

Amendment No. 1

PLUMAS COUNTY

TRANSPORTATION COMMISSION

OVERALL WORK PROGRAM

2023-24 FISCAL YEAR

FOR THE

CONTINUOUS REGIONAL TRANSPORTATION

PLANNING PROCESS



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TABLE OF CONTENTS

	<u>Page No.</u>
I. Introduction	2
II. Local Issues Affecting Transportation Planning	4
III. Planning Activities	6
IV. Organization	11
V. Work Program	14
Work Element 601: Regional Transportation Planning	15
Work Element 602: Transportation Systems Planning	18
Work Element 603: Administration and Coordination	21
Work Element 604: Transit Support and TDA Administration	23
Work Element 608: GIS/PMS Support	26
Work Element 609: State Route 36 Chester Complete Streets & Context Sensitive Streetscape Plan	28
Summary of Proposed Budget	36

I. INTRODUCTION

Plumas County

Three major highways traverse the County: State Routes 70 & 36, running east-west and State Route 89 running north-south. State Route 70 is a High Emphasis Route within the Interregional Transportation Strategic Plan (June 1998). Autos and trucks are the primary transportation modes for residents and visitors traveling in the County. Route 70 is of great importance as an east-west link to the State of Nevada and the Sacramento Valley. This State highway is the transportation backbone of Plumas County. It serves as a commuter route and main business street in the Town of Quincy and the City of Portola. Route 36 is in the northern section of the County, it too is an important east-west link, serving the town of Chester and the Lake Almanor Basin. This route connects the Sacramento Valley with Susanville and Lassen County.

The Plumas County Transportation Commission (PCTC) takes a lead in initiating, planning, and completing various transportation projects. Two of the main transportation planning projects include the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

PCTC updates the RTP every 5 years with extensive outreach to the public, stakeholders, and pertinent agencies (Caltrans, County of Plumas, City of Portola).

The STIP planning process occurs every two years with extensive outreach to the public, stakeholders, and pertinent agencies (Caltrans, County of Plumas, City of Portola) for updates to existing STIP projects or programming requests for new STIP projects.

The RTIP that is developed for the STIP follows the reviews and recommendations of the TAC (members = Caltrans, County of Plumas, City of Portola). PCTC's actions for the RTIP are conducted at regularly scheduled public meetings.

Annually individual project planning processes can occur under the OWP for larger projects requiring joint efforts between PCTC staff and the lead agency for the project (Example: SR36 Streetscape). The larger projects include additional extensive outreach and workshops with the communities impacted by the projects.

These tasks and processes are discussed in detail in the various work elements, and all occur in a manner consistent with the Public Participation Plan included as part of this document.

The PCTC encourages public participation in the transportation planning process. The PCTC has adopted a Public Participation Plan (PPP) that is incorporated in the PCTCs Title VI Plan. The PPP includes seven (7) goals and numerous strategies. These goals include:

1. Provide all interested parties and agencies reasonable opportunities and activities, and time for public review of regionally significant plans and documents.
2. Increase public awareness and understanding of the transportation planning process in Plumas County.
3. Ensure accessibility to the transportation planning process and information for all members of the community.
4. Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.

5. Increase opportunities for those traditionally under-served, including the elderly, students, low income, disabled, and minority households, to participate in the planning process.
6. Consider public and agency input, and comments as an integral part of PCTC's decision making process.
7. Consult with the Maidu tribal governments within Plumas County and provide opportunities for tribal government input into the transportation planning process. The tribal governments in Plumas County include the Greenville Indian Rancheria, and the Maidu Summit Consortium. Other nearby tribal governments include the Susanville Indian Rancheria and the Washoe Tribe of California and Nevada.

Early and continuous stakeholder and public participation is consistent with the provisions of the Fixing America's Surface Transportation (FAST) Act.

The FAST Act legislation set forth the following 10 Planning Factors:

- 1) Support the economic vitality of the area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase the safety of the transportation system for motorized and non-motorized users.
- 3) Increase the security of the transportation system for motorized and non-motorized users.
- 4) Increase the accessibility and mobility of people and for freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize the preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) Enhance travel and tourism.

PCTC's planning activities that satisfy these ten Planning Factors are described in detail under Section III Planning Activities.

California Planning Emphasis Areas for Program Year 2023

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2023 are:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

PCTC’s planning activities that satisfy these Planning Emphasis Areas (PEAs) are described in detail under Section III Planning Activities.

II. LOCAL ISSUES AFFECTING TRANSPORTATION PLANNING

The following discussions of demographics and the economy are important within Plumas County’s OWP because much of the funding that the County receives for transportation planning is tied to population while all the funding used for operations and maintenance is tied to State and Federal gas taxes and receipts from federal lands within the County. The amount of sales and gas taxes collected is dependent on the overall economy of the State. The amounts of gas tax allocated to cities and counties is based upon an agency’s population and its number of registered vehicles. The County of Plumas and the City of Portola have no other funding available for transportation purposes outside of their respective Road Funds made up of these taxes.

Plumas County has an estimated total population of 19,915, or 0.05% of California’s population, ranking it the eighth smallest county in the state. Table 1 below provides population characteristics, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low-income individuals. For comparison, the total population and percent of these demographic groups are also presented for California and the United States.

Table 1: Target Population Characteristics

Area	Total Population	% Persons aged 65+	% Persons w/ disability under 65	% Poverty level	% Veterans	% Speak English less than “very well”
Plumas	19,915	30.3%	16.5%	13.0%	9.1%	1.5%
California	39,142,991	15.2%	10.6%	12.3%	3.7%	17.2%
United States	333,287,557	16.8%	12.6%	11.6%	5.2%	8.2%

Source: ACS 2021 5-year estimate

With limited opportunities for generating local funds and a decreasing population both in number and in relation to other Counties within the State, Plumas County's future finances for meeting its own transportation needs were highly dependent on the passage of and the failed repeal of Senate Bill 1.

The County and the City of Portola must seek investment strategies to support the maintenance and improvement of the state and local roads to facilitate rural economic growth and tourism. The biggest issue facing transportation planning in Plumas County is the financing of repairs to the existing infrastructure and the funding of operations and maintenance. Transportation planning is essentially financial planning for agencies faced with small staff and limited resources.

The Secure Rural Schools (SRS) legislation funding was intended to compensate for the loss of revenue from timber harvesting on Federal Lands. Historically the funds were split 50/50 between County roads and County schools (thus the name "Secure Rural Schools"). Initially SRS provided the Plumas County Road Fund with an average of \$3 million per year after splitting funds with the school district.

The Secure Rural Schools legislation benefits the County Road Fund by providing adequate cash flow to maintain basic service operations and allow construction projects to move forward. Congress extended the SRS legislation in December 2021 for three years through FFY 23 with the passage of the Infrastructure Investment and Jobs Act (IIJA). The County will receive \$1.3 million each fiscal year. If SRS is not extended, the County would return to the 1908 Act whereby 25% of receipts from activities on federal lands within Plumas County are shared with the School District (12.5% each). The current estimate for federal receipts would only yield an average of \$350,000 to the County Road fund.

The passage and signing of the Road Repair and Accountability Act of 2017, SB 1 (Beall), on April 28, 2017, increased gas tax revenues to City and County Road Funds, however, it was not implemented until November of 2017. Thus far, the program is reaching its annual revenue estimates.

The discussion on revenues is a critical element for transportation planning. Agencies must have sufficient cash available to participate in reimbursable state and federal transportation infrastructure programs. Transportation planning activities must consider an agency's ability to maintain adequate cash flow for operations and project construction to successfully deliver a project.

The 23/24 OWP

The FY 23/24 OWP activities will continue to emphasize, where possible, planning projects that will accommodate and encourage greater use of the public transit system and non-motorized transportation modes and avoid increasing the "wear and tear" on the road systems. Any methods whereby the number of axle loadings can be reduced on the County's and City's roads may help to extend the useful remaining life of the roads and bridges.

III. PLANNING ACTIVITIES

PCTC relies on the Regional Transportation Plan updates every 5 years and the extensive outreach to the public and to the pertinent agencies (Caltrans, County of Plumas, City of Portola), tribal agencies and the public during that process.

