase (Right of Way Certification Milestone)		02/25/2022	02/25/2022
Begin Construction Phase (Contract Award Milestone)		08/19/2022	08/19/2022
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2025	12/01/2025
Begin Closeout Phase		12/01/2025	12/01/2025
End Closeout Phase (Closeout Report)		12/31/2027	12/31/2027

Date 12/13/2021 10:53:40

**Purpose and Need**

Need: The existing road connections at Mohawk Road and the Feather River Inn Road (County Road 129) are T-intersections located on opposite sides of SR 70 less than 500 feet apart on a 60 mile per hour alignment. Purpose: Initiate the reconfiguration of two separate existing road connections to form one four leg intersection thus improving safety and operations.

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
State Highway Road Construction	Operational improvements	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	1	0	1
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
02	Plumas	70	3H740	0218000025	3703
Project Title					
Feather River Inn Intersection Improvement					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	50							50	Caltrans HQ
PS&E	40							40	Caltrans HQ
R/W SUP (CT)	10							10	Caltrans HQ
CON SUP (CT)		50						50	Caltrans HQ
R/W	10							10	Caltrans HQ
CON		170						170	Caltrans HQ
TOTAL	110	220						330	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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	110	220						330	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	50							50	Plumas County Transportation Comm
PS&E	40							40	
R/W SUP (CT)	10							10	
CON SUP (CT)		50						50	
R/W	10							10	
CON		170						170	
TOTAL	110	220						330	
Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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	110	220						330	

**Complete this page for amendments only**

Date 12/13/2021 10:53:40

District	County	Route	EA	Project ID	PPNO
02	Plumas	70	3H740	0218000025	3703

**SECTION 1 - All Projects**

**Project Background**

No changes.

**Programming Change Requested**

**Reason for Proposed Change**

No changes.

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)

No changes.

**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

**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID  
ePPR-5909-2022-0003 v0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/10/2021 15:35:04
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02		0220000144	2057	Plumas County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Plumas				Plumas County	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
John Mannie			530-283-6498	johnmannie@countyofplumas.com	

**Project Title**

Planning, Programming and Monitoring

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

Planning, programming and monitoring

Component	Implementing Agency			
PA&ED				
PS&E				
Right of Way				
Construction	Plumas County Transportation Commission			
Legislative Districts				
Assembly:	1	Senate:	1	
		Congressional:	1	
Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				
Circulate Draft Environmental Document	Document Type			
Draft Project Report				
End Environmental Phase (PA&ED Milestone)				
Begin Design (PS&E) Phase				
End Design Phase (Ready to List for Advertisement Milestone)				
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)				
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				



Date 12/10/2021 15:35:04

Purpose and Need

Provides funding for Project Review and Programming for STIP Cycles including STIP Amendments and coordination with Caltrans, local agencies and CTC.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total

---

Date 12/10/2021 15:35:04

---

Additional Information

---

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
02	Plumas			0220000144	2057
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Plumas County Transportation Comm
R/W									
CON	1,156	51	19	43				1,269	Plumas County Transportation Comm
TOTAL	1,156	51	19	43				1,269	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,156	51	19	43	43	43		1,355	
TOTAL	1,156	51	19	43	43	43		1,355	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm
PS&E									\$36 CON voted 07/16/98
R/W SUP (CT)									\$37 CON voted 01/13/00
CON SUP (CT)									\$36 CON voted 07/01/00
R/W									\$73 CON voted 06/15/01
CON	1,156	51	19	43				1,269	\$73 CON voted 08/16/02
TOTAL	1,156	51	19	43				1,269	\$73 CON voted 02/26/04
									\$36 CON voted 09/29/05
									\$209 CON voted 09/20/07
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,156	51	19	43				1,269	
TOTAL	1,156	51	19	43				1,269	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm
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					43	43		86	
TOTAL					43	43		86	

**Complete this page for amendments only**

Date 12/10/2021 15:35:04

District	County	Route	EA	Project ID	PPNO
02	Plumas			0220000144	2057

**SECTION 1 - All Projects**

**Project Background**

Planning, Programming and Monitoring

**Programming Change Requested**

Adding additional years of PPM programming.

**Reason for Proposed Change**

Adding additional years of PPM programming.

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

No delays.

**Other Significant Information**

None.

**SECTION 2 - For SB1 Project Only**

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

Request additional PPM programming per STIP Guidelines for the 2022 cycle.

**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
John Manito		Director	12/10/21

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/10/2021 16:01:56
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02			2548	Plumas County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannie			530-283-6498	johnmannie@countyofplumas.com		

**Project Title**

Graeagle-Johnsville Road Reconstruction

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

Within the community of Johnsville and on Graeagle-Johnsville Road, Poplar Valley Road, the Plumas Eureka State Park and the Plumas National Forest. Provide, pavement rehabilitation and reconstruction including drainage improvements, erosion control, guardrails and guardrail upgrades.

Component	Implementing Agency		
PA&ED	Plumas County		
PS&E	Plumas County		
Right of Way	Plumas County		
Construction	Plumas County		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		08/30/2019	08/30/2019
Circulate Draft Environmental Document	Document Type CE/CE	12/30/2019	12/30/2019
Draft Project Report		01/30/2020	01/30/2020
End Environmental Phase (PA&ED Milestone)		05/30/2020	12/31/2021
Begin Design (PS&E) Phase		09/30/2020	01/03/2022
End Design Phase (Ready to List for Advertisement Milestone)		01/30/2020	12/31/2022
Begin Right of Way Phase		12/30/2020	04/04/2022
End Right of Way Phase (Right of Way Certification Milestone)		01/30/2021	12/30/2022
Begin Construction Phase (Contract Award Milestone)		11/30/2022	08/31/2023
End Construction Phase (Construction Contract Acceptance Milestone)		11/30/2023	11/30/2024
Begin Closeout Phase		04/30/2024	11/30/2024
End Closeout Phase (Closeout Report)		05/31/2024	01/31/2025

