

2024 Regional Transportation Improvement Program

PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 EAST MAIN STREET, QUINCY, CA. 95971

December 11, 2023

PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 EAST MAIN STREET, QUINCY, CA. 95971

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12/15/23

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

**RE: Submittal of Plumas County's 2024 RTIP – Plumas County Transportation
Commission Resolution No. 23-35**

Dear Ms. Taylor,

The Plumas County Transportation Commission (PCTC) is requesting amendments to the County's 2024 Regional Transportation Improvement Program (RTIP).

Attached for your consideration are the following:

- ◆ The RTIP Template supplied by Caltrans for the submittals of 2024 RTIP's.
- ◆ PCTC Resolution 23-35 approving the projects to be amended.
- ◆ The spreadsheet delineating the County's proposed program for the existing and proposed projects in the STIP; (plu.xls attached via hardcopy and electronic copy)
- ◆ Project Programming Request forms for each project
- ◆ The PCTC has requested advances totaling \$1.319 million over the Target for County projects improving pavement conditions and remaining service life on rural major collectors.

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

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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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 has been completing existing 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. That project was successfully delivered by Caltrans in 2016 with Plumas County providing \$7.1 million in STIP funding. Other more recent State-County partnership projects have now been delivered: the SR89-Arlington LTL (SHOPP) and the Rt 89/Arlington Left Turn Lane (SHOPP). Both Caltrans' projects have construction scheduled to begin in 2024. The Executive Director has recommended, for the 2024 STIP cycle, that the PCTC focus on priority pavement projects for its local agencies: City of Portola and Plumas County and has requested using an advance of STIP funds in excess of the State's Target Amount for the Plumas region to improve overall pavement condition indices on local roads.

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: (Stored at the RTP Website).

<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	<i>Jim Graham</i>
Title	<i>Executive Director</i>
Email	<i>jimgraham@countyofplumas.com</i>
Telephone	<i>530-283-6169</i>
- **RTIP Manager Staff Contact Information**

Name	John Mannle	Title	Director of Public Works
Address	1834 East Main Street		
City/State	Quincy, CA		
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Telephone	530-283-6498		

- **California Department of Transportation Headquarter Staff Contact Information**

Name	Sudha Kodali	Title	Chief, Division of Financial Programming
Address	Department of Transportation. Mail Station 82. P.O. Box 942874		
City/State	Sacramento, CA		
Zip Code	94274		
Email	sudha.kodali@dot.ca.gov		
Telephone	916-216-2630		

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

Name	Kacey Ruggiero	Title	Assistant Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	Kacey.Ruggiero@catc.ca.gov		
Telephone	916-707-1388		

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 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. PCTC has provided over \$10 million in contributions to SHOPP projects on the State Highway System within Plumas County since 2014. The PCTC is looking to increase the amount of RTIP funding going to local County Roads and City streets with the 2024 cycle.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

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 78 of the STIP Guidelines.

The City of Portola's North Loop project has been substantially completed. The contractor has only minor sign and headwall railing work to complete when those materials are delivered. The City Engineer anticipates official completion by the end of the December 2023.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
North Loop Phase 1 In the City of Portola - Joy Way between West Street and 220' east of Beckwith Street	North Loop Phase 1 - Joy way reconstruction, bike/ped lanes, curb, gutter sidewalk and drainage.	1570 lf of road reconstruction on Joy Way. Preserves the City's investment in its transportation infrastructure and adds bike/ped and ADA components.

Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
PCTC August Meeting – discussion on the STIP and the FE	August 21, 2023
Caltrans identifies State Highway Needs	September 15, 2023
PCTC September Meeting – discussion on RTIP project proposals	September 18, 2023
Caltrans submits draft ITIP	October 15, 2023
PCTC October Meeting – review of proposed RTIP project costs	October 16, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
PCTC December Meeting – 2024 RTIP adopted .	December 11, 2023
Regions submit RTIP to CTC	December 15, 2023

Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

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 (Examples: Feather River Inn Intersection Improvements – a small part of Caltrans’ SR70 Cromberg Rehabilitation project and the Arlington Lane Left Turn Lanes project – a small part of the Caltrans’ Crescent Mills CAPM project). PCTC staff has been briefing PCTC and the public at each monthly scheduled meeting beginning in July 2023 and on up to the adoption of the RTIP in December. Meeting agendas and minutes are posted at the PCTC website. County staff also coordinate public outreach with the Dixie Fire-impacted communities, such as, Greenville through the:

2021 PLUMAS COUNTY WILDFIRES DIXIE FIRE AND BECKWOURTH
COMPLEX LONG-TERM RECOVERY PLAN PROCESS

See Link:

[2021 PLUMAS COUNTY WILDFIRES](#) [DIXIE FIRE AND
BECKWOURTH COMPLEX](#) [LONG-TERM RECOVERY PLAN PROCESS |
Plumas County, CA - Official Website.](#)

County staff,
PCTC staff and its consultants also conducted public outreach through the 2020 RTP process and have begun the outreach process for the 2025 RTP update. See

2020 RTP at Link:

[Plumas County](#) [Transportation Commission | Plumas County, CA - Official Website](#) and also see the 2025 RTP update in progress at Link:
[Plumas County RTP](#)

C. Consultation with Caltrans District (Required per Section 20)

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 20 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 2024 STIP, PCTC staff met with Caltrans STIP and SHOPP management on August 14th of 2023 to discuss options for programming for complete streets items to include in potential future projects on State Highways within the County. PCTC staff are coordinating a future streetscape Project for SR 36 in Chester through its Overall Work Program using a Sustainable Communities grant.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

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

Net Share (Total Target) = \$3,630,000

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

Priority For STIP Funding	Project Name and Location	Project Description	Requested RIP Amount
Existing Programmed Project Priority 1 PPNO 2548	PPNO 2548 Graeagle-Johnsville Road Reconstruction – Phase 1 Current programming = \$6,502,000 under a single project.	Construction phase to be split into two projects. For Phase 1 – The County proposes to construct an asphalt concrete overlay of the existing pavement between p.m. 1.85- 5.15 and to construct 4'-wide paved shoulders. The existing guardrail systems will be replaced, and additional guardrail installed near the reversing curves between p.m. 1.85 – 2.85 where the roadway grades exceed 10% and embankment heights exceed 5'. Lat./Long. Begin: N 39.4525, W 120.4245 End: N 39.4524, W 120.4150	\$3,500,000
Existing Programmed Project Priority 1 PPNO 2548B	PPNO 2548 Graeagle-Johnsville Road Reconstruction – Phase 2 Current programming = \$6,502,000 under a single project.	For Phase 2 – the County proposes to repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park. Geotechnical report indicates that the face of the slide area could be stabilized by means of soil nails. The toe of the slide area next to Jamison Creek will be armored with rock slope protection (2-ton boulders). The County will need an easement to access, construct and maintain the repairs at this location.	\$3,002,000
Proposed Programmed Project Priority 1 PPNO 2645	Greenville Streets - Dixie Fire Pavement Restoration	After PG&E undergrounding and IVCSD utility projects are completed, the pavements will need to have the top HMA surfacing restored full width. Includes Main, Jessie, Bush, Grand, Pine and portions of other streets within burned portions of Greenville. The project schedule allows for completion of all utility work by FY 25/26. Cost estimate for construction and construction engineering only. Lat./Long. - Town Center: N 40.0835, W 120.5654	\$856,000

Proposed Programmed Project Priority 2 PPNO 2646	City of Portola – Rio Grande Avenue Pavement Rehabilitation	The City is pursuing small road reconstruction projects on the following: 3 rd Avenue, 4 th Avenue, 5 th Avenue and Rio Grande Avenue. For this STIP cycle, a pavement project on Rio Grande Avenue (PCI = 45) is selected for preliminary engineering, construction and construction engineering and materials testing. Scope includes pulverization and cement-treated base. Lat./Long. Begin: N 39.4814, W 120.5604 End: N 39.4803, W 120.2808	\$792,000
Proposed Programmed Project Priority 3 PPNO 2647	Beckwourth-Calpine Road (County Route A23) – between Sierra County Line to Marble Hot Springs Road (p.m. 0.00-3.70)	From Sierra County Line north to Marble Hot Springs Road (p.m. 0.00-3.70). Pavement grinding and overlay work. PCI is 68. Construction year is FY 24/25. E&P and PS&E phases with RMRA funds. Cost estimate for construction and construction engineering only. Lat./Long. Begin: N 39.4232, W 120.2412 End: N 39.4520, W 120.2216	\$1,516,000
Proposed Programmed Project Priority 4 PPNO 2648	Gold Lake Forest Highway – between Sierra County Line to SR89 (p.m. 0.00-2.5)	From Sierra County Line to 2.5 miles south (p.m. 0.00-2.5). Pavement recycling and HMA overlay and/or Asphalt Rubber Chip Seals to correct deficiencies in the top 0.13' of the existing AC. Underlying AC is stable. The top lift PCI is 26. County to complete E&P and PS&E phases with RMRA funds. (FY 25/26). Cost estimate for construction and construction engineering only.	\$1,538,000 (includes partial Advance over the Target)
Proposed Programmed Project Priority 5 PPNO 2649	Quincy Jct. Road FLAP Project – Matching Funds	Reconstruction of a rural major collector by FHWA under the Federal Lands Access Program to construct paved shoulders for ped/bike access to federal lands. County Matching funds are due to be transferred to FHWA in FY 26/27. Lat./Long. Begin: N 39.4120, W 120.3832 End: N 39.4323, W 120.3922	\$500,000 (Advance - over the Target)
Proposed Programmed Project Priority 6 PPNO 2057	Planning, Programming, and Monitoring	Planning, Programming, and Monitoring – adds \$54,000 for FY 27/28 and \$54,000 for 28/29 per adopted guidelines and Fund Estimate for PP&M activities.	\$108,000

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.

No projects will require Commission approval for non-proportional spending.