Other planning activities associated with the STIP (updates to existing STIP projects or programming requests for new STIP projects) with outreach to the agencies (Caltrans, County of Plumas, City of Portola), tribal agencies and the public. The RTIP that is developed for the STIP follows the reviews and recommendations of the TAC (Caltrans, County of Plumas, City of Portola). PCTC's actions for the RTIP are conducted at regularly scheduled public meetings.

Annually individual project planning processes can occur under the OWP for larger projects requiring joint efforts between PCTC staff and the lead agency for the project (Example: SR36 Streetscape). The larger projects include additional extensive outreach and workshops with the communities impacted by the projects.

For projects that do not receive financial assistance from PCTC, the lead agencies (Caltrans, County of Plumas, or City of Portola) are invited to report to PCTC on planned projects and projects going to construction on a semi-annual basis or more often as PCTC requests.

This OWP will

- Encourage planning activities to enhance safety in all modes and to reduce the accident potential and severity in the future.
- Continue to monitor future needs for transportation improvements.
- Continue efforts to maintain an adequate cost-effective transit system.
- Demonstrate a coordinated planning effort between the County, City, Tribal governments, and Federal land management agencies.

System Planning and Transportation System Management elements are included in the OWP to promote closer coordination between State and local transportation programs.

Planning factors to be addressed in the transportation planning process and the related work elements (WE) presented in this document include the following:

- Support improvements for the economic vitality of the area, especially by enabling competitiveness, productivity, and efficiency. WE 601, 602, 604, and 608.
- Increase the safety of the transportation system for motorized and non-motorized users. WE 601, 602, 603, 604, and 609.
- Increase the security of the transportation system for motorized and non-motorized users. WE 601, 603, 608 and 609.
- Increase the accessibility and mobility of people and freight. WE 601 through 604, and 607.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic partners. WE 601, 603, 608, and 609.
- Enhance the integration of connectivity of the transportation system across and between modes, for people and freight. WE 601, 603, 608, and 609.

- Promote efficient system management and operation. WE 601, 602, 608, and 609.
- Emphasize the preservation of the existing transit system. WE 603, 604, and 608.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. WE 601, 602, 604
- Enhance travel and tourism. WE 601, 602, 604, and 609.

Planning emphasis areas (PEAs) to be addressed in the transportation planning process and the related work elements (WE) presented in this document include the following:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future WE 601, 602, 603, 604, and 609
- Equity and Justice40 in Transportation Planning WE 601, 602, 603, 604, and 609.
- Complete Streets WE 601, 602, 603, 604, and 609
- Public Involvement WE 601, 602, 603, 604, and 609
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination WE 601, 602 and 603.
- Federal Land Management Agency (FLMA) Coordination WE 601, 602, 603, 604, and 609.
- Planning and Environment Linkages (PEL) WE 601, 602, 603, 604, and 609.
- Data in Transportation Planning WE 601, 602, 604, 608, and 609.

Public Participation Plan

The PCTC and their staff understand the importance of outreach and public participation in the transportation planning process. A well informed public is better able to provide meaningful feedback to ensure that the transportation multi-modal networks meet their needs. It is the goal of the PCTC to ensure that outreach and public/stakeholder participation is sought for all applicable OWP Work Elements. The following Public Participation Plan serves as the guiding document to achieve that goal.

Plumas County Transportation Commission Public Participation Plan

PUBLIC PARTICIPATION GOALS & STRATEGIES

Goal 1: Provide all interested parties and agencies reasonable opportunities for involvement in the transportation planning process

Strategy 1.1

Provide adequate public notice of public participation opportunities and activities and time for public review of regionally significant plans and documents.

Strategy 1.2

Evaluate plans, programs, and projects to determine the most appropriate and effective tools and strategies for public and agency involvement and outreach.

Strategy 1.3

Provide the opportunity to comment on draft transportation planning documents to affected federal, state, and local agencies.

Strategy 1.4

Make information available for viewing on the Plumas County Transportation Commission website. Regionally significant documents shall also be made available at key locations throughout the county, such as libraries and other public gathering places.

Strategy 1.5

In developing draft transportation planning documents, the PCTC will consult with federal, state, local agencies, and officials that may be affected by proposed transportation plans or projects.

Strategy 1.6

Prior to adoption, provide opportunity for public and agency review and comment, as appropriate.

Strategy 1.7

During the transportation planning process, PCTC and its advisory bodies shall conduct open public meetings in accordance with the Brown Act (CGC Sec. 54950 et. Seq.).

Goal 2: Increase public awareness and understanding of the transportation planning process in Plumas County.

Strategy 2.1

Provide information on regionally significant plans and projects to the local media for inclusion in their publications.

Strategy 2.2

Maintain the PCTC website with current transportation planning activities, including reports and plans, as well as agendas and minutes for stakeholder and community meetings.

Strategy 2.3

When appropriate, present information about specific plans and projects at public forums, such as City Council and Board of Supervisors meetings for increased public and governmental awareness.

Goal 3: Ensure accessibility to the transportation planning process and information for all members of the community.

Strategy 3.1

Hold public meetings at locations that are convenient and accessible to the public.

Strategy 3.2

Select meeting locations for community outreach activities with priority to locations that are accessible by means of public transportation.

Strategy 3.3

Make transportation planning documents available for viewing on the PCTC website. Regionally significant documents shall also be made available at key locations throughout the County.

Strategy 3.4

Make every effort to accommodate requests for accessibility opportunities, including physical accessibility to public meetings as well as accessibility to information.

Goal 4: Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.

Strategy 4.1

Encourage early involvement in the transportation planning process by providing timely notification and access to information regarding the development of plans and projects.

Strategy 4.2

Utilize citizen and agency advisory groups as a means of providing input to the transportation planning process.

Strategy 4.3

Maintain a contact list of agencies and individuals that may be interested in a specific project or plan.

Strategy 4.4

Identify key individuals and organizations, including small community organizations that may be interested in or affected by a plan or program.

Goal 5: Increase opportunities for those traditionally under-served, including the elderly, students, low income, disabled, and minority households, to participate in the planning process.

Strategy 5.1

Offer key information, as appropriate, such as notices and announcements, in alternative languages when appropriate or requested.

Strategy 5.2

Provide the opportunity for alternative forms of public input (website, email, etc.) for individuals who are unable to be physically present at public meetings or workshops.

Strategy 5.3

Advertise the availability of an interpreter when appropriate or requested.

Goal 6: Consider public and agency input and comments as an integral part of PCTC's decision making process.

Strategy 6.1

Utilize citizen and agency advisory groups as a means of providing input to the transportation planning process.

Strategy 6.2

Conduct public opinion surveys to help identify the needs, interests, and concerns of the population when appropriate.

Strategy 6.3

Consider the input of federal, state, and local agencies during the decision making process.

Strategy 6.4

As appropriate, incorporate concerns, issues, and suggestions of the public and agencies when developing plans and projects.

Goal 7: Consult with tribal governments within Plumas County and provide opportunities for tribal government input into the transportation planning process.

Strategy 7.1

Provide early notice of the development of transportation plans and programs to all tribal governments within Plumas County.

Strategy 7.2

Provide the opportunity for direct consultation with tribal councils and/or administrators as part of the planning process.

PUBLIC PARTICIPATION TOOLS

Contact Lists/Direct mailing: PCTC staff will maintain a mailing list of interested persons who desire to be kept informed about the progress of various transportation planning documents.

Public Notices: When posting notices for public meetings, a notice is posted at the County Courthouse, Public Works office and local newspaper. All notices of public meetings or hearings will include date, time, and place of public meeting/hearing, and a general description of the matter to be considered.

Public Hearings: Public hearings will be held, as appropriate, prior to the adoption of transportation planning documents. Public hearings will be held prior to a decision point as a formal means to gather citizen comments and positions from all interested parties for public record and input into the decision making process. PCTC hearings are required for the adoption of major plans, programming of money and for the annual Unmet Transit Needs analysis.

News Releases: If requested, the PCTC will provide news releases in the effort to provide public information and insight about PCTC plans, programs, or projects.