Date 12/10/2021 16:01:56

**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.

NHS Improvements ☐ YES ☒ NO Roadway Class 1 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 - rehabilitated Miles	Miles	3.4



Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	50	50
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Plumas				2548

**Project Title**

Graeagle-Johnsville Road Reconstruction

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	250							250	Plumas County
PS&E	250							250	Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W	50							50	Plumas County
CON		4,886						4,886	Plumas County
TOTAL	550	4,886						5,436	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	250							250	
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50							50	
CON			6,503					6,503	
TOTAL	550		6,503					7,053	

Fund #1:	RIP - Surface Transportation Program (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	250							250	Plumas County Transportation Comm \$250 PAED voted 03/13/19 \$250 PSE EXT. TO 02/02/22 \$50 RW EXT. TO 02/28/22
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50							50	
CON		4,886						4,886	
TOTAL	550	4,886						5,436	
Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	250							250	
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50							50	
CON			6,020					6,020	
TOTAL	550		6,020					6,570	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comrn
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			483					483	
TOTAL			483					483	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID  
ePPR-5909-2022-0002 v0

**Complete this page for amendments only**

Date 12/10/2021 16:01:56

District	County	Route	EA	Project ID	PPNO
02	Plumas				2548

**SECTION 1 - All Projects**

**Project Background**

Project is completing NEPA and will be allocating the PS&E phase in January 2022.

**Programming Change Requested**

Adding additional funding for the Construction Phase and shifting the CONST phase to FY 24/25 to align with revised schedules for final design and right-of-way acquisition.

**Reason for Proposed Change**

Delays in the completion of the HPSR/ASR for NEPA required time extensions previously approved by CTC.

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

The project site is remote, covered by snow 5 months out of the year, inside a State Park with a multitude of historic and prehistoric resources. The cost increase of \$1,617,000 is to accommodate increased construction costs since the project was originally programmed in 2014. All funds are federal RIP available in the 2022 STIP.

**Other Significant Information**

None.


**SECTION 2 - For SB1 Project Only**

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

Requesting amendment of the CONST phase funds to cover increasing construction costs.

**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
John Manno		Director	12/10/21

**SECTION 3 - All Projects**

**Attachments**

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

## **Section 16.**

### **Plumas County Transportation Commission Resolution of 2022 RTIP Approval**

**RESOLUTION NO. 21-21**  
**2022 STIP**  
**Plumas County Regional Transportation Improvement Program (RTIP)**

*Whereas the California Transportation Commission (CTC) has provided requirements, guidelines and criteria for the 2022 State Transportation Improvement Program (STIP) in the "STIP Guidelines" adopted by the CTC on August 18, 2021 (Resolution G-21-59); 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 2022 Plumas County Regional Transportation Improvement Program (2022 RTIP); and*

*WHEREAS, the PCTC, in accordance with the "STIP Guidelines", wishes to amend the 2022 STIP as follows:*

**Existing Programmed Projects**

**Plumas County Transportation Commission**

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

Program \$43,000 in FY 25/26

Program \$42,000 in FY 26/27

**County of Plumas**

**PPNO #2548 GRAEAGLE-JOHNSTOWN ROAD RECONSTRUCTION**

Shift CONST Phase from FY 22/23 to FY 23/24

Program a cost of increase to \$1,134,000 STIP Federal funds for the CONST phase in FY 23/24 to cover annual cost increases applied to cost of standard construction bid items.

Program a cost of increase to \$483,000 CRRSSA State-only funds for the CONST phase in FY 23/24 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 #3561 SR 89 at Arlington Road Intersection**

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

No change in existing programming:

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

Program \$90,000 for R/W Support in FY 22/23

Program \$16,000 for R/W Capital in FY 22/23

Program \$260,000 for Construction Support in FY 24/25

Program \$810,000 for Construction Capital in FY 24/25

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

**PPNO #3714 SR 70 at Feather River Inn Road Intersection**

Program \$220,000 for Construction Capital in FY 22/23

**Unprogrammed Balance**

Reserve \$500,000 for future needs, to build up a larger share for a higher cost project, or to otherwise program projects in the County at a later time.

**New Programmed Projects**

None proposed.

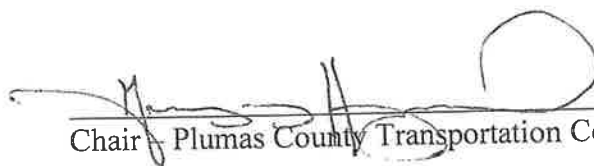
NOW, THEREFORE, BE IT RESOLVED that the 2022 RTIP for Plumas County be adopted as shown.

PASSED AND ADOPTED this 15<sup>th</sup> day of November, 2021 by the Plumas County Transportation Commission.

AYES: Commissioners: Thrall, Scarlett, Powers, Hagwood, Uels  
Engel

NOES: Commissioners:

ABSENT: Commissioners:

  
Chair, Plumas County Transportation Commission

ATTEST:

  
Jim Graham, Executive Director

Nov. 15, 2021  
Date



**Section 17.**  
**Documentation on**  
**Coordination with Caltrans District 2**

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 2  
1657 RIVERSIDE DR, MS-14  
REDDING, CA 96001  
PHONE (530) 356-3179  
FAX (916) 653-5776  
TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



*Making Conservation  
a California Way of Life.*

November 19, 2021

Mr. Jim Graham  
Executive Director  
Plumas County Transportation Commission  
1834 East Main Street  
Quincy, CA 95971

Dear Mr. Graham:

The 2022 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State highway system (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2021, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Plumas County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

On July 16, 2021, in preparation for the 2022 STIP cycle, Caltrans met with you to discuss State highway needs within the Plumas region. Caltrans provided a comprehensive list of needs on the SHS in Plumas County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP. The Plumas region currently has 2 partnership projects in the STIP – the State Route (SR) 70/Feather River Inn Intersection Improvement project and the SR 89/Arlington Left Turn Lane project is a partnership project. Both projects are currently planned to be constructed in conjunction with SHOPP projects to benefit both the Plumas region and Caltrans with economies of scale.