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	County Road Funds	Federal Lands Access Program	Fund Source 3	
PPNO 2548 Plumas County - Graeagle-Johnsville Road Reconstruction – Phase 1 – Construction	3,500,000						3,500,000
PPNO 2548B Plumas County - Graeagle-Johnsville Road Reconstruction – Phase 2 – Construction	3,002,000						3,002,000
PPNO 2645 Plumas County - Greenville Streets - Dixie Fire Pavement Rehabilitation – Construction and CE	856,000			100,000			956,000
PPNO 2646 City of Portola - Rio Grande Street Pavement Rehabilitation E&P, PSE, – Construction and CE	792,000						792,000
PPNO 2647 Plumas County - Beckwourth-Calpine Road Pavement Rehabilitation (County Route A23) – between Sierra County Line to Marble Hot Springs Road (p.m. 0.00-3.90) – Construction and CE	1,516,000			100,000			1,616,000
PPNO 2648 Plumas County - Gold Lake Forest Highway Pavement Rehabilitation – between Sierra County Line to 2.5 miles south. (p.m. 0.00-2.5) – Construction and CE	1,538,000			100,000			1,638,000
PPNO 2649 Plumas County - Quincy Jct. Road FLAP Project – Bell Lane to Chandler Road - Matching Funds for FHWA-administered project	500,000				8,000,000		8,500,000
Totals	11,432,000	0	0	177,000	8,000,000	0	19,609,000

Notes: PPNO 2649 Plumas County - Quincy Jct. Road FLAP Project – Bell Lane to Chandler Road - Matching Funds for FHWA-administered project. FLAP Funds per Agreement **DTFH68-17-E-00066**

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

There are no ITIP routes or inter-city rail within Plumas County.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

None of the proposed projects impact other projects planned for Multi-Modal Corridors.

Click here to enter text.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

SR 36 through Chester is currently being studied by PCTC in cooperation with Caltrans District 2 for future improvements for non-motorized modes and traffic-calming.

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

County road projects that are located within communities are reviewed and considered for complete streets elements. City street projects are reviewed and considered for complete streets elements. Most of the larger communities within Plumas County are located on State highway corridors. (the State is “Main Street”) These communities include: Quincy, Chester, Canyon Dam, Greenville, Crescent Mills, Graeagle, and the City of Portola.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region’s RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region’s existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

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. These include: 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 or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region’s RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans’ evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

See Table B1(a).

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

Table B1(a) Qualitative Evaluation – Rural Specific Regional Level Performance Indicators and Measures		
Goal	Indicator/Measure	RTIP's Effects
<u>2020 RTP Performance Measure 1 - Congestion/Delay/Vehicle Miles Traveled</u>	Overall vehicle activity and use of the roadway network.	The County population is declining at -2.4 percent. Overall annual traffic activity has not significantly increased. Recreational centers and activities do cause peak summer traffic volumes. The RTIP projects do not induce vehicular traffic.
	Maintenance and system preservation.	The RTIP projects will decrease future maintenance by preserving pavement integrity on existing roads and streets.
	Safety	The RTIP projects will not increase safety concerns.
	Health based pollutant reduction, input GHG reduction.	The RTIP projects do not induce traffic and PPNO 2649 promotes uses that will assist in GHG reduction.
<u>2020 RTP Performance Measure 2 – Preservation/Service Fuel Use/Travel</u>	Safety	The RTIP projects will not increase overall safety concerns in the County. However, PPNO 2649 will increase safety for bike/ped access.
	System Preservation	The RTIP projects will decrease future maintenance by preserving pavement integrity on existing roads and streets.
	Accessibility	The RTIP projects will not impact accessibility. PPNO 2646 includes ADA ramp upgrades. PPNO 2647 and 2648 improve paved shoulders that provide for bike use. PPNO 2649 promotes non-motorized access.
<u>2020 RTP Performance Measure 3- Mode Share/Split</u>	Multimodal	The RTIP does not impact the County overall mode/split or transit use. However, PPNO 2649 promotes bike/ped access.
<u>2020 RTP Performance Measure 4 – Safety</u>	RTP Goals 1, 2, 3	The RTIP projects increase safety by providing stable driving surfaces for all modes on high-speed routes (>40mph) and by providing improvements for non-

		motorized modes on lower speed routes (<40 mph).
<u>2020 RTP Performance Measure 5 - Transit</u>	Productivity, Efficiency and Cost per Passenger	The RTIP projects have no negative impacts on the operation of Plumas Transit Systems.
<u>2020 RTP Performance Measure 6 – Transportation System Investment</u>	RTP Goals 1, 2, 3, 4, 5	The RTIP improves the overall investment in the existing transportation system elements and does not include capacity-increasing projects for single vehicle modes.
<u>2020 RTP Performance Measure 7 – Land Use</u>	Land Use Efficiency	The RTIP improves the overall investment in the existing transportation system elements and does not negatively impact existing Land Use Efficiency.
	Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.	The RTIP has no impacts to the SHS in Plumas County.

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.

2020 RTP Performance Measure 1,2,4,6 – annual traffic counts, maintaining accident database in GIS, StreetSaver PMS used with a goal remeasure 1/3 to ¼ of pavement segments annually.

2020 RTP Performance Measure 3,5 – monitor monthly transit use counts, obtain recreational use modes (biking/hiking) from the three National Forests with facilities within Plumas County.

2020 RTP Performance Measure 6,7 – Coordinate with Caltrans District 2 to perform Local Development Review as projects are submitted to ensure impacts to State highways are mitigated or minimized in order maintain them at acceptable levels and reduce the need for capacity-increasing projects where possible.

Section 13. Regional and Statewide Benefits of RTIP

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

The RTIP as proposed:

- does not include capacity-increasing projects.
- does not contribute to an increase GHG emissions.
- provides for multi-modal access where possible.
- does not impact the use of transit.
- does not impact the State Highway System
- improves overall for all non-motorized modes
- promotes system preservation and the overall investment in existing transportation elements.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles	Lane-mile	No change
	New HOV/HOT lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	No change
	New or upgrade bicycle lane/sidewalk miles	Lane/sidewalk miles	No change
	Operational improvements	Intersections Improved	No change
	New or reconstructed interchanges	Interchanges improved/reconstructed	No change
	New or reconstructed bridges	Bridges improved/reconstructed	No change
Transit or Intercity Rail	Additional transit service miles	RSM	No change
	Additional transit vehicles	New transit vehicles	No change
	New rail track miles	New rail track miles	No change
	Rail crossing improvements	Rail crossings improved	No change
	Station improvements	Stations improved	No change
Local Streets and Roads	New lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	PPNO 2548 =6.6 In-mi. PPNO 2645 =2.2 In-mi. PPNO 2646 =0.2 In-mi. PPNO 2647 =7.8 In-mi. PPNO 2648 =5.0 In-mi. PPNO 2649 =2.0 In-mi. Total =23.8.0 In-mi.
	New or upgrade bicycle lane/sidewalk miles	Bike Lane miles	6.6 bike lane miles for PPNO 2548
	Operational improvements	Intersections Improved	No change
	New or reconstructed bridges	Bridges Improved	No change

Section 15. Project Specific Evaluation (Required per Section 22D)

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 9 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), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

The RTIP does not include projects where the total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, and

The RTIP does not include projects that cost is \$50 million or greater.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

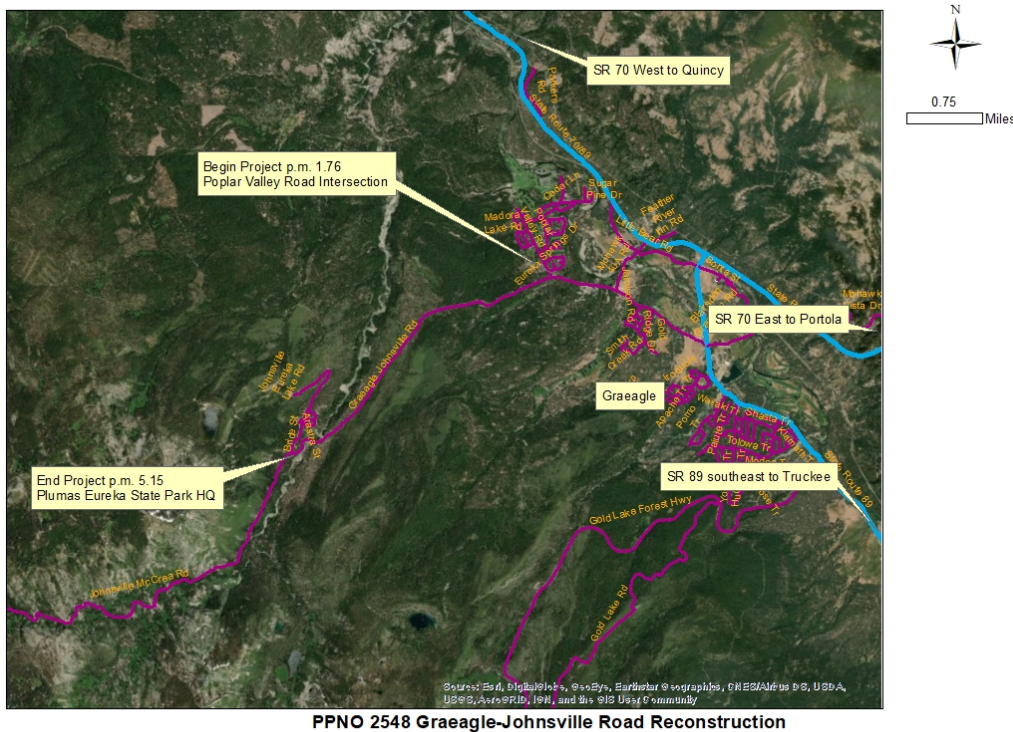
Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

PPNO 2548 Graeagle-Johnsville Road Reconstruction - County of Plumas (Phase 1)

PPNO 2548 Graeagle-Johnsville Road Reconstruction – County of Plumas (Phase 2)

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.

The County proposes to split the project into two phases in order to have adequate cash flow on a monthly basis to deliver the project.