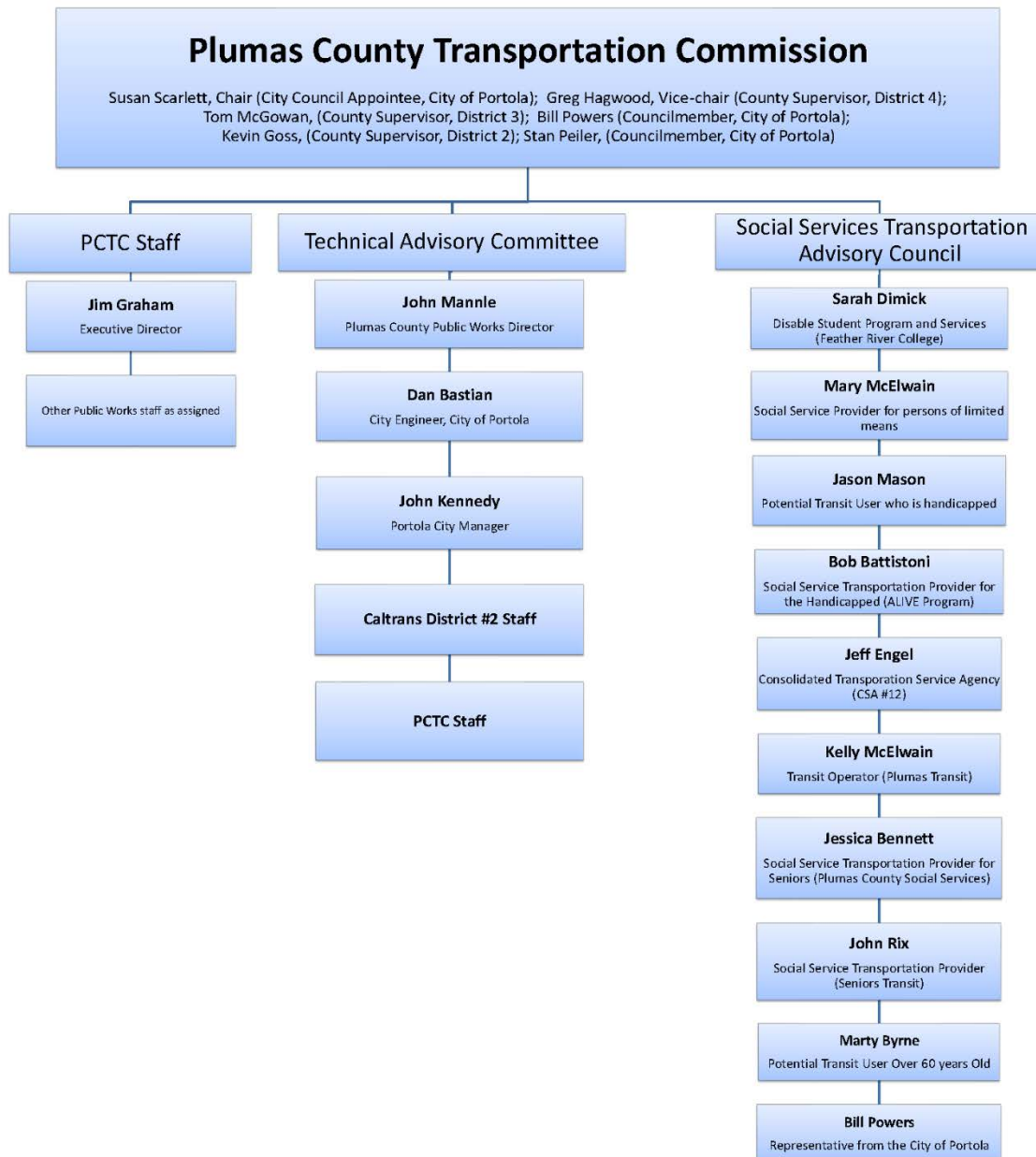
Posters and Flyers: When feasible, flyers and/or posters will be used to encourage involvement of the under-served and transit-dependent citizens.

Other Relevant Public Involvement Measures: The PCTC will continue to comply with all State and Federal requirements regarding public participation, including those not explicitly provided for in this document. The PCTC will periodically review the public involvement procedures and implementation measures relative to their effectiveness in assuring that the process provides full and open access to all citizens of Plumas County. When needed, the public involvement procedures will be updated or revised.

IV. ORGANIZATION

The Regional Transportation Planning Agency (RTPA) representing Plumas County is the Plumas County Transportation Commission (PCTC), which was formed in 1971. The six-member PCTC has three members from the Plumas County Board of Supervisors and three members of, or appointed by, the City Council of the City of Portola.

ORGANIZATIONAL CHART



PCTC coordinates activities with the Plumas County Planning Department, the City of Portola, Tribal Governments and Federal and State governmental entities. Citizens groups are encouraged to provide input to address specific transportation problems of community concern.

The PCTC utilizes a Technical Advisory Committee (TAC). The TAC, when utilized, provides a forum, to coordinate with planning partners (including Tribal Governments). The TAC meets as needed. Typical attendance includes:

City of Portola – City Manager and City Engineer

Plumas County – Director of Public Works and Public Works Engineering staff

Caltrans – Staff of the Office of Community and Regional Planning, Project Management and SHOPP, STIP and ATP Coordinators

The PCTC also utilizes a Social Services Transportation Advisory Council (SSTAC). The SSTAC is a mechanism to solicit the input of transit dependent persons and to make recommendations to PCTC regarding transit service. In FY 22/23 the PCTC appointed new members to the SSTAC to fill vacant positions and implemented regular meetings.

Other than the agreements with Caltrans in the form of the OWPA and the Sustainable Communities grant agreement, PCTC has no other agreements with other agencies.

**Caltrans' Overall Work Program Element
Fiscal Year 2023/24**

Activity Description	Product	Funding Source	Due Date
Assist RTPA staff with programming documents for their RTIP amendments	Plumas County RTIP	State & Federal Funds	Ongoing
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices Various Transit grants	State & Federal Funds	Ongoing
System Management	<ul style="list-style-type: none"> • TCR updates • CTIS database • ITMS database 	State & Federal Funds	FY 23/24 and ongoing
Plumas County Intelligent Transportation System (ITS) Architecture	Plumas ITS Architecture Plan Coordination	State & Federal Funds	FY 23/24 and ongoing
Assist PCTC Staff in outreach and participation by Native American Tribal Governments	Participation by Tribes in the Transportation Planning Process and the IRR program	State & Federal Funds	Ongoing
Multi-modal Planning Coordination	<ul style="list-style-type: none"> • Aeronautics • Transit Planning • ADA Accessibility 	State & Federal Funds	FY 23/24 and ongoing
Coordination with PCTC Staff on miscellaneous transportation related issues	<ul style="list-style-type: none"> • Public Participation • Greenhouse Gas/ Air Quality • Intergovernmental Review 	State & Federal Funds	FY 23/24 and ongoing

V. WORK PROGRAM

Most of the detailed work is to update the transportation planning activity in Plumas County and respond to mandated programs. The Overall Work Program (OWP) describes the ongoing transportation planning process in Plumas County. It covers a one-year period. The OWP addresses Federal and State transportation planning priorities and requirements.

PCTC and Caltrans recognize that the purpose of the continuing planning process is to ensure that the Regional Transportation Plan is responsive to the changing needs and desires of the system's users. However, with increased emphasis by Caltrans and the Federal Government for coordination with counties and Tribal Governments regarding Transportation Concept Reports (TCR's), the California Transportation Plan, and Pro-Active Planning, it is now necessary for RTP's to be responsive to the State's planning process in addition to being responsive to regional needs.

Funding for the Overall Work Program is typically provided by the following programs:

- Rural Planning Assistance (RPA)
- Regional Surface Transportation Program Exchange Funds (RSTP)
- Local Transportation Fund (LTF)
- Planning, Programming and Monitoring (PPM-STIP)
- SB1 Formula & Competitive

Work Element 601 - Regional Transportation Planning

Purpose and Objectives

The primary purpose is to maintain the 2020 Plumas County Regional Transportation Plan (RTP) in addressing areas of planning emphasis. Work will also commence on the 2025 RTP. Promotion and maintenance of the existing RTP as a working planning document requires continual incorporation of both local and regional transportation issues with consultation of Caltrans, Tribal Governments, and the City of Portola. The 2025 RTP will be revised to reflect any development impact mitigation programs, any pertinent revisions to the County's or the City's General Plans, and any adopted Caltrans' planning documents.