Mr. Jim Graham  
November 19, 2021  
Page 2

As discussed at our July 16, 2021 meeting, due to constrained project study report (PSR) resources, Caltrans is required to look ahead two cycles to the 2026 STIP for potential future project candidates where a PSR would be needed for programming purposes.

Caltrans recognizes 2022 STIP funding is prioritized for reprogramming projects from the 2020 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 contact Kelly Zolotoff at (530) 768-4327.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K. A. Kingsley', with a stylized flourish at the end.

Kristen A Kingsley, PE  
Deputy District Director  
Asset Management and Program Project Management

Enclosure

Cc: Dave Moore, District 2 Director (email)  
Tom Balkow, Deputy District Director Planning and Local Assistance (email)

***"Provide a safe and reliable transportation network that serves all people and respects the environment"***

Mr. Jim Graham  
November 19, 2021  
Page 3

Derek Willis, Chief Program Project Management (email)  
Steve Rogers, Chief Asset Management (email)  
Dale Widner, Project Manager, Program Project Management (email)  
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

# 2021 State Highway Needs Meeting

## Caltrans District 2 Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	PLU	70	39.4/39.8	SR 70 at Feather River Inn Road	Operational Intersection Improvement	3703	3H740	Complete	Y (2018 STIP)	PA&ED
2	PLU	89	14.6/15.0	Arlington Lt Turn Lane	Construct left turn lane on SR 89 at Arlington Road	3561	4G700	Complete	Y (2020 STIP)	PA&ED



## Caltrans/Plumas State Highway Needs Consultation (State Highway System)

### **MEETING NOTES**

**Location:** WebEx (See Calendar Meeting Invitation for link)

**Time:** Friday, July 16, 2021 at 10:30 am

**Purpose:** State Highway Needs consultation for the 2022 STIP between Caltrans, District 2 and the Plumas Region.

**Meeting Called By:** Kelly Zolotoff (Caltrans)

**Invitees:** Jim Graham (Plumas County RTPA), John Mannle (Plumas County Public Works), Dan Bastian (City of Portola), Todd Roberts (City of Portola), Stacey Barnes (Caltrans), Steve Rogers (Caltrans), Tamy Quigley (Caltrans), Dale Widner (Caltrans), Cassie Mitchell (Caltrans)

**I. Introductions - ALL**

**Attendees** – Kelly Zolotoff, Daniel Bastian, Steve Rogers, Cassie Mitchell, Tamy Quigley, John Mannle, Jim Graham, Stacey Barnes, Dale Widner

**Missing** – Todd Roberts

**II. Program Updates – *Non-State Highway Operation Protection Program/State Transportation Improvement Program (NonSHOPP/STIP)* - KELLY**

**a. 2021 Mid-Cycle STIP (*Summary attached*)**

- i. Money came from Corona Virus Relief (part of CRISSA) Calling it Mid Cycle STIP
- ii. Non STIP is going through local assistance
  - i. \$200000

- 1. Work with Ian Howat for these funds
  - 2. Kelly will forward TCT info to John

**iii. STIP**

- i. Above what you are getting based on your STIP
- ii. Can use on PPM
- iii. Allocated by 6/30/2024 CTC meeting
- iv. Part of 22 STIP Cycle
- v. \$481,000

**iv. Links included in the summary**

**v. Comments and Questions**

- i. Want cash for 200000 split between county and city
- ii. Can cover bids for North Loop?
  - 1. Kelly said can do a supplemental allocation at CTC
  - 2. If estimate is coming in above allocation can request now or wait until bids come in. Would need a justification. Identify any risk incase need supplemental vote.
  - 3. Keep 481000 in balance until we know if needed for this



## Caltrans/Plumas State Highway Needs Consultation (State Highway System)

4. RTIP submittal will note that unprogrammed balance will be from this funding and being kept for coverage of projects
5. Will discuss at the TAC

### b. 2022 STIP

#### i. Draft Fund Estimate (*Summary attached*)

- i. Some funding but not what we were hoping. Also, not as low as it could have been
- ii. Target is 1.5 mil max is up to 2.3 mil (needs conversation with CTC staff) if max needed contact Kelly for help with conversation
- iii. 119000 to use in PPM in share period
  1. Kelly can explain share period at another meeting if needed
  2. This comes out of the 1.5 for the back two or three years
  3. Programming in 25/26 and 26/27
  4. Plumas does not like taking the max and views it as a loan from the CTC
  5. Kelly says to check for current project funding and then look for new projects
  6. Funds can be used for different phases to split projects across cycles
  7. Not currently asking for any stat highway partnerships unless something comes up with the Quincy project.