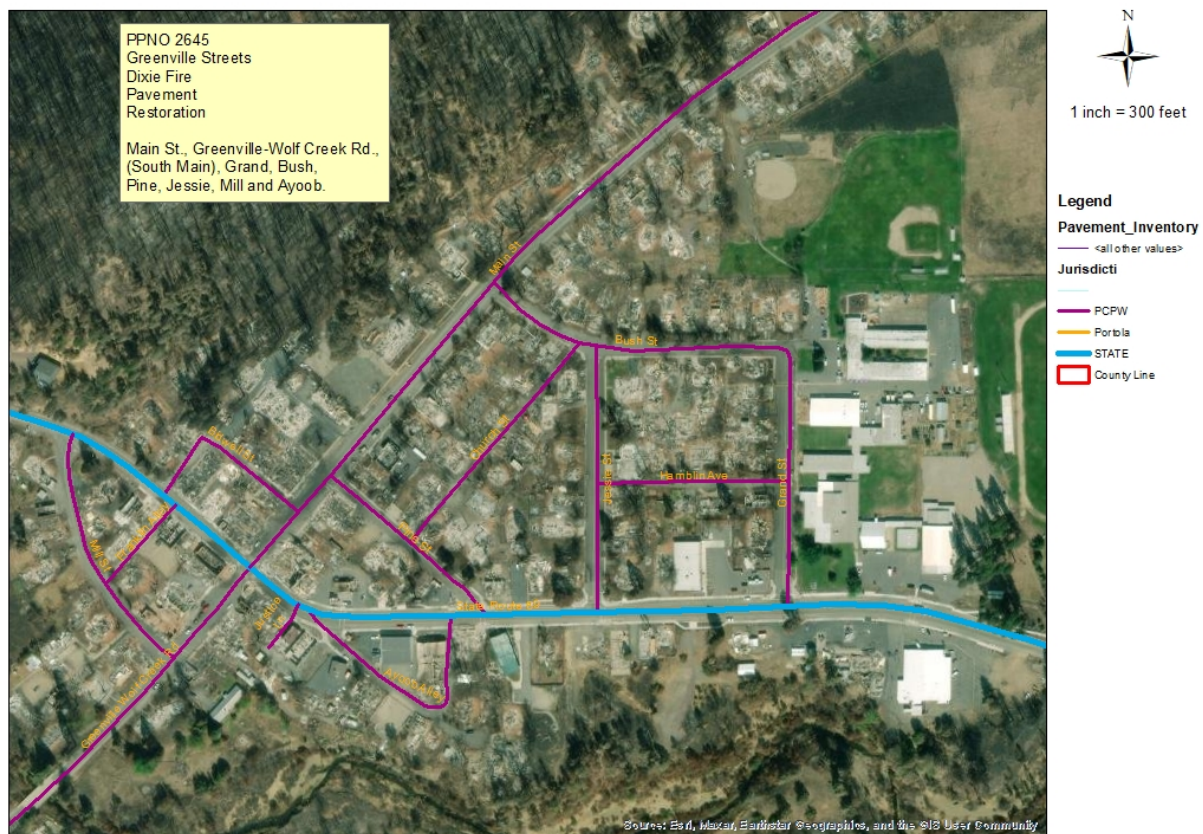
Three key repairs are necessary to ensure the integrity of the road:

- 1) **(Phase 1)** The first 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.
- 2) **(Phase 1)** 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.
- 3) **(Phase 2)** Repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park. This location has been

continually eroding since the last repair was conducted in 1992. Geotechnical and geological engineers indicate that the face of the slide area could be stabilized by means of soil nails. Soil nailing is an economical technique for stabilizing slopes and for constructing retaining walls from the top down. The toe of the repaired area would be protected from the hydraulic forces of Jamison Creek with large rocks (typically 2-4 ton boulders). The County will need an easement to access, construct and maintain the repairs at this location.

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 of 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 2645 Greenville Streets Dixie Fire Pavement Rehabilitation



**Plumas County 2024 RTIP
Greenville Streets Dixie Fire Pavement Restoration**

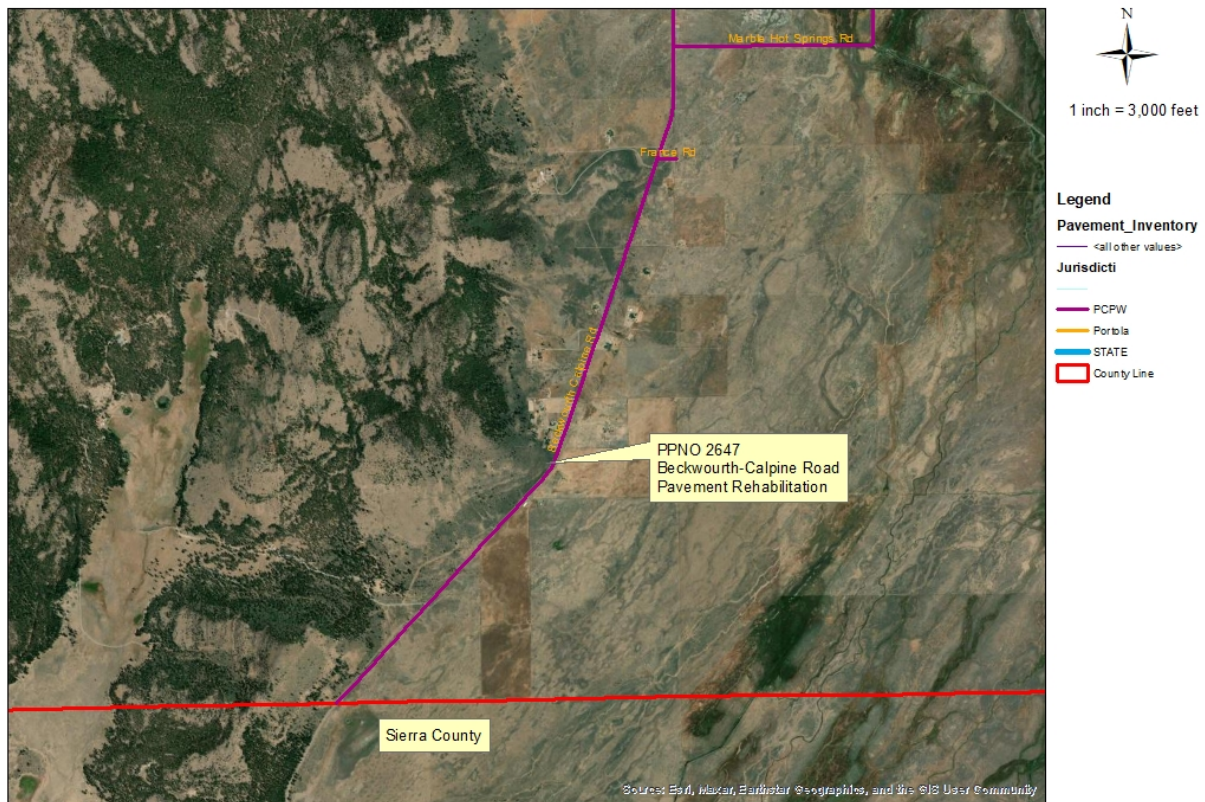
Greenville Streets - Dixie Fire Pavement Restoration – After all PG&E undergrounding and IVCSD utility projects are completed, the pavements impacted by those activities will need to have the top HMA surfacing restored to proper slope and ride quality. Includes Main, Jessie, Bush, Grand, Pine and portions of other streets within the most severely burned portions of Greenville. This project schedule will allow time for all of the utility work to be completed prior to FY 25/26. State-only funds to be requested for these local roads.

PPNO 2646 City of Portola Rio Grande Street Pavement Rehabilitation



The City of Portola is pursuing small road reconstruction projects on streets south of the river (Middle Fork of the Feather River). The first project selected is Rio Grande Street. A pavement project including recycling and cement treated base. State-only funds are to be requested for this local road. (FY 25/26)

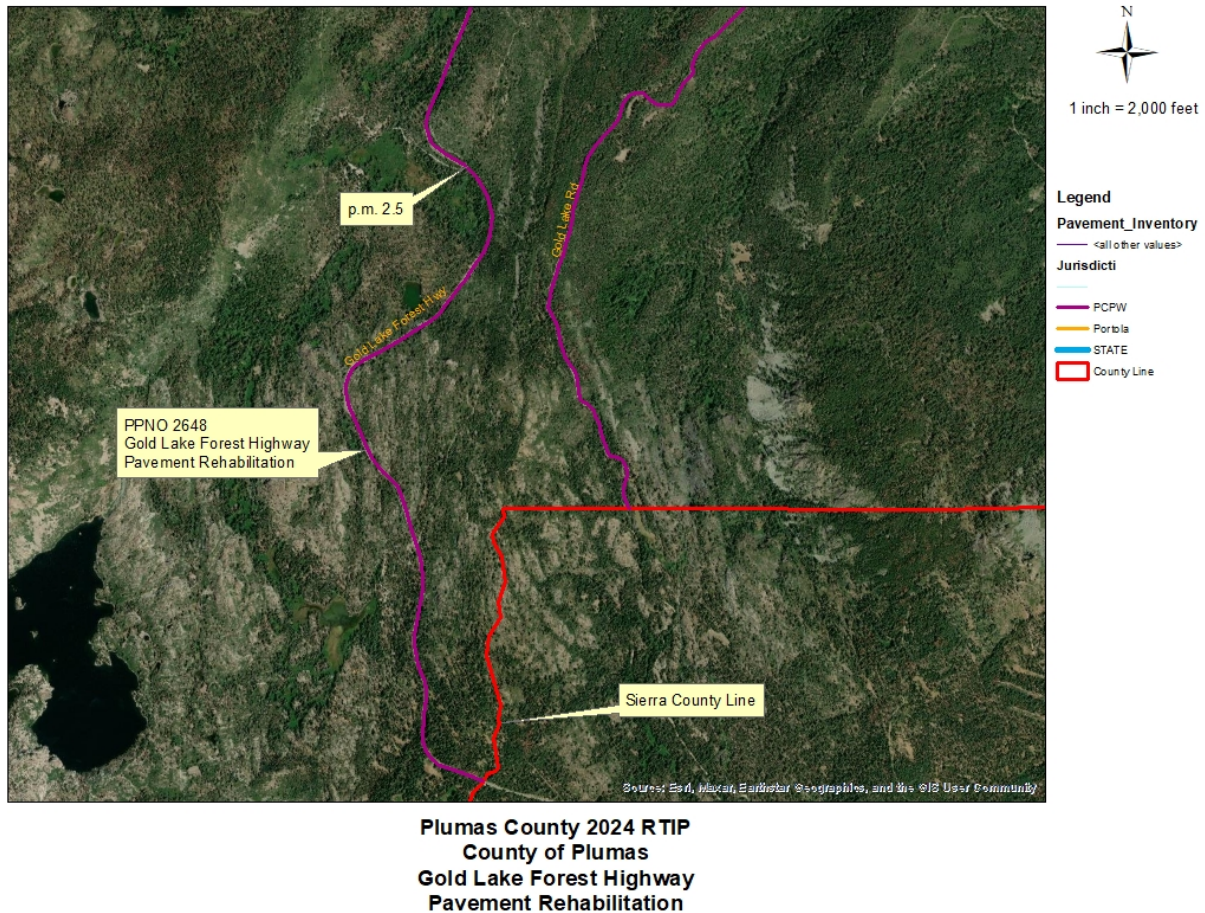
PPNO 2647 Beckwourth-Calpine Road Pavement Rehabilitation