Tasks completed under 22-23 OWP

- ✓ Reviewed RTP project listings for candidates for the upcoming Federal Lands Access Program (FLAP) upcoming call for projects.
- ✓ Compared RTP project listings with the Local Hazard Mitigation Plan project listings for consistency.
- ✓ Began solicitation for a consultant to assist in the preparation of the 2025 Plumas County RTP.

Progress on Proposed Products under 22-23 OWP

1. Develop a Project Candidate List for 2042 RTIP [June 2023] – The cost estimate for the Graeagle-Johnsville Road Reconstruction project was updated for the CTC's annual cost increases. In addition, a consultant will be completing the final Plans, Specification and Estimate (PS&E) package by June 2024.
2. Develop Amendments to RTP Project Lists (PCTC/CT) [June 2023] - The priority project list has been developed for roads that were damaged due to the Dixie Fire that FEMA denied reimbursements on. The County's draft ADA Transition Plan project listings still needs to be finalized but has been on hold due to the Dixie Fire Recovery process. Drafts of the updated project listings and format will be submitted to D2 as they are completed.
3. Feasibility Studies for transit-related and non-motorized projects listed in the 2020 Plumas County Regional Transportation Plan (June 2023) – Staff has coordinated with Caltrans on several projects to incorporate transit and non-motorized projects into planned roadway improvements on State Highways passing through the communities of Chester, Crescent Mills, Quincy, Graeagle and Portola.
4. Document Tribal Government-to-Government Efforts. (PCTC) [June 2023] Our current efforts include meetings with the Maidu Consortium and US F&W to discuss future road and drainage improvements through the tribal lands in Humbug Valley west of Lake Almanor and the Chester gateway Monument signs.
5. Document information to be included in the next RTP update scheduled for 2025. (PCTC) [Quarterly through June 2023]. Any FEMA unreimbursed costs for damage to roads due to the Dixie Fire.
6. Update of the County's ADA Transition Plan project listing. [On-going]
7. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan. (PCTC) [On-going]

Tasks Proposed

1. Coordinate with consultant on preparation of the 2025 Plumas County Regional Transportation Plan. [On-going]
2. Use information developed through the regional transportation planning process to keep the RTP project lists updated. Monitor the progress of short and long range RTP transportation projects. (PCTC/Caltrans) [June 2024]
3. Continue to update regional traffic forecasts and analyses based on land use plans and proposed development. Monitor actual measured vehicle miles traveled (VMT) versus State's estimates. (PCTC/Caltrans) [June 2024]
4. Identify regional transportation problems, issues, and coordinate with governmental agency stakeholders:
 - a. Adjoining Counties
 - b. Tribal Governments (Greenville Rancheria, Susanville Indian Rancheria, Washoe Tribe of Nevada, and California)
 - c. County Departments involved in land use issues affecting transportation: Planning & Building Services, Airports, and Environmental Health
 - d. U.S. Forest Service
 - e. Caltrans District 2 System Planning
 - f. Caltrans District 2 Local Development-Intergovernmental Review (PCTC) [June 2024]
4. Review goals, policies, and objectives within the RTP to incorporate priorities for the governmental agency stakeholders. (PCTC) [June 2024]
5. Update information in the RTP to comply with legislative and regulatory requirements. (PCTC/CT) [June 2024]
6. Begin work on the 2025 RTP for adoption by the PCTC in January of 2025.

Products Proposed

1. Develop a Draft Project Candidate List for 2024 RTIP until the Fund Estimate is released. [July 2023]
2. Develop Amendments to RTP Project Lists (PCTC/Caltrans) [June 2024]
3. Feasibility Studies for transit-related and non-motorized projects listed in the 2020 Plumas County Regional Transportation Plan [June 2024]
4. Document Tribal Government-to-Government Efforts. (PCTC) [June 2024]
5. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan. (PCTC) [On-going]
6. Draft components of the 2025 RTP.

Funding by Source

Responsible Agency	RPA Funds	RPA Carryover	PP&M	LTF Funds	Total
PCTC	\$60,000	\$0	\$20,000	\$4,000	\$84,000
<i>Breakdown by entity:</i>					
<i>(Staff)</i>	<i>\$5,000</i>	<i>\$0</i>		<i>\$4,000</i>	<i>\$9,000</i>
<i>(Consultant)</i>	<i>\$55,000</i>	<i>\$0</i>	<i>\$20,000</i>	<i>\$0</i>	<i>\$75,000</i>

Work Element 602 Transportation Systems Planning and STIP Management

Purpose and Objectives

Priorities under this WE include the Pavement Management System and the continued participation in the ongoing regional transportation planning process, including State and local partnering within the STIP framework, to achieve a fully coordinated street and road system within Plumas County. Efforts will be continued to maximize benefit of work utilizing the adopted fund estimate of the California Transportation Commission (CTC). Prioritize projects and prepare project listings for consideration within the 2024 RTIP. Strive for public outreach in efforts to gather and assess transportation needs. Safety and security, mutual accessibility and system preservation are key planning emphasis areas.

Tasks completed under 22-23 OWP

- ✓ Plumas County Regional Transportation Improvement Plan (RTIP) submitted allocation requests from previous STIP cycles. Funding allocations were obtained for pavement rehabilitation projects to continue the county's effort to preserve the existing transportation infrastructure and for City of Portola's continued reconstruction of its main artery: County Route A15.
- ✓ STIP projects have been programmed in coordination with Caltrans and City of Portola and County agencies and programming documents and project study reports were updated as necessary:
 - Caltrans' SR 70/Feather River Inn Intersection Improvements
 - Caltrans' SR 89/Arlington Road Intersection Improvements
 - City of Portola's North loop Phase I
 - County's Graeagle-Johnsville Road Reconstruction
- ✓ Participation in Rural Counties Task Force and taking advantage of their outreach with State and Local agencies to coordinate to exchange ideas and information on transportation planning in a rural environment.
- ✓ Reviewed traffic data and updated the County Road inventory spreadsheet (downloaded from the Public Works GIS. Used track PCI, ADT, and accidents).
- ✓ Continued performing quality control on pavement segment inspections. Collected and entered information into the StreetSaver software.
- ✓ Performed public outreach and coordinated with Caltrans and GL&W on the Graeagle CAPM project and the local community's list of possible bicycle and pedestrian improvements
- ✓ Performed public outreach and coordinated with Caltrans on the Quincy CAPM project and the local community's list of possible bicycle and pedestrian improvements
- ✓ Updated County Road Inventory Update by Functional Classification: PCI, Pavement Needs Cost Estimate, VMT Measurement, Accident Data and Bridge Sufficiency Rating.
- ✓ Continued coordinating with FHWA on the proposed design criteria for future FLAP project on Quincy Jct. Rd. (Major Collector in American Valley).
- ✓ Collected traffic counts at various locations.
- ✓ Monthly StreetSaver Pavement Condition Summary Charts
- ✓ Coordinated with Caltrans on implementation of the Clean California Local Grant Program for the Quincy Pocket Park to improve bicycle and pedestrian access and infrastructure.
- ✓ Logged approximately 20 traffic accidents.