#### ii. Draft Guidelines (*Summary attached*)

- i. Monday there is a STIP workshop to go over the guidelines
- ii. COVID relief funds – separate from regular STIP funds
- iii. CTC always has specific expectations placed on the cycle
  1. Cost increases included
  2. Greenhouse Gas Emissions
    - a. Include in RTIP planning

#### iv. Changes

1. Strengthening language on PSR requirements
2. Specific language wanted in RTIP
  - a. Focus on interregional and multimodal corridors
  - b. Pilot for turning highways into boulevards
3. ITIP
  - a. Projects in development for decades, want to know why
  - b. Highway to boulevard pilot
4. There is a version with the strikethroughs to see the changes
5. No discussion for vehicle mile traveled calculations (50% off)
  - a. Sending an email to Kelly so she can help follow up

### c. Current Partnership Projects

- i. Feather River Inn Intersection Improvements – 2018 STIP/2018 SHOPP
- ii. Arlington Left Turn Lane (LTL) - 2020 STIP/2020 SHOPP



## Caltrans/Plumas State Highway Needs Consultation (State Highway System)

### III. Program Updates – Complete Streets (CS)/Active Transportation - TAMY

- a. We now have a complete streets unit in Caltrans
- b. Active Transportation Program Update *(Summary attached)*
  - i. Cycle 5 - 2021 ATP adopted by CTC and Augmentation
    - 1. CTC proposed 1.5 B to complete the proposed projects
    - 2. 500mil to create bicycle highways and complete streets
    - 3. Also suggested a full authentication to the ATP
    - 4. Needs to be used by Oct or it goes back to gen fund earmarked for transportation use
  - ii. Cycle 6 will do a call for projects
    - 1. Updates to guideline in Oct.
- c. Complete Streets Update *(Summary attached)*
  - i. Caltrans may ask for funds from the SHOPP Reservation for 2022 SHOPP projects
  - ii. Graeagle Capital Preventative Maintenance (CAPM)
    - 1. Surveys will be done early in the environmental phase to assist with the right of way discussion.
  - iii. Graeagle CS
    - 1. Graeagle Community Services District and Graeagle Land and Water working together on additional CS needs in the community.
    - 2. ATP funds will not be pursued at this time.
  - iv. Quincy CAPM
    - 1. Do have an allocation in the district for the 2024 SHOPP for complete streets
      - a. Can build new or fix existing
      - b. Allocations were given in linear feet
    - 2. John gave a summary email
    - 3. Field review this afternoon
    - 4. John asked why there is such a low number for fixing if there are existing ADA issues
      - a. Tamy said that the ADA and Complete Streets are separated a bit at this point
      - b. Plumas will provide a copy of their ADA transition plan
    - 5. Local newspaper has been replaced by online
    - 6. John and Jim would like a presentation regarding this project and sidewalks etc.
    - 7. Tamy suggests that with complete streets projects we work with the county to share information
    - 8. We can do community meetings which would collect information from the public without needing them to use the internet and social media
      - a. Tamy will work with county to arrange similar to how Graeagle was done – who what when where how items and aligning with project schedule
      - b. Will set a meeting to determine the communication plan





## Caltrans/Plumas State Highway Needs Consultation (State Highway System)

- c. Prioritization needs to be kept in mind – suggests Steve Rogers
- v. Chester CAPM
  - 1. There will be targets for this project
  - 2. Will work to identify what we want with the project and what the county wants
  - 3. Need good communication with Caltrans to best create “The Plan”
    - a. Keep Tamy in the loop with “The Plan” she can bring in whoever would be needed as it progresses through
- d. California Active Transportation (CAT) Plan (*Summary attached*)

#### IV. Program Updates – SHOPP/Asset Management (*Project Map and List attached*) – STACEY/STEVE

- a. State Highway Strategic Management Plan (SHSMP) Update
  - i. <https://dot.ca.gov/programs/asset-management/state-highway-system-plan>
    - 1. Steve Rogers
      - a. Asset management framework
        - i. Working to create inventory of assets and conditions
        - ii. Targets are put into the SHSMP to identify what district needs to address
        - iii. Some flexibility but limited to Fair and Poor elements
      - b. Can set up a presentation with county on AM
      - c. **ACTION: Kelly will try to provide a pavement map**
- b. Draft 2021 Ten-Year Plan (TYP)
  - i. Proposed 2024 SHOPP (*location descriptions are approximate*)
    - 1. Quincy CAPM
      - a. State Route (SR) 70 – PM 33.0/47.0 (*SR 70/SR 89 Jct to Greenhorn Creek*)
      - b. Overlay of .2 of HMA cold plane
      - c. Guardrail
      - d. Complete Streets
    - 2. Wolf Creek CAPM – SR 89 – PM 24.0/30.0 (*Wolf Creek Rd to Lake Almanor Spillway*)
      - a. Overlay of .2 of HMA
    - 3. Plumas & Tehama Scour (Spanish Creek Bridge) – SR 70 – PM 42.45
      - a. 2 bridges one in Plumas (Spanish Creek)
    - 4. Highway Curve Warning Signs will be updated
    - 5. Sac Valley Intelligent Technology Systems (ITS) – SR 70 – PM 33.0/50.9; SR 36 – PM 6.2/14.0; Other locations in Shasta, Tehama, and Trinity Counties
      - a.
  - ii. Proposed 2026 SHOPP
    - 1. Chester CAPM



## Caltrans/Plumas State Highway Needs Consultation (State Highway System)

- c. **ACTION:** Request for all projects to include a prioritized list of CS wants and needs for each project.