**Plumas County 2024 RTIP
County of Plumas
Beckwourth-Calpine Road (County Route A23)
Pavement Rehabilitation**

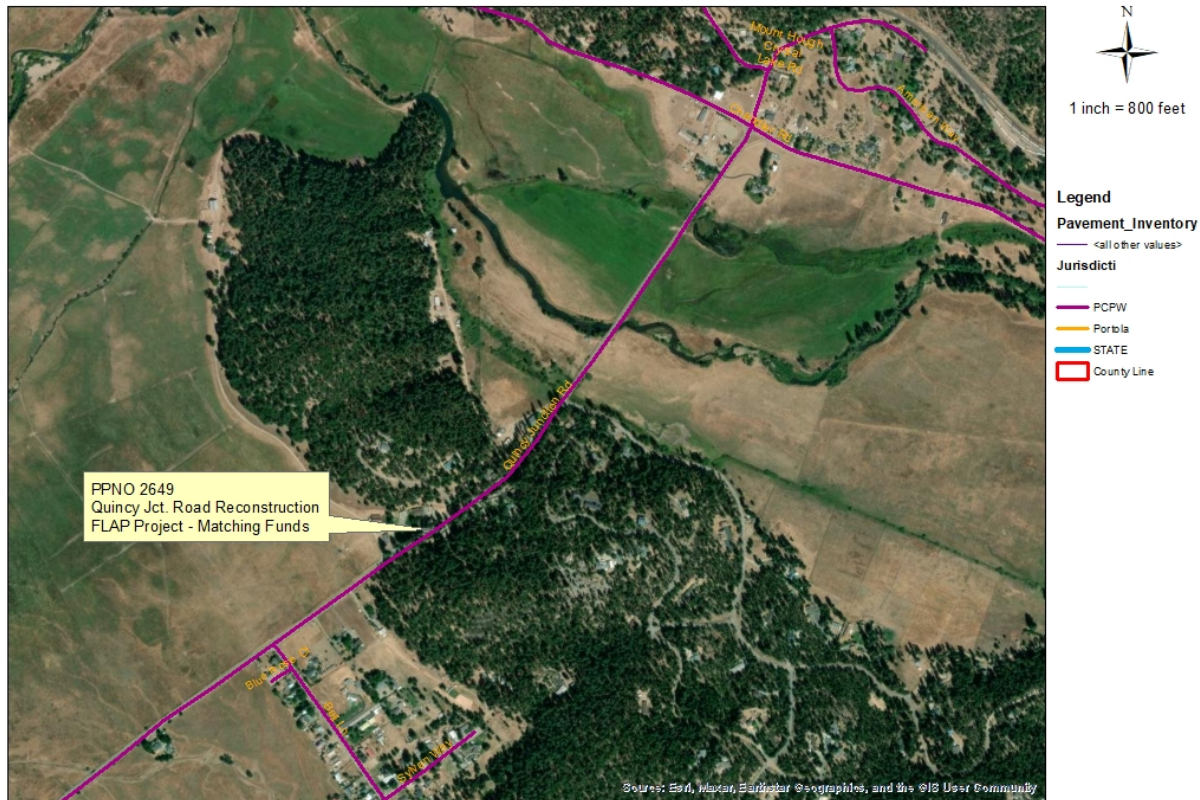
Beckwourth-Calpine Road (County Route A23) – between Sierra County Line to Marble Hot Springs Road (p.m. 0.00-3.80). 65 mph rural major collector. Pavement grinding and overlay work at select segments for the construction phase for paving contract and construction inspection and material testing by consultant. The current pavement condition index is 68 (FY 24/25) County to complete environmental and design on RMRA funds.

PPNO 2648 Gold Lake Forest Highway Pavement Rehabilitation



Gold Lake Forest Highway – between Sierra County Line to SR89 (p.m. 0.00-2.5). Pavement grinding and overlay work and /or Asphalt Rubber Chip Seals at select segments – request funds for construction phase for construction contract and construction inspection and material testing by consultant. County to complete environmental and design on RMRA funds. (FY 25/26).

PPNO 2649 Quincy Junction Road Reconstruction



Plumas County 2024 RTIP
County of Plumas
Quincy Jct. Road FLAP Project - Matching Funds

Quincy Junction Road – from Bell Lane to Chandler Road (1 mile). Matching funds for FHWA’s Federal Land Access Program (FLAP) project currently in design. The matching funds from the County are needed in FY 26/27 in the amount of \$500,000. The programmed match funds are transferred by a standard fund transfer agreement directly to FHWA. The project will reconstruct the road to provide 4’ paved shoulders to accommodate increasing bicycle and pedestrian use that access federal lands north of Chandler Road.

F. Appendices

Section 17. 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 2022 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2024 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 19. Fact Sheet (1-2 pages). (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Section 20. Documentation on Coordination with Caltrans District

Section 21. Detailed Project Programming Summary Table

Section 17. Projects Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 09:05:55
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		0223000067	2057	Plumas County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County				Plumas County		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannle			530-283-6498	johnmannle@countyofplumas.com		

Project Title
 Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)
 Planning, programming and monitoring

Component	Implementing Agency			
PA&ED				
PS&E				
Right of Way				
Construction	Plumas County Transportation Commission			
Legislative Districts				
Assembly:	1	Senate:	1	Congressional: 3
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 12/13/2023 09:05:55

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

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 County			0223000067	2057

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Plumas County Transportation Comm
R/W									
CON	1,226	43	43	42				1,354	Plumas County Transportation Comm
TOTAL	1,226	43	43	42				1,354	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,226	43	43	42	54	54		1,462	
TOTAL	1,226	43	43	42	54	54		1,462	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	1,226	43						1,269	\$73 CON voted 08/16/02
TOTAL	1,226	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
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,226	43						1,269	
TOTAL	1,226	43						1,269	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			43	42				85	
TOTAL			43	42				85	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			43	42				85	
TOTAL			43	42				85	
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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					54	54		108	
TOTAL					54	54		108	

Complete this page for amendments only

Date 12/13/2023 09:05:55

District	County	Route	EA	Project ID	PPNO
02	Plumas County			0223000067	2057

SECTION 1 - All Projects

Project Background

Planning, Programming & Monitoring for STIP projects.

Programming Change Requested

Add two additional years of PP&M funding per the adopted guidelines and fund estimate.

Reason for Proposed Change

Provide funding for future PSR needs and RTIP submittals.

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

N/A

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Provide funding for future PSR needs and RTIP submittals by adding two years PP&M programming.

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 Monste		Director	12/13/23

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	12/13/2023 12:39:05
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		0219000074	2548	Plumas County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County	506	1.760	5.150	Plumas County Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannle			530-283-6498	johnmannle@countyofplumas.com		

Project Title

Graeagle-Johnsville Road Reconstruction

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

This project is located on Graeagle-Johnsville Road, between the community of Johnsville and the intersection of Poplar Valley Road. The project is within the boundary of the Plumas Eureka State Park and the Plumas National Forest. Project consists of 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:	3
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)		12/31/2021		12/31/2021	
Begin Design (PS&E) Phase		01/03/2022		01/03/2022	
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2022		12/31/2022	
Begin Right of Way Phase		04/04/2022		04/04/2022	
End Right of Way Phase (Right of Way Certification Milestone)		12/30/2022		12/30/2022	
Begin Construction Phase (Contract Award Milestone)		08/30/2024		08/30/2024	
End Construction Phase (Construction Contract Acceptance Milestone)		11/28/2025		11/28/2025	
Begin Closeout Phase		11/28/2025		11/28/2025	
End Closeout Phase (Closeout Report)		01/30/2026		01/30/2026	

Date 12/13/2023 12:39:05

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	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	3.4

Date 12/13/2023 12:39:05

Additional Information

The project is being split into two projects to aid the County in delivery. The area is high elevation and the construction seasons are short. The first phase will utilize \$3.5 million to complete the pavement and "on-road" items. The second phase will consist of the placement of rock slope protection along Jamison Creek at p.m. 4.91 several hundred feet north of the road. The easement through State Park lands to provide access for construction is still in process. Phase 2 will be programmed for FY 26/27.

Program Code = 20.30.600.620

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

District	County	Route	EA	Project ID	PPNO
02	Plumas County	506		0219000074	2548

Project Title

Graeagle-Johnsville Road Reconstruction

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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		6,502						6,502	Plumas County
TOTAL	550	6,502						7,052	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50							50	
CON		3,502						3,502	
TOTAL	550	3,502						4,052	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	250							250	Plumas County Transportation Comm Add "STIP-RIP funds are increasing by \$482k because the COVID STIP funds are to be programmed on PPNO 3561. Overall project cost has not increased." \$250 PAED voted 03/13/19 \$250 PSE voted 01/26/22 \$50
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50							50	
CON		6,502						6,502	
TOTAL	550	6,502						7,052	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E	250							250	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50							50	
CON		3,502						3,502	
TOTAL	550	3,502						4,052	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm Add "The \$482k in COVID STIP funds are to be programmed in PPNO 3561 to ensure funds are allocated by June 30, 2024."
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Complete this page for amendments only

Date 12/13/2023 12:39:05

District	County	Route	EA	Project ID	PPNO
02	Plumas County	506		0219000074	2548

SECTION 1 - All Projects

Project Background

PPNO #2548 Graeagle-Johnsville Road Reconstruction
\$6,503,000 currently programmed for the CONST phase in FY 24/25.
Project scope has not changed. In 2021, the PS&E and R/W phases required CTC-approves time extensions between 6 to 8 months for phase allocations. As a result, the CONST phase will needed to be re-programmed from FY 23/24 to FY 24/25. The project will be reviewed for any cost increases after the 65% PS&E has been completed in November 2023 and any necessary changes will be incorporated under the 2024 RTIP Cycle process. PCTC Resolution 23-06 authorized that amendment.