- ✓ Participation in Caltrans Federal Affairs Working Group
- ✓ Coordination with Caltrans on Cromberg SHOPP Project
- ✓ Coordination with USFS-LNF on Maintenance Agreement
- ✓ Coordination with Caltrans on SR 89 Dixie Fire Damage Rehabilitation Efforts
- ✓ Coordination with CFLHD on Gold Lake Forest Highway FLAP
- ✓ Highway Bridge Program Survey
- ✓ Review of new CARB requirements
- ✓ Coordination with Caltrans on SR 36/A-13 Roundabout Project
- ✓ Coordination with Caltrans on Clean California Projects for Greenville and Chester
- ✓ Coordination with Caltrans on Spanish Creek Bridge Scour Prevention Project

Progress on Proposed Products under 22-23 OWP

1. Update and submit County Road Pavement Inventory and Needs Assessment to Caltrans. PMS reports are generated quarterly.
2. Update and submit County Bridge Inventory and Needs Assessment. When changes are noted in BIRIS (inspection reports) updates are generated quarterly.
3. Update and submit City Street Pavement Inventory and Needs Assessment. updates are generated quarterly.
4. Update and submit traffic accident inventory. updates are generated quarterly.
5. Document public outreach and attendance of public meetings for Caltrans Transportation Concept Reports.
6. Review and provide input for future planned SHOPP projects throughout Plumas County as they occur. Thus far this year PCTC staff have provided input on 6 different SHOPP projects.
7. Develop any necessary STIP amendments to programmed STIP projects.
8. Completed time extension requests for the Graeagle-Johnsville Road project due to archaeological concerns and winter snow.
9. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan.

Tasks Proposed

1. Maintain the inventory of existing County roads and bridges listing condition of each road segment and each bridge, traffic counts, traffic and trip generation forecasts and projected maintenance needs. These inventories are updated quarterly as new bridge inspection reports, new pavement inspections and new traffic counts are generated (PCTC) [FY 23/24]
 - a. Pavement inventory – monthly pending weather precluding pavement inspections.
 - b. Bridge inventory – monthly depending upon receipt of BIRIS reports from Caltrans.
 - c. Traffic counts – monthly pending weather precluding installation of counters. Counters go for seven days minimum at each location. Counters are rotated across the County Road system and the City Streets from east to west each year subject to the availability of technicians.
 - d. Data Input for both City streets and County Roads to the Pavement Management System and the County’s GIS
 - e. Traffic and trip generation forecasts – annually pending on the schedule of when traffic counters are scheduled to be in one of the isolated subdivisions used to monitor household trip generation rates.

2. Maintain traffic accident inventory in the GIS for planning safety improvements in coordination with system preservation projects. (PCTC) [October 2024]
3. Identify and prioritize non-motorized transportation infrastructure improvements. (PCTC) [On-going]
4. Continue coordination with Caltrans on the Crescent Mills, Quincy, Graeagle and Beckwouth CapM projects.

Products Proposed

1. Update and submit County Road Pavement Inventory and Needs Assessment to Caltrans. (PCTC) [FY 23/24]
2. Update and submit County Bridge Inventory and Needs Assessment. (PCTC) [Quarterly 23/24]
3. Update and submit City Street Pavement Inventory and Needs Assessment. (PCTC) [Quarterly 23/24]
4. Update and submit traffic accident inventory. (PCTC) [Quarterly 23/24]
5. Review and provide input for future planned SHOPP projects throughout Plumas County. (PCTC) [November 2023]
6. Develop the 2024 RTIP and any necessary STIP amendments to existing programmed STIP projects. (PCTC) [December 2023]
7. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan to include new projects identified by the public or other agencies (PCTC) [As needed]

Funding by Source

<u>Responsible Agency</u>	<u>RPA Funds</u>	<u>RPA Carryover</u>	<u>LTF Funds</u>	<u>Total</u>
PCTC	\$75,000	\$0	\$3,750	\$78,750
<i>Breakdown by entity:</i>				
<i>(Staff)</i>	<i>\$75,000</i>	<i>\$0</i>	<i>\$3,750</i>	<i>\$78,750</i>

Work Element 603 Overall Work Program Administration and Transportation Commission Administration (RPA eligible tasks)

Purpose and Objectives

The purpose of this work element is to provide administrative support for the Overall Work Program and the administration of PCTC meetings and required public hearings and to support the coordination efforts of the Plumas County Transportation Commission with local, State, Federal and Tribal Governments.

Tasks completed under 22-23 OWP

- ✓ OWP monthly invoicing and time tracking
- ✓ PCTC Agenda preparation and distribution
- ✓ Update of PCTC webpage with Agendas and Minutes
- ✓ Processed Amendment No. 1 to the 22/23 OWP

Progress on OWP Administration Products Proposed under 22-23 OWP

1. Overall Work Program for 2023-24. (PCTC) – Draft submitted to Caltrans in March 2023
2. Amendment to 22/23 OWP. – Completed Amendment No. 1.
3. Quarterly Reporting and Reimbursement Invoicing. – Ongoing

Progress on PCTC Administration Products Proposed under 22-23 OWP

1. Executed Agreement for the RTPA-RSTP Funds.
2. Executed Agreement for Planning, Programming & Planning Agreement. Executed in February 2023.
3. Executed OWP Agreement. – Executed original in June 2022 and amended in October 2022.
4. Documenting tribal government-to-government efforts. Documented discussions regarding coordination with the Maidu Consortium on Humbug Valley, and Clean California Chester Gateway Monument Project and Greenville Streetscape Project.

OWP Administration Tasks Proposed

1. PCTC staff will prepare, Caltrans will approve and PCTC will adopt, a draft and final Overall Work Program for FY 24/25 (PCTC/Caltrans) [March 2024], Final Adopted (PCTC/Caltrans) [June 2024]
2. Prepare any amendments to the 23/24 OWP, review, comment on, and forward to Caltrans, District 2 as necessary (PCTC) [April 1, 2024]
3. Prepare quarterly reports and invoices for the 23/24 OWP and submit OWP products to Caltrans, District 2 as necessary (PCTC) [Ongoing]

PCTC Administration Tasks Proposed

1. Attend meetings with representatives of County, Tribal Governments and City government and other agencies, i.e., California Rural County Task Force, and others as requested. (PCTC) [Ongoing]
2. Provide coordination between PCTC, Tribal Governments, State and Federal agencies as necessary for continuous planning process. (PCTC) [Ongoing]
3. Prepare required reports and other correspondence. (PCTC/Caltrans) [Ongoing]
4. Develop and Administer MOU’s, contracts, and agreements. (PCTC/Caltrans) [Ongoing]
5. Coordinate and consult with Tribal Governments. (PCTC)[Ongoing]
6. Preparation of RTPA meeting agendas and minutes. (PCTC)[Monthly]
7. Continue development of the PCTC Website. (PCTC)[Monthly]

OWP Administration Products Proposed

1. Draft Overall Work Program for FY 24/25. (PCTC) [March 2024]
2. Amendments to 23/24 OWP. (By April 1, 2024)
3. Quarterly Reporting and Reimbursement Invoicing. (Quarterly)
4. Fiscal year close-out and year-end package: Pending year-end close out.

PCTC Administration Products Proposed

1. Executed Agreement for the RTPA-RSTP Funds.
2. Executed Agreement for Planning, Programming & Planning Agreement.
3. Executed OWP Agreement.
4. Meeting notes and minutes documenting tribal government-to-government efforts.

Funding by Source

Responsible Agency	RPA Funds	RPA Carryover	LTF Funds	Total
PCTC	\$9,000	\$27,873.22	\$71,000	\$107,873.22

Breakdown by entity:

<i>(Staff)</i>	<i>\$9,000</i>	<i>\$27,873.22</i>	<i>\$71,000</i>	<i>\$107,873.22</i>
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Work Element 604 Transit Support and TDA Administration (Non- RPA eligible tasks)

Purpose and Objectives:

WE 604's primary purpose is to manage and maintain the existing transit service and, where financially possible, improve system for Plumas County residents. Staff gathers input on possible unmet transit needs as defined by the TDA. Transit monitoring includes emphasis on maintaining reliability, safety and security, and multimodal accessibility. It also includes monitoring the operations and management of Plumas Rural Services, Inc., the current operator of Plumas Transit Systems.