### V. Project Updates – Project Management (*Project Map and List attached*) - DALE

- a. Current Programmed Projects – SHOPP, STIP, Other
  - i. SR 36/A13 Intersection Improvement (Safety) – Construction (CON) 2023
    - 1. Fourth leg being investigated – likely not fundable
    - 2. Will likely be a 3 leg with fourth leg coming later
    - 3. Still have funds collected from development
    - 4. Concerned about T intersections
    - 5. **ACTION:** Focus meeting needed on potential funding issues. Kelly to work with Mike Feakes to schedule.
  - ii. Chester Causeway – CON 2025
    - 1. **ACTION:** Caltrans (Dale) to continue involvement of Plumas County during the project development.
  - iii. Beckwourth CAPM – CON 2023
    - 1. **ACTION:** Caltrans (Dale) to continue involvement of Plumas County during the project development.
  - iv. Almanor West Rehab – CON 2025
    - 1. Involvement of Plumas County during the value analysis (VA) was very helpful.
    - 2. **ACTION:** Caltrans (Dale) to continue involvement of Plumas County during the project development.
  - v. Cromberg Rehab – CON 2023
    - 1. 2018 STIP contribution with Feather River Inn
    - 2. Goes through Portola
    - 3. **ACTION:** Caltrans (Clint) to continue involvement of Plumas County during the project development.
    - 4. Clint Burkenpas is the PM
      - a. Presentations for Draft Environmental Document and Draft Project Report – City of Portola (7/14/2021), PCTC (7/19/2021), and Plumas County Board of Supervisors (7/20/2021)
      - b. Did provide Dale with information on sidewalks and bus shelter
  - vi. Crescent Mills CAPM – CON 2025
    - 1. 2020 STIP contribution with Arlington LTL
    - 2. **ACTION:** Caltrans (Dale) to continue involvement of Plumas County during the project development.
- b. 2022 SHOPP Candidate Projects
  - i. Graeagle CAPM – CON 2027
    - 1. Further discussions to be had regarding right of way once the project has been programmed and the environmental (PA&ED) phase has been initiated.
  - ii. Curve Warning Signs SE – CON 2026



## Caltrans/Plumas State Highway Needs Consultation (State Highway System)

- VI. Regional/Local areas of concern on State Highway System – JIM, JOHN, TODD, DAN**
- a. **ACTION:** John to provide photos and summary of ADA and CS needs in the communities of Chester, Quincy, and Greenville.
  - b. Within proposed Quincy CAPM project limits
    - i. Mill Creek Culvert – SR 70, PM 45.5
    - ii. Quincy SR 70 Couplet, SR 70, PM R43.086 – Intersection Improvements and Complete Streets
      - 1. Further discussion to be had as project progresses
    - iii. Requested hydraulics study – Is there anything that may be done to improve drainage prior to the Quincy CAPM?
    - iv. Elm St, Meadow Ln, and Lee Rd Intersection Improvement for truck movements – SR 70, PM 46.09/46.145
  - c. Within proposed Chester CAPM project limits
    - i. Almanor Parks and Recreation District was awarded a Caltrans Sustainability Grant
      - 1. Jim to include Tamy on grant team as a Caltrans representative
- VII. Local road projects with potential impact to the State Highway System – JIM, JOHN, TODD, DAN**
- a. None that have not already been noted and communicated
- VIII. Partnering Opportunities - ALL**
- a. State Highway Needs List (*attached*)
    - i. Arlington is clearing quite a bit environmentally to allow for a staging site
    - ii. HAR – Highway Advisory Radio
    - iii. Any other locations or projects?
      - 1. Not at this time
      - 2. Tamy points out that the list is very helpful
    - iv. Remove Chester 5 lane
      - 1. Keep on list with new name and new description
  - b. Proposed Partnership Projects
    - i. Considered a partner on all projects for communication. “Partnership Projects” also is meant to address financial partnerships
- IX. Other - ALL**
- a. Plumas County/Caltrans Agreements – 2020 State highway partnership meetings requested all agreements to be updated every 5 years.
  - b. As soon as we get a permanent maintenance engineer, we will meet with them to help get information out to agencies. Should hear about this in the fall.

**Section 18.**  
**Detailed Project Programming Summary Table**



## **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

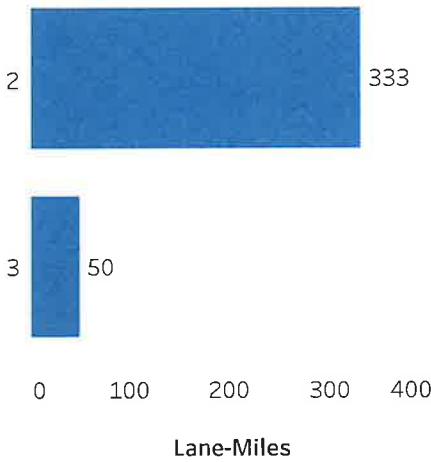
# BETA 2018 - District 02

## All Pavement

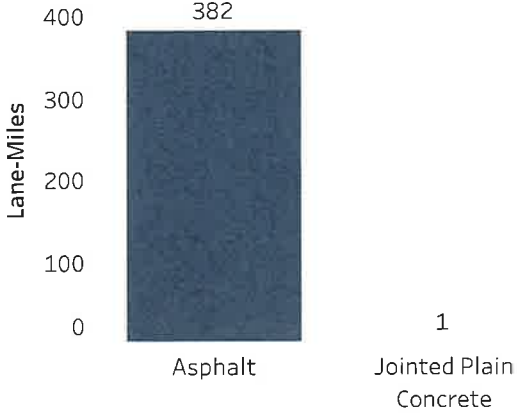
(APCS Total Collected Lane-Miles)