PPNO 2548 had Covid-STIP funding programmed in the amount of \$482,000. The County traded its Covid-STIP funds to PPNO 3561 - SR 89 Arlington Road Intersection Project for federal-STIP funds in FY 24/25 by a separate STIP amendment. Caltrans allocated the \$482,000 in Covid-STIP funds in FY 23/24.

Programming Change Requested

The project is being split into two projects to aid the County in delivery. The area is high elevation and the construction seasons are short. The first phase will utilize \$3.5 million to complete the pavement and "on-road" items. The second phase will consist of the placement of rock slope protection along Jamison Creek at p.m. 4.91 north of the road. The easement through State Park lands to provide access for construction is still in process. Phase 2 will be programmed For \$3 million under PPNO 2548B for FY 26/27.

Reason for Proposed Change

The easement through State Park lands to provide access for construction of the rock slope protection (RSP) along the creek is still in process. The permits required for the RSP work along the creek are still in process.
The pavement work can be done under the County's existing rights on Graeagle-Johnsville Road.
Splitting the project into two phases (3.5 million on one, 3.0 million on the other) will allow the County to maintain adequate cashflow to deliver the project and still provide basic operations while awaiting reimbursement from the STIP program.

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

Splitting the project into two phases (3.5 million on one, 3.0 million on the other) will allow the County to maintain adequate cashflow to deliver the project and still provide basic operations while awaiting reimbursement from the STIP program. The project is currently funded for the CONST phase at \$6.502 million) No additional funding is requested at this time.
The easement through State Park lands to provide access for construction of the rock slope protection (RSP) along the creek is still in process. The permits required for the RSP work along the creek are still in process.
The pavement work can be done under the County's existing rights on Graeagle-Johnsville Road.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

PPNO #2548 Graeagle-Johnsville Road Reconstruction
\$6,503,000 currently programmed for the CONST phase in FY 24/25.

Amendment Requested:
County of Plumas

PPNO #2548 GRAEAGLE-JOHNSTVILLE ROAD RECONSTRUCTION (Phase 1)
Split CONST Phase into two phases (1 and 2)
Phase 1 remains in FY 24/25 under PPN 2548 and the CONST phase is programmed for \$3,500,000 STIP Federal funds.
See 2548B below.

New Programmed Projects

PPNO #2548B GRAEAGLE-JOHNSTVILLE ROAD RECONSTRUCTION (Phase 2)
Phase 2 to be programmed in FY 26/27 and the CONST phase is programmed for \$3,002,000 of the original project's STIP Federal funds

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-5909-2022-0002 v3

moved over from PPNO 2548.

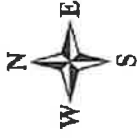
Approvals

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 Mannke		Director	12/13/23

SECTION 3 - All Projects**Attachments**

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



1 inch equals 2,000 feet

Project Location:
Plumas County, California
near the unincorporated
communities of Johnsville
and Mohawk.

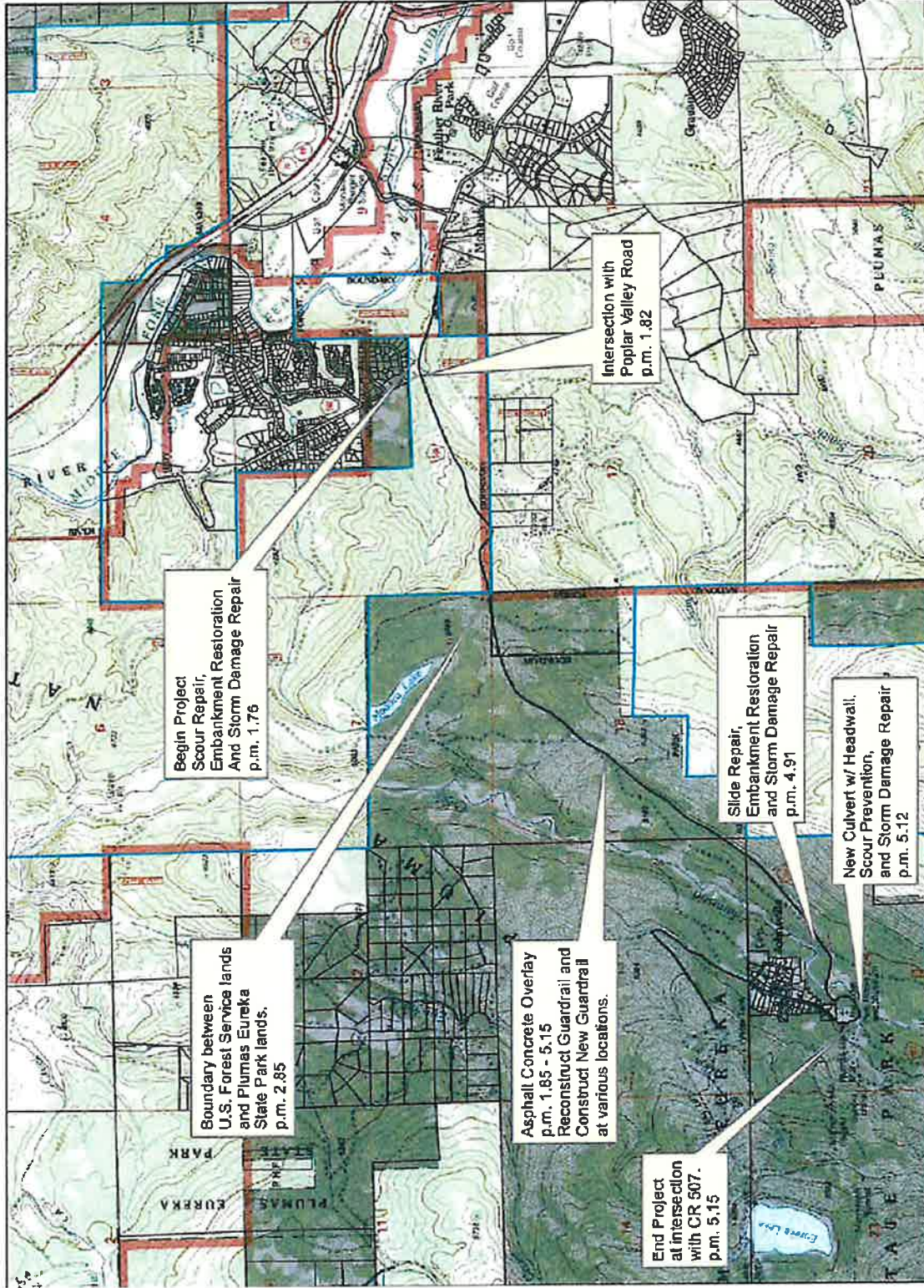
USGS Quads =
Johnsville & Blairdsen

County Road 506
Graeagle-Johnsville Road
Rural Major Collector

Slide and storm damage
repairs are located along
tributaries to the Middle Fork
of the Feather River
(Wild & Scenic River)

Project is located within
Federal lands,
(p.m. 1.76 - 2.85)
and State Park lands
(p.m. 2.85 - 5.15)

Plumas County
Dept. of Public Works
April 22, 2009



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 12:40:56
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			2548B	Plumas County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County	506	4.910	4.910	Plumas County Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannle			530-283-6498	johnmannle@countyofplumas.com		

Project Title

Graeagle-Johnsville Road Reconstruction - Phase 2

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

Repair the slide and bank failure at north of Graeagle-Johnsville Road at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park.

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:	3
Project Milestone		Existing	Proposed
Project Study Report Approved		12/15/2023	
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)			02/28/2027
End Construction Phase (Construction Contract Acceptance Milestone)			11/19/2027
Begin Closeout Phase			12/22/2027
End Closeout Phase (Closeout Report)			01/19/2028

Date 12/13/2023 12:40:56

Purpose and Need

If the stream banks and slopes are not stabilized, further erosion and sedimentation into tributaries of the Wild and Scenic River system will continue. As the slopes erode and become steeper, the potential for larger failures will increase further jeopardizing State and Federal resource lands and the County's roadway.

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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Shoulder widening	EA	1

Date 12/13/2023 12:40:56

Additional Information

Repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a 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. Two letter reports are attached discussing the slide:

Gordon Kellar, Geotechnical Engineer, Plumas National Forest, 1985

Lewis Girard, Consulting Engineering and Mining Geologist, 1991

In 1992, the solution chosen was to relocate the County Road away from the head of the slide. However, no measures were taken to prevent further erosion on the slide face due to estimated high costs. However, recent discussions with 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. This ground reinforcement process uses steel tendons, which are drilled and grouted into the soil to create a composite mass similar to a gravity wall. A shotcrete facing is typically applied, though many architectural options such as precast panels or "green" vegetated cells are available for permanent wall facings. The preference at this location inside of a State Park would be to install some form of vegetated cells to maintain visual aesthetics. 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.

Program Code = 20.30.600.620

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	60	35
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Plumas County	506			2548B

Project Title
Graeagle-Johnsville Road Reconstruction - Phase 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Plumas County
PS&E									Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON									Plumas County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,002				3,002	
TOTAL				3,002				3,002	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Com
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				3,002				3,002	
TOTAL				3,002				3,002	



1 inch equals 2,000 feet

Project Location:
Plumas County, California
near the unincorporated
communities of Johnsville
and Mohawk.