Tasks completed under 22-23 OWP

- ✓ Administration of annual financial reports by consultant.
- ✓ Prepared Triennial Performance Audits for PCTC, Plumas Transit Systems and Seniors Transportation.
- ✓ Ordered and received 3 new transit buses.
- ✓ Implemented LCTOP funding for System-wide Free Fare Days.
- ✓ Applied for LCTOP funding for System-wide Free Fare Days and transit shelter construction.
- ✓ Monthly tracking of transit revenue, expenditures, and ridership for annual report
- ✓ Monthly review and approval of transit invoices and performance measures
- ✓ Monitoring of budgets for PCTC, Plumas Transit and Seniors Transportation
- ✓ Completed construction of new fueling facility for transit fleet and the Department of Public Works
- ✓ Prepared Quarterly Transit Reports

Progress on Proposed Products under 22-23 OWP

1. Unmet Needs Findings and the Reasonable to Meet Definition Documentation due annually 10 days after finding or August 15. – Completed
2. Monthly reports of Plumas Transit Systems including route ridership, fare box receipts and vehicle use and maintenance. - Completed
3. Annual review of public transit fares. Will be conducted under the Triennial Performance Audits and the Short-Range Transit Plan. Completed
4. Monitor Seniors Transportation's fare box ratio. – Completed in conjunction with yearly financial audits.
5. TDA budget including apportionment of LTF and STA Funds. To occur during May and June budget hearings
6. Necessary independent financial audits as required by Legislature and HQ TDA. To be completed April 2023.
7. TDA Annual Financial Transactions Report due 90 days after close of FY (Independent Contract) Completed February 2023.

Transit Support and TDA Administration Tasks Proposed

1. Authorize and complete the annual financial audits as required by Legislature. (PCTC staff and consultant) [December 2024]
2. Management and oversight of the Plumas Transit Systems contract for operations. (PCTC Staff) [Monthly]
3. Administration and coordination of Transportation Development Act requirements to maintain funding mechanisms for transit. (PCTC) [Ongoing]
4. Continue to implement Social Services Transportation Advisory Council (SSTAC) meetings with citizens of Plumas County to determine and convey their transportation needs to the PCTC. (PCTC) [Ongoing]
5. Expand distribution of the Social Services Transportation Providers Inventory for broad public outreach, greater public information, and benefit (mobility management). (PCTC) [Ongoing]
6. Coordination and planning in communities throughout the County. Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs. (PCTC) [Ongoing]
7. Coordination and applications to obtain Federal Grants, Including: Ongoing coordination of FTA - Section 5310, 5311, 5311(f), 5339, and LCTOP Bus Replacement, Bus Shelters and Operating Assistance. (PCTC/Caltrans) [Ongoing]
8. Administrative Assistance in preparation of State Controllers Annual Report Preparation of Annual TDA Budget. (PCTC) [January 2024]
9. Coordinate SSTAC activities, public hearings, to assure they meet legislative requirements including SSTAC recommendations to help determine unmet transit needs and review of the definition of "reasonable to meet". (PCTC) [Ongoing]
10. Plan for bicycle and pedestrian links to transit facilities. (PCTC) [Ongoing]
11. Planning and coordination to facilitate bus shelters in communities where needed. (PCTC) [September 2023]
12. Coordination and planning to optimize bus usage between Seniors Transportation and Plumas Transit Systems. (PCTC) [Ongoing]
13. Coordinate with Plumas County, Tribal Governments and City staff regarding their public outreach and possible findings of unmet needs. (PCTC) [Ongoing]

Products Proposed

1. Monthly reports of Plumas Transit Systems including route ridership, fare box receipts and vehicle use and maintenance.
2. Annual review of public transit fares.
3. Monitor Seniors Transportation's fare box ratio.
4. TDA Budget including apportionment of LTF and STA Funds.
5. Necessary independent financial audits as required by Legislature and HQ TDA
6. Unmet Transit Needs Finding Documentation due annually 10 days after finding or August 15.
7. TDA Annual Financial Transactions Report due 90 days after close of FY (Independent Contract)

Funding by Source

<u>Responsible Agency</u>	<u>RPA Funds</u>	<u>RSTP Funds</u>	<u>LTF Funds</u>	<u>Total</u>
PCTC	\$0	\$0	\$40,000	\$40,000
<i>Breakdown by entity:</i>				
<i>(Staff)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$40,000</i>	<i>\$40,000</i>

Work Element 608 GIS/PMS Support Element

Purpose and Objectives

To provide electronic processing and enhanced technical support for all work elements associated exclusively with the transportation planning process in Plumas County. This element includes support for the GIS system used by PCTC staff for the pavement conditions, accident database system, bridges, traffic counts, etc., so those databases can be kept integrated with County's land use and parcel databases. Upkeep of this software allows staff to research and investigate land use impacts to the existing transportation system and research and investigate transportation project impacts to existing land uses. In addition, these GIS/PMS databases and their upkeep provide critical information necessary for development of the Regional Transportation Plan and associated transportation planning.

Staff has been utilizing Cartegraph GIS-based Asset Management Software over the previous ten years for Accident Database Management and Road Sign Inventory Management. Last year staff migrated from Cartegraph to IWORQ Systems for asset management due to issues with customer support. This fiscal year staff will continue utilizing IWORQ Systems Asset Management software for Accidents and Signs as well as StreetSaver pavement management software to monitor pavement conditions for both Plumas County and City of Portola Roads.

With the passage of SB 1 and its intended pavement management strategies, the StreetSaver software will provide current and future staff with the ability to more easily create:

1. Budget Scenarios Analysis - provide a budget amount and the software will provide the most cost-effective way to invest that budget to achieve the greatest possible street condition.
2. Develop Target Driven Scenarios - specify the desired pavement condition by entire network, functional class or by other performance metrics. StreetSaver will provide the required treatments and funding levels to achieve the specified target.

Tasks completed under 22-23 OWP

In addition, PCTC also funds the Pavement Management System portion of the GIS. This equipment requires periodic repair and updating.

- Purchased StreetSaver Pavement Management Software Annual Licensing.
- Purchased IWORQ Systems Asset Management Software Annual Licensing.
- Purchased ESRI GIS Software Annual Licensing and Technical Support.

Progress on Proposed Products under 22-23 OWP

1. Annual Licensing and Technical Support. (June 2023) – Completed

Tasks Proposed

1. Payment of the Software Annual Licensing and Technical Support for ESRI GIS Software Annual Licensing and Technical Support.
2. Payment of the Software Annual Licensing and Technical Support for StreetSaver Pavement Management Software.
3. Payment of the Software Annual Licensing and Technical Support for Iworq Asset Management Software.

Funding Source

<u>Responsible Agency</u>	<u>RPA Funds</u>	<u>RSTP Funds</u>	<u>Total</u>
PCTC	\$14,000	\$0	\$14,000

Breakdown by entity:

<i>(Staff)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>(Vendor)</i>	<i>\$14,000</i>	<i>\$0</i>	<i>\$14,000</i>

Work Element 609 State Route 36 Chester Complete Streets and Context Sensitive Streetscape Plan

Purpose and Objectives

The PCTC, in partnership with local recreation and utility Districts, and the Chamber of Commerce, will develop a SR 36 Chester Complete Streets (CS) /Context Sensitive Streetscape (CSS) Plan for the 2-mile length of SR 36/Main Street corridor, in time for implementation with 2024's Chester CAPM project. An extensive community engagement process will identify design strategies to transform Main Street into a pedestrian/ bicycle-friendly corridor. Deliverables include a CS/CSS plan for roadway, bikeway, sidewalk, and intersection modifications to support safety, operations, access and mobility for all modes and users of all ages and abilities. The planning effort fully supports State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, enhancing economic vitality, while preserving a sustainable regional transportation system, and protecting community health and the environment. The plan will integrate the locally developed 2009 Chester Main Street Design Plan with recommendations from the County's 2018 ATP.

Overall Project Objectives

- Provide Complete Streets facilities for increased mobility and accessibility for all users and include a Context Sensitive Streetscape in coordination with 2024 planned operational improvements.
- Obtain community consensus on how complete streets principles can be applied to SR 36.
- Improve safety for all users and provide safe routes to schools and parks improvements.
- Promote active living and quality of life.
- Engage with the local stakeholders and residents to understand and address their transportation needs.
- Enhance and protect the recent investments along SR 36.
- Revitalize the local economy.
- Provide recommended policies for consideration by the unincorporated community of Chester and County of Plumas.
- Provide a 30% design plan and cost estimates to the 2024 Caltrans CAPM team to search for Complete Streets and Context Sensitive Streetscape funding to supplement the pavement CAPM funds and incorporate environmental permitting, planning, design, and construction simultaneously for all improvements for project efficiency and cost savings.