383 Total Lane-Miles

Roadway Class



Pavement Type



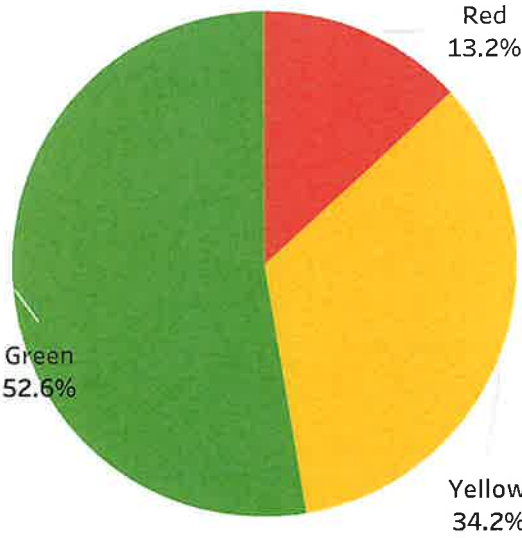
MAP

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

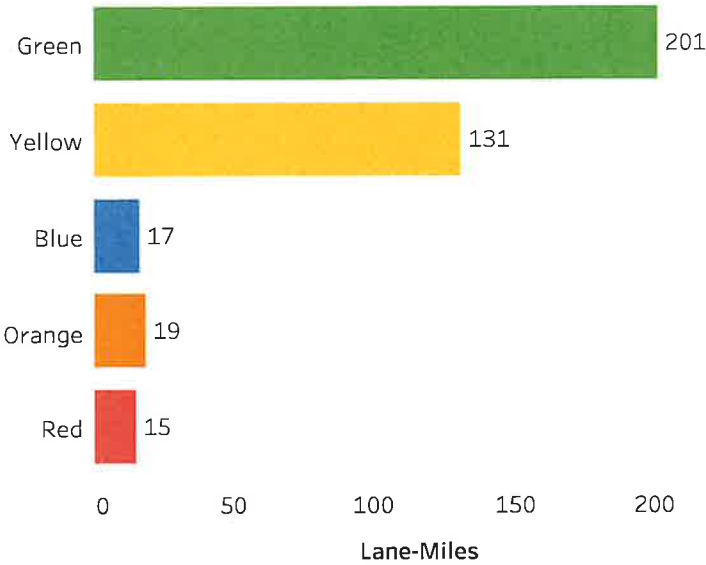
(Select Performance Measures)  
Federal Performance Measures



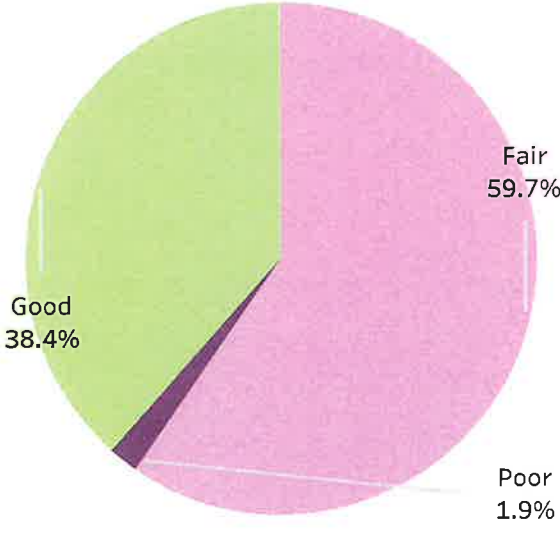
Caltrans Rating System (%)



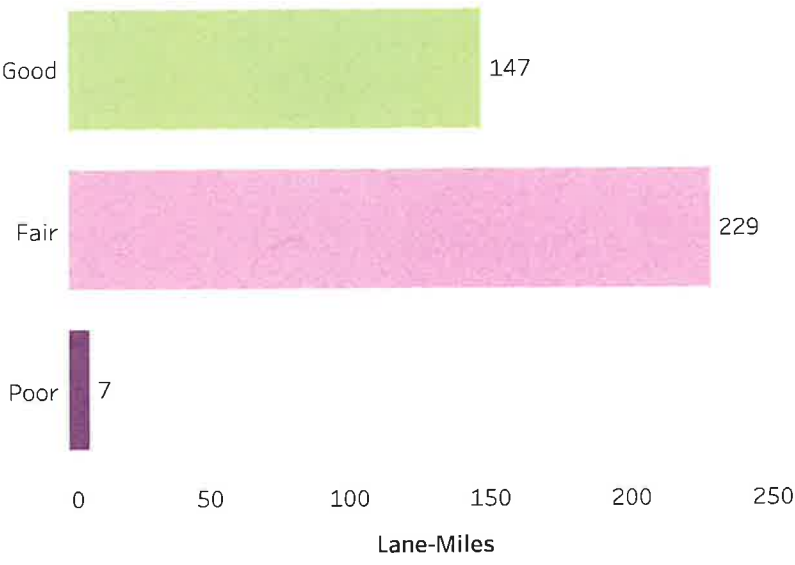
Caltrans Rating System (Lane-Miles)



Federal Performance Measures (%)