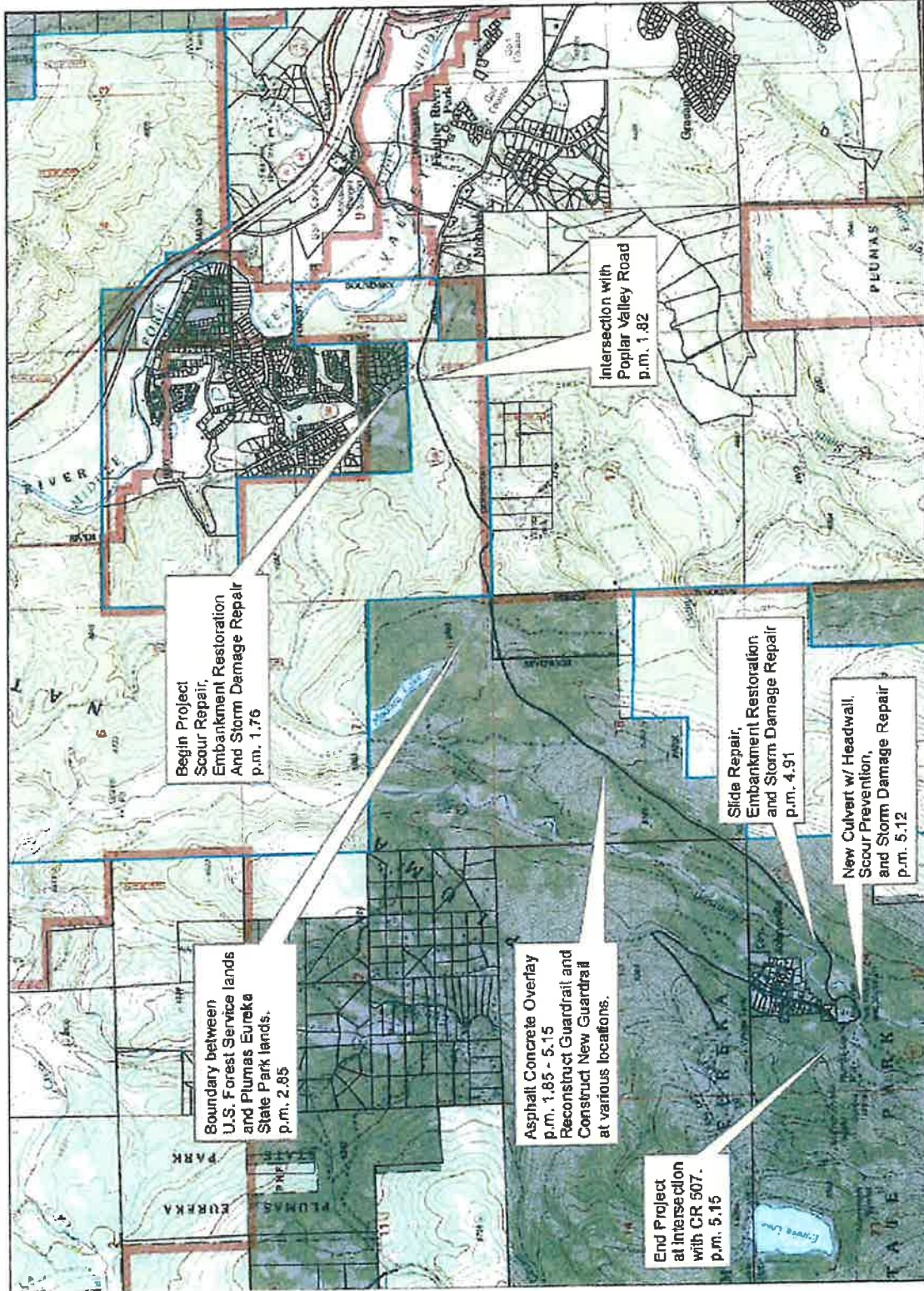
USGS Quads =
Johnsville & Blairsden

County Road 506
Graeagle-Johnsville Road
Rural Major Collector

Slide and storm damage
repairs are located along
tributaries to the Middle Fork
of the Feather River
(Wild & Scenic River)

Project is located within
Federal lands,
(p.m. 1.76 - 2.85)
and State Park lands
(p.m. 2.85 - 5.15)

Plumas County
Dept. of Public Works
April 22, 2009



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 12:36:20
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			2645	Plumas County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
VAR				Plumas County Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannle			530-283-6498	johnmannle@countyofplumas.com		

Project Title

Greenville Streets - Dixie Fire Pavement Restoration

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

The project will correct deficiencies due to the 2021 Dixie Fire in the pavement including fire damage (excessive heat), heavy truck traffic from contaminated soil removal and utility cuts by PG&E for high voltage line undergrounding, Frontier communications for fiber optic undergrounding and Indian Valley CSD for water system repairs. The rehabilitation scope of the project may include removal and replacement of failed AC, grinding of existing AC to restore superelevation, and HMA overlay. Incidental construction items include: upgrades of curb ramps where necessary traffic striping and markings.

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:	3
Project Milestone		Existing		Proposed	
Project Study Report Approved		12/15/2023			
Begin Environmental (PA&ED) Phase				01/08/2026	
Circulate Draft Environmental Document	Document Type	CE/CE			03/30/2026
Draft Project Report				03/30/2026	
End Environmental Phase (PA&ED Milestone)				05/31/2026	
Begin Design (PS&E) Phase				06/03/2026	
End Design Phase (Ready to List for Advertisement Milestone)				09/28/2026	
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)				02/28/2027	
End Construction Phase (Construction Contract Acceptance Milestone)				10/10/2027	
Begin Closeout Phase				11/24/2027	
End Closeout Phase (Closeout Report)				12/19/2027	

Date 12/13/2023 12:36:20

Purpose and Need

The existing pavement on County Roads within the downtown area of the unincorporated community of Greenville have severe distress in exposure to extreme heat during the 2021 catastrophic Dixie Fire and from extensive utility cuts in the traveled way and along the paved shoulders for PG&E electrical line undergrounding projects. Further utility cuts are now underway for a water system repairs and replacement scheduled for completion in FY 24/25. The existing pavements have deteriorated due to age, fire damage and recent utility undergrounding projects. FEMA has denied pavement repairs except for spot locations where cars or trees burned and visibly distorted the pavement. Loss of useful pavement life due to accelerated aging of the asphalt binder exposed to extreme fire temperatures is not considered by FEMA to be eligible for disaster funding. The County will continue to appeal FEMA's decision, if possible. Concrete curb, gutter and sidewalks in need of repair or replacement will be considered for later funding under separate projects during per the Dixie Fire Long Term Recovery process as the public confirms whether to redesign or relocate the existing walkway systems. Upgrading ADA ramps will be included in this pavement rehabilitation project to conform with ADA requirements.

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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.08

Date 12/13/2023 12:36:20

Additional Information

The pavement will continue to unravel on the surface and ride quality will be severely decreased by the extensive trenching. All pavement surfaces within the limits of the burn zone will need to receive a surface treatment, such as a chip seal or a full width grind to 0.13' to replace prematurely aged asphalt concrete due to extreme temperature exposure during the Dixie Fire.

- The project will be delayed until summer 2027 due to:
- Waiting for the Community Services District to complete water system improvements and fire damage repairs.
 - Waiting for PG&E to complete all electrical line undergrounding projects.
 - Waiting for Frontier Communications to complete undergrounding of fiber optic lines

Program Code = 20.30.600.620

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	60	35
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	VAR				2645
Project Title					

Greenville Streets - Dixie Fire Pavement Restoration

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Plumas County
PS&E									Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON									Plumas County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			25					25	
PS&E			75					75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				856				856	
TOTAL			100	856				956	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			25					25	Gas tax (both HUTA and RMRA)
PS&E			75					75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			100					100	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									State-only funds requested
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				856				856	
TOTAL				856				856	

PPNO 2645
Greenville Streets
Dixie Fire
Pavement
Restoration

Main St., Greenville-Wolf Creek Rd.,
(South Main), Grand, Bush,
Pine, Jessie, Mill and Ayoub.



1 inch = 300 feet

Legend

Pavement_Inventor
— <all other values>

Jurisdiction

PCPW

Portola

STATE

County Line



Source: Esri, DeLorme, Benchmark, and the GIS User Community

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 12:33:43
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			2646	City of Portola		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County				Plumas County		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Dan Bastian			530-832-4216	bastianengineeringinc@gmail.com		

Project Title

Rio Grande Street Pavement Rehabilitation

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

The project begins at the concrete valley gutter at the intersection of California Street and ends at the 5th Avenue intersection with in the City of Portola. The intersection with Pacific Street is not included; however, the intersection of 5th Ave. is. All work will be performed within the existing City's right of way. The rehabilitation scope of the project will include pulverizing the roadbed per Caltrans Specification 30-2. Pulverizing will be accomplished via full-depth recycling of the existing pavement and base. The approximate depth of the recycling will be 14" below existing road grade. This recycling depth will ensure the recycling work remains above the existing in-ground infrastructure (i.e., water and sewer).

Component	Implementing Agency
PA&ED	City of Portola
PS&E	City of Portola
Right of Way	City of Portola
Construction	City of Portola

Legislative Districts

Assembly: 1 Senate: 1 Congressional: 3

Project Milestone	Existing	Proposed
Project Study Report Approved	12/15/2023	
Begin Environmental (PA&ED) Phase		08/05/2024
Circulate Draft Environmental Document Document Type CE		11/20/2024
Draft Project Report		12/20/2024
End Environmental Phase (PA&ED Milestone)		12/20/2024
Begin Design (PS&E) Phase		06/03/2025
End Design Phase (Ready to List for Advertisement Milestone)		04/30/2026
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		04/30/0027
End Construction Phase (Construction Contract Acceptance Milestone)		11/19/2027
Begin Closeout Phase		11/22/2027
End Closeout Phase (Closeout Report)		12/19/2027

Date 12/13/2023 12:33:43

Purpose and Need

The existing pavement for Rio Grande Street. Road segment noted herein has severe distress in the form of alligator cracking, transverse cracking and edge cracking, rutting, potholes, and pavement settling in the traveled way and along the shoulders. The project will address pavement deterioration on the noted 70+ year-old road segment. The Street is identified as "Poor" in the PCI graphic noted in the Appendix. There are several crossing streets to Rio Grande Street that are in "Poor" or "Failed" states. The intent of addressing Rio Grande Street first is that future cross streets of lower volume traffic will eventually be rehabilitated and reconstructed from this project.