Summary of Project Tasks

Task 01: Project Administration (On-going)

- PCTC and the Consultant will meet with Caltrans to kick-off the project, discuss their goals for the project, and identify operations and maintenance needs.
- PCTC will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and PCTC.

- PCTC will prepare and submit complete invoice packages to Caltrans staff based on milestone completion—at least quarterly, but no more frequently than monthly. PCTC will prepare and submit quarterly reports to Caltrans staff providing a summary of project progress and grant/local match expenditures.
- PCTC understands that costs for this task cannot exceed 5% of the grant award amount.

Task Deliverables
[The following are the only allowable deliverables for this Task. This Task is not for the management of the consultant or meetings between the grantee and the consultant]
<ul style="list-style-type: none"> • Kick-off meeting agenda, meeting notes, list of attendees, list of action items (completed) • Caltrans Invoice Packages (Quarterly) • Quarterly Reports (Quarterly)

Task 1: Existing Conditions (Completed November 2022)

The Consultant will review and assess existing plans from Plumas County, PCTC, CPUD, Caltrans, Plumas Transit Systems, and other sources, conduct field reconnaissance, gather existing conditions, and background data by identifying opportunities and constraints as well as standards that should be used to guide preparation of the plan. The Consultant will develop project Planning area base maps, review environmental constraints, land uses, socioeconomic conditions including population projections, employment, commuting characteristics, transportation modes, green space and open space planning, public safety, air quality, traffic calming, and housing. Review existing and planned developments that may affect the project area.

Through on-site reconnaissance, aerial maps, and completed studies and plans, identify locations of existing facilities such as pedestrian and bicycle infrastructure, bus stops, and parking locations. Identify right of way, sight distances and obstructions, on street parking restrictions, transit circulation, and school circulation.

The Consultant will prepare an existing conditions summary memo and annotated list of studies and plans to be incorporated into the Plan. The memo will also include an identification of the issues, opportunities, and gaps to be addressed through the Plan. This report will establish the framework and

Technical analysis that will form the foundation for the Plan development that will be used to engage the public in the next phases of the planning process.

Task Deliverables
<ul style="list-style-type: none"> • Development of Base Maps (November 2022) • Existing Conditions Technical Memo (November 2022)

Task 2: Safety Analysis (February 2023)

The Consultant will review safety data along the corridor and identify common collision types, severities and hot spot locations are discovered. A prioritization of segments and intersections will be developed by analyzing metrics, which includes crash rate, total number of collisions, and Life Benefit dollar amount. The Consultant will identify appropriate countermeasures to mitigate common collision types. Finally, collision severity and benefit/cost ratios will be evaluated.

Task Deliverables
<ul style="list-style-type: none">• Safety Analysis Memo (February 2023)

Task 3: Public Outreach (On-going)

PCTC will prepare a Public Outreach & Marketing Plan. The Outreach and Marketing Plan will be presented to the Project Team, Sub-Applicants, and TAC and refined as necessary. A TAC will be appointed by the Project Team and include a broader representation of stakeholders. TAC members will be approved by the PCTC. Caltrans will be a primary stakeholder in the process.

PCTC will develop and maintain a Project website to provide the public with project information, materials, and updates. Survey Monkey or a similar tool will also be utilized to gather targeted information necessary to fill information gaps. Special outreach efforts will be made to our low-income, minority, tribal, mobility impaired, and senior community members, to participate in on-line and in person workshops and public “pop-up” participation events. For example, flyers and newsletter articles to the Public Health Agency’s Senior Nutrition and Transportation program will reach a significant group of seniors, which will improve opportunities for their engagement. Similar outreach to the County’s Social Services Department will reach a significant group of our mobility impaired for their ideas and recommendations for improvements. The Chester office of the Maidu Summit Consortium is a strong outreach source for the various Maidu tribes (Greenville and Susanville Rancherias) in the region.

The public outreach and participation plan emphasizes a broad mix of video and COVID-19-protocol public meetings, pop-up meetings at popular locations (Holiday Market, Cravings and Coffee Station), charrettes, and on-line polls. PCTC and the Consultant will prepare and facilitate at least three (3) public workshops during the project period, as well as at least one, multi-segment, walking tour in which each. The workshop meetings will be planned during key project development stages. The public and identified Stakeholders will be invited through extensive public outreach with the assistance of Sub-Applicant Lake Almanor Area Chamber of Commerce (Chamber) who has demonstrated highly effective outreach and engagement results in Chester through surveys, workshops, and video meetings. The Chamber will use emails to distribution lists from previous PCTC projects, emails to business and homeowner groups and existing community group distribution lists.

PCTC will also prepare and facilitate at least four (4) TAC meetings, scheduled prior to public workshops and draft document releases.

PCTC will develop a list of project stakeholders, which may include but is not limited to business and property owners, major forestlands and mill owners, neighborhood groups, emergency service providers, schools, transit dependent individuals, non-motorized users, and other representatives of individuals affected by changes in the Planning area. PCTC and the consultant will also schedule interviews with key Stakeholders to identify the area’s opportunities and challenges. Each interview will be an informal discussion. A Memorandum will be prepared, and summarizing stakeholder needs, priorities, opportunities, and technical requirements.

PCTC, the consultant and the Sub-Applicants will “go to the community” and attend a minimum of two (2) pop-up public events (potentially school sponsored events for parent feedback.) and visit at least 2 locations (e.g., Holiday Market, Coffee Station) where the community (visitors and residents) congregate during everyday activities.

PCTC, the consultant and the Sub-Applicants will “go to the community” and attend a minimum of two (2) pop-up public events (potentially school sponsored events for parent feedback.) and visit at least 2 locations (e.g., Holiday Market, Wildwood Senior Center, Coffee Station) where the community (visitors and residents) congregate during everyday activities.

Sub-Applicants will document comments and collect the public’s marked up maps and ideas from the public events and provide to PCTC. Consultant will prepare and submit a public participation summary report to the Project Team.

Task Deliverables
<ul style="list-style-type: none"> • Public Outreach & Marketing Plan (Completed) • Project Website, Marketing Materials (Completed) • Summary Notes from Public Outreach Workshops and Stakeholder Interview (On-going) • Summary Notes from Public Participation Events (On-going) • Public Participation Summary Report (On-going)

Task 4: Advisory Committee Meetings (On-going)

PCTC will meet with Consultant and selected key members of Lake Almanor Area Chamber of Commerce and ARPD (Sub-Applicants), and future Sub-Applicant CPUD, to launch planning effort, review project schedule, and identify Technical Advisory Committee (TAC) members, including Caltrans, CPUD, ARPD, and Plumas Transit Systems. PCTC and Consultant will have monthly face-to-face project team meetings with consultant and TAC as necessary to ensure good communication and coordination on upcoming tasks to ensure the project remains on schedule and within budget. Caltrans staff will be invited to all TAC meetings.

In addition to the kick-off meeting with Caltrans (Task 01), up to three (3) additional meetings will be held with various Caltrans District 2 Functional Units. These include Planning, Maintenance and Operations, Traffic, and Traffic Safety. These meetings would further discuss and collaborate on the project needs, concepts, and future implementation.

Task Deliverables
<ul style="list-style-type: none">• Monthly Meeting Notes (On-going)• Caltrans Meeting Notes (On-going)

Task 5: Draft Streetscape Plan (April 2023)

A. Draft Plan Components

1. Conceptual Design Alternatives

The Consultant will prepare conceptual design alternatives for transforming SR 36 into a Complete Streets corridor with Context Sensitive streetscape options inclusive of, and/or in coordination with, Caltrans Operational Improvements. Alternatives will be based upon existing conditions and community input.

Consultant will use before and after visualizations and renderings of the proposed alternatives to clearly communicate the impacts of new facilities and develop consensus around desired outcomes. Alternatives seek to improve facilities to enhance multimodal options for residents and students along SR 36. The project will build upon existing and planned operational improvements along SR 36. This will include the 2009 Chester Main Street Design Plan and will include guidance for community beatification and gateway projects.

Consultant will develop design guidelines identifying and incorporating community character and streetscapes, and elements of the Plumas County ATP for the community of Chester. All alternatives will be presented for TAC and community feedback.