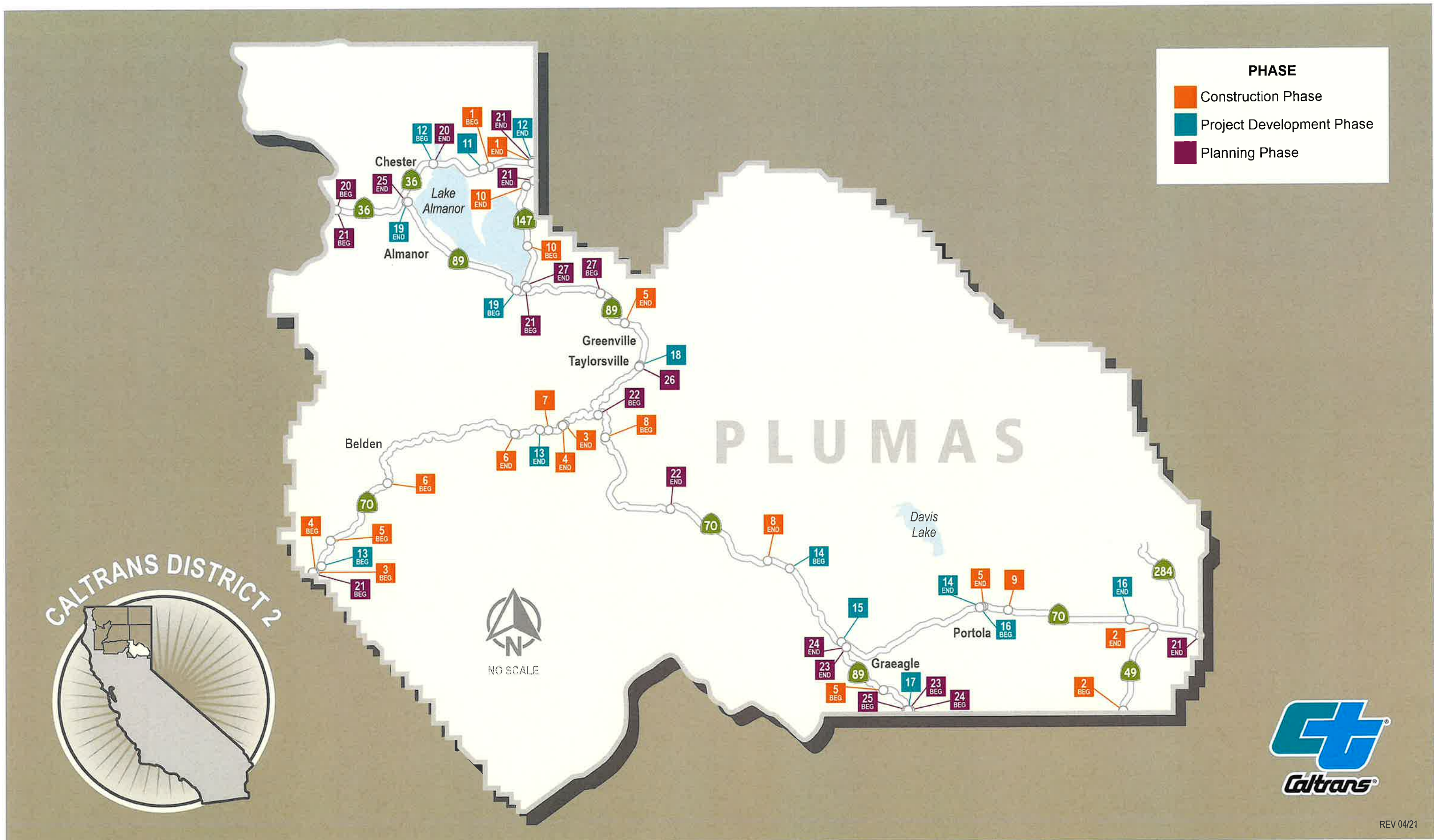


Federal Performance Measures (Lane-Miles)



**Section 20.**  
**SHOPP Program for Plumas County**





REV 04/21

# PLUMAS COUNTY CONSTRUCTION PROJECTS



# PLUMAS COUNTY PROJECTS

	EA	CO	RT	POST MILES	PROJECT NAME	WORK DESCRIPTION	BEG	END	EST	PIO*	MC*	SB1*
							CONST	CONST	(\$1000)			
1	1J200	PLU	036	14.0/18.4	2020 Digouts	Pavement Digouts	07/21	12/22	310		X	
2	2J000	PLU	049	0.0/7.5	Golden Chain Overlay	Thin AC Overlay	04/21	04/22	1,690			
3	4H440	PLU	070	0.0/29.9	PLU 70 Permanent Restoration	Repair Rock Slope & Stabilize Roadway	08/21	12/22	16,902	MAM		X
4	0H550	PLU	070	0.4/29.7	Quincy PLU 70 Drainage Rehab	Drainage Rehabilitation	12/20	11/22	2,500	MAM		X
5	3H810	PLU	070	3.1/78.6	Bridge Maintenance LAS & PLU	Repl Jnt Seals, Rep Concrete, Treat Deck	06/20	11/21	3,250		X	
	3H810	PLU	089	3.4/19.9	Bridge Maintenance LAS & PLU	Repl Jnt Seals, Rep Concrete, Treat Deck	06/20	11/21			X	
6	1J500	PLU	070	10.0/25.0	Belden Overlay	Thin AC Overlay	05/21	12/22	3,966			
7	0J230	PLU	070	27.1/30.7	PLU 70 Culverts Near Storrie	Culvert Rehabilitation	07/21	08/21	314			
8	1H790	PLU	070	36.8/56.7	Butterfly Two Wolf Creek Rock Fence	Rock Fall Fence	07/21	12/22	1,980	KMV		
9	4H900	PLU	070	80.4/80.8	PLU 70 Light Poles	Install Highway Lighting	02/21	12/22	314			
10	0J020	PLU	147	3.5/8.9	Wow Ow Culverts	Stormwater Improvements	07/21	08/21	314			
11	0J640	PLU	036	13.6/14.2	A13 at Route 36 Safety	Safety Improvements	08/23	07/25	4,980	MAM		X
12	4H060	PLU	036	9.2/18.4	Chester Causeway Rehab	Roadway Rehabilitation	10/24	12/25	25,370	MAM	X	X
13	1J940	PLU	070	0.6/26.7	Plumas 70 Last Straw Culverts	Drainage Rehabilitation	04/22	10/22	333			
14	1H580	PLU	070	58.2/78.4	Cromberg Roadway Rehab	3R Roadway Rehabilitation	11/22	12/25	90,815	MAM		X
15	3H740	PLU	070	65.8/66.2	Feather River Inn Intersection Improv	Intersection Improvement	11/22	12/25	170	MAM		
16	4H010	PLU	070	78.3/90.3	Beckwourth CAPM	Pavement Preservation	08/23	12/24	15,740	KMV		
17	4H030	PLU	089	0.0/0.0	Crescent Mills CAPM	Pavement Preservation	09/24	12/25	9,350			
18	4G700	PLU	089	14.6/15.0	Arlington Road LTL	Install Left Turn Lane	09/24	01/26	810	MAM		
19	3H690	PLU	089	30.0/42.1	Almanor West Roadway Rehab	Roadway Rehabilitation	09/24	12/26	34,600	KMV		X
20	0J870	PLU	036	0.0/9.2	Chester CAPM	Pavement Class II		2028	13,300			
21	2J230	PLU	036	0.0/18.4	Curve Warning Signs SE	Safety Signs Improvements	01/26	07/27	2,000		X	
	2J230	PLU	070	0.0/95.9	Curve Warning Signs SE	Safety Signs Improvements	01/26	01/27			X	
	2J230	PLU	147	0.0/9.8	Curve Warning Signs SE	Safety Signs Improvements	01/26	01/27			X	
22		PLU	070	33.0/47.0	Quincy CAPM	Pavement Class II		2028	28,200			
23	3H950	PLU	089	0.0/8.7	Graeagle CAPM	Pavement Preservation	10/26	12/30	9,200			
24	1J650	PLU	089	0.0/8.7	Graeagle Complete Streets	Add Complete Streets Elements	03/29	05/33				
25	2J220	PLU	089	0.0/42.2	Curve Warning Signs NE	Safety Signs Improvements	01/26	01/24	2,000		X	
26	4G710	PLU	089	14.8/14.8	Arlington Park and Ride	Add Park and Ride Facility	10/29	04/31				
27	0J880	PLU	089	24.0/30.0	Wolf Creek CAPM	Pavement Class II		2027	9,200			