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
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.16

Date 12/13/2023 12:33:43

Additional Information

The town of Portola was first platted and developed in 1909 along the new Western Pacific Railroad. The City of Portola was incorporated in 1946; and the municipality assumed responsibility for the roads about that time for all City infrastructure. It is believed that the existing paved roadway segments noted in this PSR were originally constructed in 1930s through the 1950s. Spot repair of the road surface on 5th Avenue in 2019 indicated that there is little or no aggregate base (see photo next page). It is believed that the noted 'no aggregate base' is consistent throughout the project limits. A recent STIP project for Joy Way (on the northside of Town) found that essentially "no base" was under the existing pavement (except at more recent utility trench repair locations). A cement treated base process (as proposed herein) was used on said Joy Way project with excellent results.

Program Code = 20.30.600.620

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	40	55
			Rating	Good	Poor	

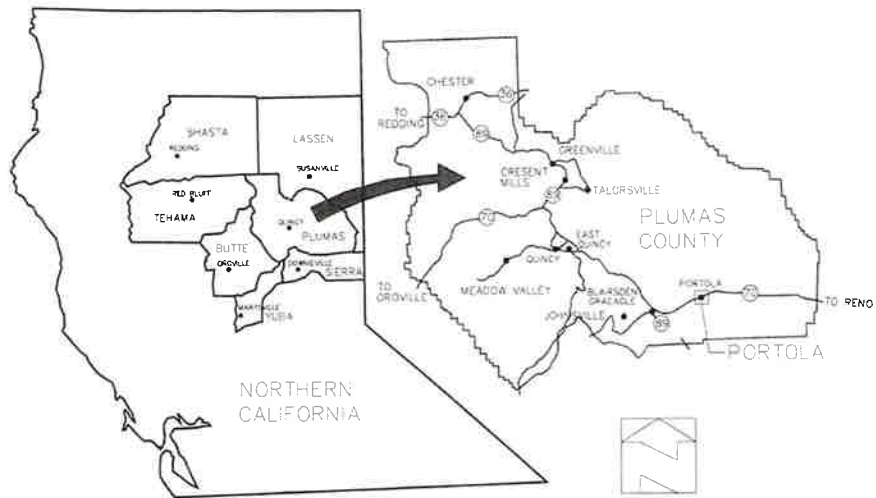
District	County	Route	EA	Project ID	PPNO
02	Plumas County				2646

Project Title

Rio Grande Street Pavement Rehabilitation

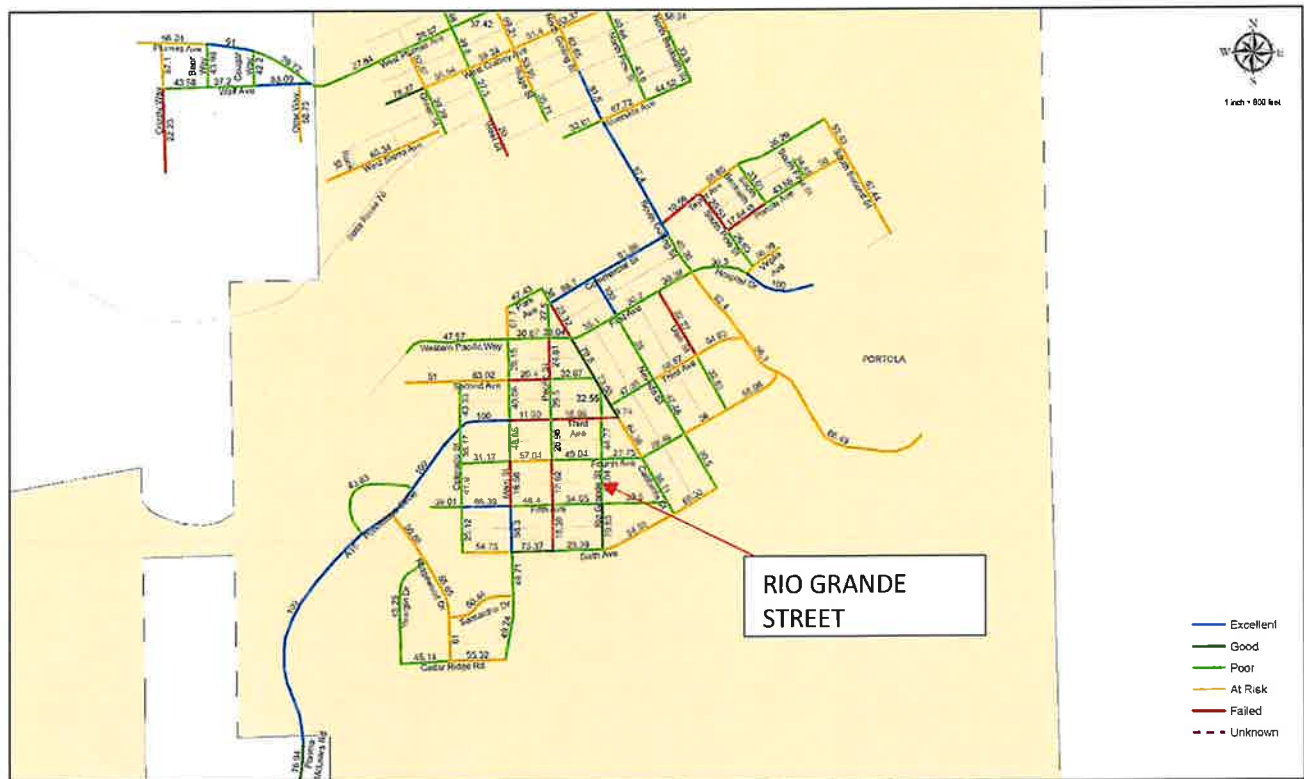
Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Portola
PS&E									City of Portola
R/W SUP (CT)									City of Portola
CON SUP (CT)									City of Portola
R/W									City of Portola
CON									City of Portola
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		15						15	
PS&E		91						91	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			692					692	
TOTAL		106	692					798	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Portola
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		15						15	State-only Funds Requested
PS&E		91						91	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			692					692	
TOTAL		106	692					798	



REGIONAL LOCATION MAP

NOT TO SCALE



Pavement Condition Index - City of Portola - South

1 inch = 300 feet

Legend

Pavement_Inventorj


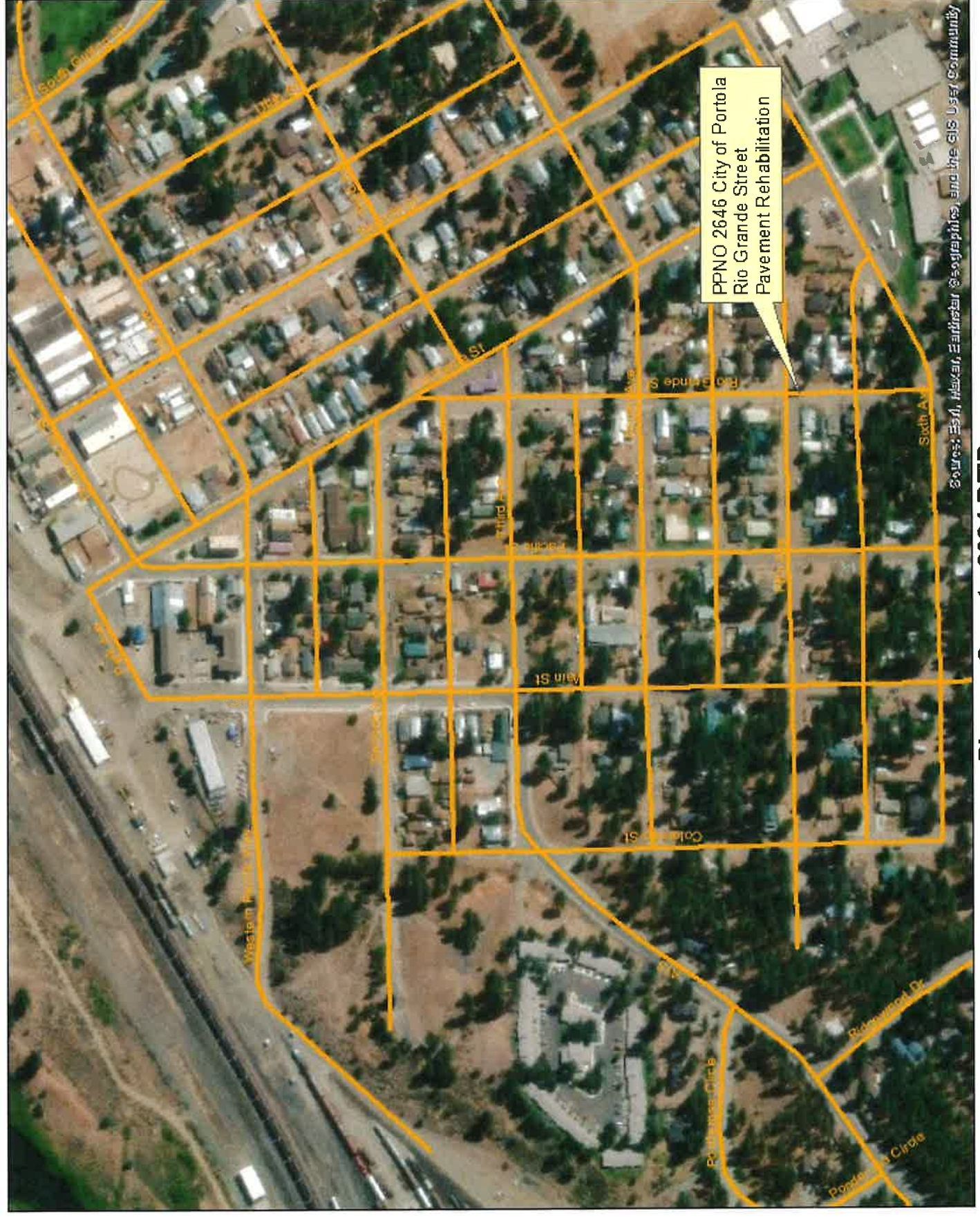
Cellular value —

Jurisdicti

PCB's

Portals

STATE

 Country Line

Source: Eder, Haver, Earls, and the GLS User Community

Plumas County 2024 RTP

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2023 12:53:45
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			2647	Plumas County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Plumas County		0.000	3.800	Plumas County Transportation Commission	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
John Mannle			530-283-6498	johnmannle@countyofplumas.com	

Project Title

Beckwourth-Calpine Road Pavement Rehabilitation (p.m. 0.00 - 3.80)

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

From Sierra County Line to the intersection with Marble Hot Springs Road (p.m. 0.00-3.80). Pavement grinding and overlay work for the construction phase for a paving contract and construction inspection and material testing by consultant. The 2022 pavement condition index for this segment was 68.