2. Complete Streets and Content Sensitive Streetscape Plan

The Consultant shall incorporate the feedback of the TAC and the community on concept alternatives with facilitation of community consensus for the preferred scenario identified within a Plan. The Plan will describe complete streets deficiencies, safety issues, and recommended improvements with a prioritized listing of projects. The Plan will include the following:

Discuss and summarize consensus conceptual designs for improvements to:

- Provide improved facilities for all users, make connections to existing, and planned operational improvements.
- Demonstrate how complete streets principles can be applied to SR 36.
- Improve safety for all users and improve safe routes to primary schools.
- Promote active living and provide quality of life features.
- Utilize graphs, tables, figures, and photos, to convey the results of the analysis and prioritization recommendations.
- Enhance and protect the recent investments along SR 36.
- Provide draft policies for consideration by Plumas County and Caltrans District 2 regarding future CAPM activities, maintenance responsibilities and maintenance agreements.

B. Prioritize Design Alternatives for Public Review of Draft Plan

1. Recommended Projects and Programs

Consultant will compile a list of viable design alternatives including the next steps needed to those alternatives. Preliminary costs estimates will be developed for each viable design alternative.

2. Project Prioritization

This portion of the Plan will lay out the strategy for implementing the priority projects and programs. The Consultant, with input from the TAC, will develop a project evaluation strategy including scoring criteria and ranking. Priority projects will represent the projects and programs recommended for the 2024 Chester CAPM program.

The intent of an evaluation strategy is to identify a feasible project that would be able to be funded through Caltrans funding sources and allow the work to be included in the CAPM project. Other elements that either cannot be funded within the CAPM program or that would need to be funded locally will be assessed and strategies developed for such funding over time.

C. Public Review of Draft Plan

The Consultant will incorporate feedback/comments and revise the administrative draft plan into a public review draft. The draft will be released to the public in conjunction with the final round of public workshops for review and feedback. The Consultant will present the Public Draft Plan to the PCTC.

The Consultant will provide 15 hard copies of the Draft Plan for distribution to the Project Team, and PCTC.

Task 6: 30% Design of Preferred Alternatives (December 2023)

A. Prepare Existing Conditions Elements

The Consultant will prepare 1" =50' Scale Plans Sheets including Rectified Aerial and Existing Topography using an Unmanned Aerial System - UAS (Drone)

B. Preliminary Layout Mapping

The Consultant will prepare preliminary layouts mapping and identifying areas with conflicts for the following:

- Utility Conflicts (Existing and Future Planned Utility Improvements)
- Drainage Concerns
- Snow Removal Concerns
- Maintenance Concerns
- Records Research for Contaminated soils
- Records Research for Endangered Species impacts

C. Preliminary Layout (Plans) of Preferred Alternative's Improvements

The Consultant will prepare layouts of the selected improvements.

D. Design Documents for the Infrastructure Components of the Adopted Plan

The Consultant will develop preliminary design documents for one preferred alternative of the Adopted Plan. A 30% design level is proposed for the development of enough design information to support processing NEPA and CEQA documentation for a future project. The design documents may include, but not be limited to plan and profile sheets, preliminary specifications for any non-Caltrans standard contract items or specifically requested aesthetic treatments, preliminary design reports that outline potential design conflicts and their possible resolutions during the later design phases. The preliminary design reports will identify how the proposed preferred alternative will be able to move forward through the future environmental document phase. Such reports will seek to identify any conflicts with and provide potential resolutions for:

- Public safety and accident history
- Right-of-way
- Utility Conflicts (Existing and Future Planned Utility Improvements)
- Drainage Concerns
- Snow Removal Concerns
- Maintenance Concerns
- Records Research for Contaminated soils
- Records Research for Endangered Species impacts

The final component of the 30% design will be a discussion on the financial programming possibilities and funding opportunity outlook for the project and a draft schedule for future delivery based upon the financial outlook.

E. Preliminary Cost Estimate of the Preferred Alternative's Improvements.

Implementation of the projects and programs identified will take a significant amount of funding and time to implement. PCTC and the consultant will develop cost estimates for the Plan. Having Chester Complete Street/Context Sensitive Streetscape Elements studied and completed to a 30% design would provide Caltrans with the necessary cost and scope to use in the PID and consider funding. It would also allow additional funding to be sought if additional SHOPP funding cannot be leveraged. The Active Transportation Program's 2024 Cycle 7 grant opportunity represents a second funding source, which could also be coordinated with the CAPM programming.

F. Next Steps Towards Implementing the Project

Fortunately, Caltrans' Chester Capital Maintenance (CAPM) is programmed in the 2024 SHOPP with construction to begin about 2028. The Project Initiation Document (PID) is to begin after June 2023 (a 12-month process). District 2 senior personnel say they have flexibility to delay the start of this PID based on the outcome of this Grant effort, if needed, and can work with the schedule that is approved for this Grant.

This Grant project is required to be completed by February of 2024, in advance of CAPM. This schedule would provide Caltrans with important details to consider some of the Complete Streets Elements for programming within the CAPM, if targets become available or there is saving on the project to include them. Having Chester Complete Street Elements studied and completed to a 30% design is an ideal partnership effort and would provide Caltrans with the necessary cost and scope to use in the PID and consider funding. It would also allow additional funding to be sought if additional SHOPP funding cannot be leveraged. For example, the completed project will set Plumas County up

for applying to the Active Transportation Program as an alternative funding source for Complete Streets in Chester and further the partnership efforts between the County and Caltrans as the 2024 Cycle 7 ATP and the Chester CAPM years align to combine efforts for construction creating a stronger economy of scale in the end.

Task Deliverables (December 2023)
<ul style="list-style-type: none"> • Conceptual Design Alternatives • Draft Complete Streets and Context Sensitive Streetscape Plan • 1" =50' Scale Plans Sheets including Rectified Aerial and Existing Topography using an Unmanned Aerial System - UAS (Drone) • Preliminary Layouts mapping and identifying areas with conflicts (See list above.). • Preliminary Layout (Plans) of the Preferred Alternative's Improvements. • Preliminary Cost Estimate of the Preferred Alternative's Improvements. • Preliminary Financial Programming Strategy for the Preferred Alternative's Improvements. • Plumas County Transportation Commission to partner with Caltrans CAPM team to incorporate Final Plan's cost and scope into the PID for funding considerations and/or other sources of funding, if available.

Task 7: Final Streetscape Plan Preparation and Approval (February 2024)

Consultant will modify the Draft Plan based on comments received during the public review period.

The Consultant will provide one electronic format copy of the Final Plan for Project Team, PCTC and the Plumas County Board of Supervisors. The Consultant will provide a presentation of the final Plan to the PCTC, the key Stakeholders and the Board, and prepares the Board of Supervisor's Agenda for Plan Adoption.

Task Deliverables
<ul style="list-style-type: none"> • 1 electronic copy of Final Plan • Presentation and presentation materials • Board of Supervisor's Resolution approving Final Plan

Products Proposed

1. State Route 36 Chester Complete Streets and Context Sensitive Streetscape Plan

Funding Source

Responsible Agency	SB 1 Formula & Competitive	LTF Funds	Total
PCTC	\$225,180.94	\$29,174.57	\$254,355.51

**Plumas County Regional Planning Assistance (RPA)
Overall Work Program Expenditures
Fiscal Year 2023/24**

Work Element	Description of Work	RPA	RPA Carry-over	PP&M Funds	LTF	SB 1 Formula & Competitive	Total
601	Regional Transportation Plan	\$60,000		\$20,000	\$4,000		\$84,000
602	Transportation System Planning	\$75,000			\$3,750		\$78,750
603	Overall Work Program Administration and Transportation Commission Administration (RPA eligible tasks)	\$9,000	\$27,873.22		\$71,000		\$107,873.22
604	Transit Support and TDA Administration				\$40,000		\$40,000
608	GIS/PMS Support	\$14,000					\$14,000
609	SR 36 Chester Complete Streets and Context Sensitive Streetscape Plan				\$29,174.57	\$225,180.94	\$254,355.51
	Totals	\$158,000	\$27,873.22	\$20,000	\$147,924.57	\$225,180.94	\$578,978.73