PHASE

Construction Phase

Project Development Phase

Planning Phase

\* PROJECT MANAGER

EEA: Eric Akana (530) 605-8695 eric.akana@dot.ca.gov

CAB: Clint Burkenpas (530) 604-4949 clint.burkenpas@dot.ca.gov

MEF: Mike Feakes (530) 949-7059 mike.feakes@dot.ca.gov

RPH: Rex Hervey (916) 825-8166 rex.hervey@dot.ca.gov

J I: Javed Iqbal (530) 945-1932 javed.iqbal@dot.ca.gov

MJM: Mike Mogen (530) 227-9497 michael.mogen@dot.ca.gov

\* MC: Project in multiple counties

SB1: Project receives Senate Bill 1 funding

KAM: Kerry Molz (530) 710-4307 kerry.molz@dot.ca.gov

EDO: Eric Orr (530) 440-5382 eric.orr@dot.ca.gov

JOS: Jeff Steppat (530) 515-0639 jeff.steppat@dot.ca.gov

KBT: Kelly Timmons (530) 945-0226 kelly.timmons@dot.ca.gov

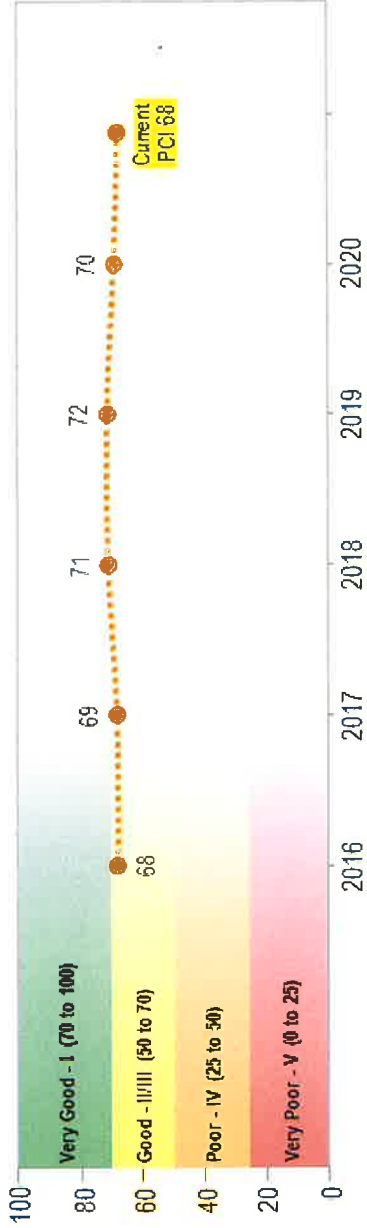
DLW: Dale Widner (530) 917-7949 dale.widner@dot.ca.gov

REV 04/21

## **Section 21.**

### **Pavement Conditions for Plumas County Roads (includes City of Portola Streets)**

\*Historical Pavement Condition Trends



\*Current PCI



Network Inventory

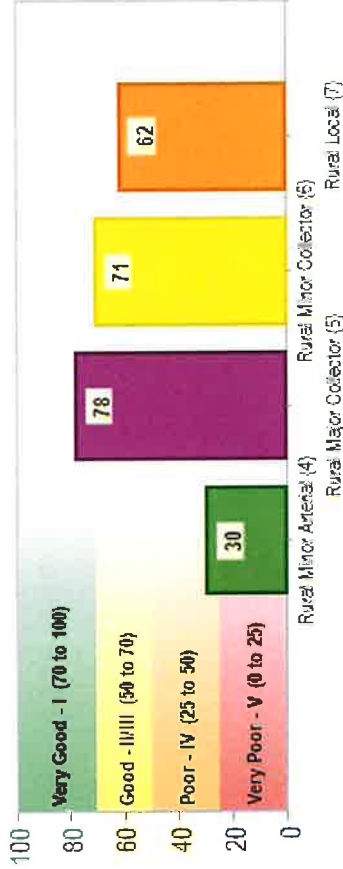
Pavement Area: 2.2  
(square miles)

Miles: 462.0

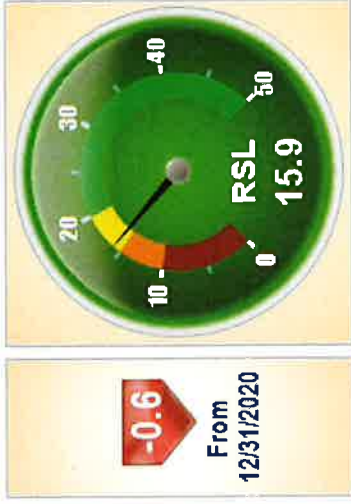
Lane Miles: 924.0

Sections: 1392

\*Current PCI by Functional Class



Remaining Service Life (years)



Surface Type



Historical Network Condition Trends