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:	3
Project Milestone		Existing		Proposed	
Project Study Report Approved		12/08/2023			
Begin Environmental (PA&ED) Phase				01/08/2024	
Circulate Draft Environmental Document	Document Type	CE/CE			03/29/2024
Draft Project Report				03/29/2024	
End Environmental Phase (PA&ED Milestone)				05/31/2024	
Begin Design (PS&E) Phase				06/03/2024	
End Design Phase (Ready to List for Advertisement Milestone)				09/27/2024	
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)				02/28/2025	
End Construction Phase (Construction Contract Acceptance Milestone)				10/10/2025	
Begin Closeout Phase				11/24/2025	
End Closeout Phase (Closeout Report)				12/19/2025	

Date 12/13/2023 12:53:45

Purpose and Need

From Sierra County Line to Marble Hot Springs Road (p.m. 0.00-3.70). Pavement grinding and overlay work for the construction phase for a paving contract and construction inspection and material testing by consultant. The current pavement condition index is 68. Extensive longitudinal cracking has been repaired by Plumas County. The longitudinal cracking was caused by the extreme temperature ranges and the pavement age. The last major HMA overlay constructed on this segment occurred in 1993. The road has chip sealed twice since then. The HMA overlay proposed will increase the PCI to above 95, provide a smoother driving surface and extend the remaining service life of the pavement by 12-15 years. This 65 mph, rural major collector is located above 5000' and serves as the primary route between SR70 at Portola to SR 89/49 in Sierra County, to Truckee and to Lake Tahoe.

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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	7.6

Additional Information

Program Code = 20.30.600.620

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	68	27
			Rating	Good	Poor	

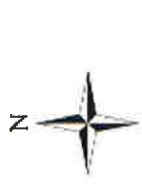
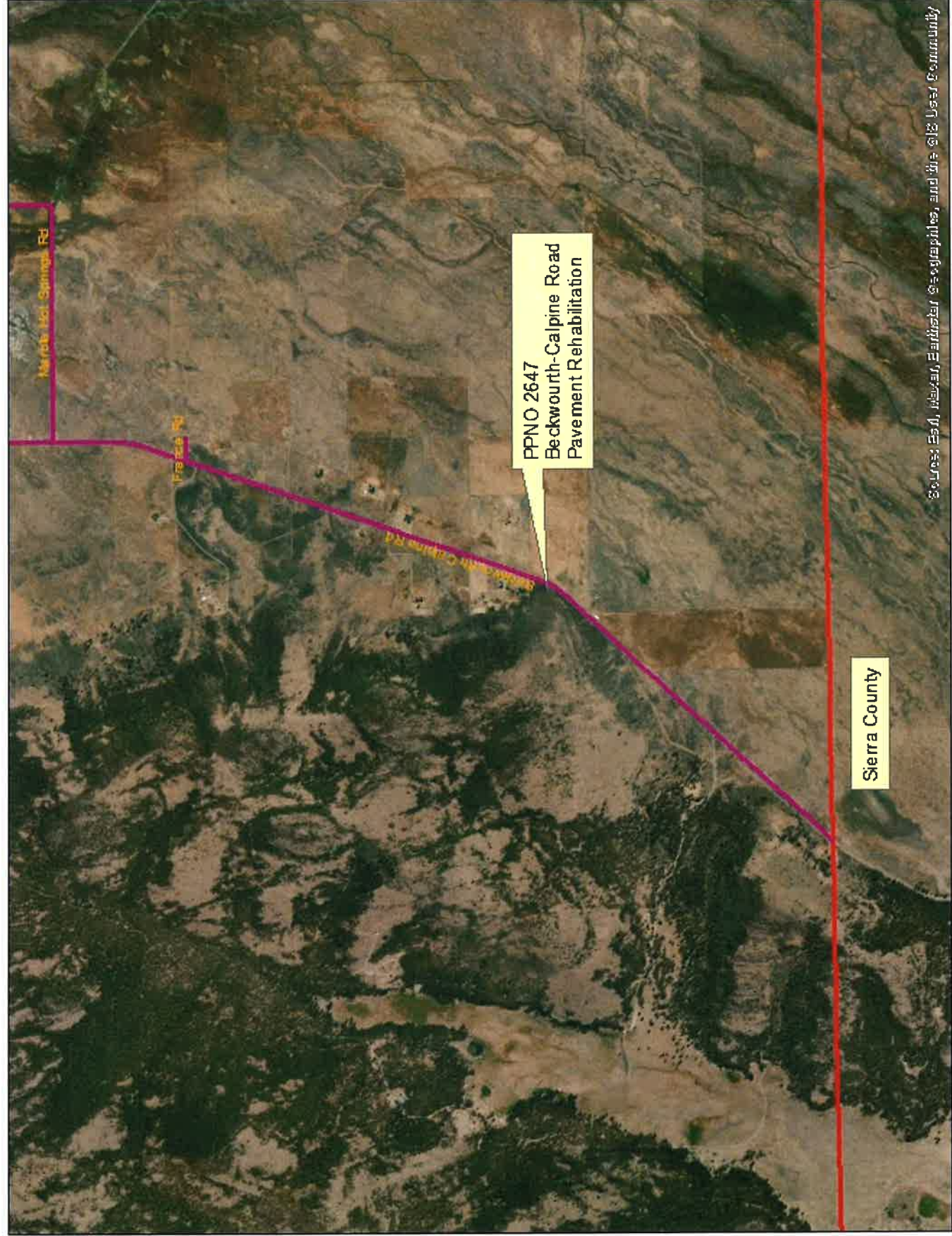
District	County	Route	EA	Project ID	PPNO
02	Plumas County				2647
Project Title					

Beckwourth-Calpine Road Pavement Rehabilitation (p.m. 0.00 - 3.80)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Plumas County
PS&E									Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON									Plumas County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		25						25	
PS&E		75						75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,515						1,515	
TOTAL		1,615						1,615	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		25						25	
PS&E		75						75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		100						100	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Requesting State-only funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,515						1,515	
TOTAL		1,515						1,515	



1 inch = 3,000 feet

Legend

Pavement_Inventon

— <all other values>

Jurisdiction

PCPW

Portola

STATE

County Line

Plumas County 2024 RTP

County of Plumas

Source: Esri, DeLorme, Garmin, Earthstar Geographics, and the GIS User Community

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 12:52:19
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			2648	Plumas County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County	519	0.000	2.500	Plumas County Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannle			530-283-6498	johnmannle@countyofplumas.com		

Project Title

Gold Lake Forest Highway Pavement Rehabilitation

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

The project will begin at the Sierra County Line continue north approximately 2.5 miles to the intersection with the Gold Lake Lodge Road. All proposed work will be performed within the existing County's roadway easement. Net Length: 2.5 miles. The project will correct deficiencies in the strength of the pavement, in the superelevation of the pavement, and smoothness. The rehabilitation scope of the project will include removal and replacement of existing failed asphalt concrete prior to a hot mix asphalt overlay using PG 64-28 asphalt binder.

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:	3
Project Milestone		Existing		Proposed	
Project Study Report Approved		12/15/2023			
Begin Environmental (PA&ED) Phase				01/08/2025	
Circulate Draft Environmental Document	Document Type	CE/CE		03/30/2025	
Draft Project Report				03/30/2025	
End Environmental Phase (PA&ED Milestone)				05/31/2025	
Begin Design (PS&E) Phase				06/03/2025	
End Design Phase (Ready to List for Advertisement Milestone)				09/28/2025	
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)				02/28/2026	
End Construction Phase (Construction Contract Acceptance Milestone)				10/10/2026	
Begin Closeout Phase				11/24/2026	
End Closeout Phase (Closeout Report)				12/19/2026	

Date 12/13/2023 12:52:19

Purpose and Need

The existing pavement will continue to break up under the peak recreational traffic volumes. The project is located between elevations of 5800'-6500' elevation. This portion of the road is closed for OSV (over snow vehicle) use typically between December and May.

Gold Lake Forest Highway – (P.M. 0.00-2.50) was last overlayed in 1992 by FHWA. The original structural section is composed of 3" up to 8" of aggregate base and between 5" and 9" of asphalt concrete using the old AR oils (AR-2000). The County has been patching and sealing cracks on this section during the 2023 summer season. The project proposes grind off 0.17' of the existing AC and then apply a 0.17' overlay with PG-64-28 binder over 2.5 miles to restore crown and superelevation.

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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	2.5

Date 12/13/2023 12:52:19

Additional Information

PG asphalt binders are selected to meet expected climatic conditions as well as traffic speed and volume adjustments. Therefore, the PG system uses a common set of tests to measure physical properties of the binder that can be directly related to field performance of the pavement at its service temperatures. For this portion of Gold Lake Forest Highway (5800'-6500'), the binder selected is PG 64-28 which must meet performance criteria at an average seven-day maximum pavement temperature of 64°C and also at a minimum pavement temperature of -28°C. Incidental construction items include grade, traffic striping and markings, installation of object markers, and sign replacements. Upon completion of the final overlay work, shoulder backing will also be placed.

Program code = 20.30.600.620

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	30	65
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Plumas County	519			2648
Project Title					
Gold Lake Forest Highway Pavement Rehabilitation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Plumas County
PS&E									Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON									Plumas County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		25						25	
PS&E		75						75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,538					1,538	
TOTAL		100	1,538					1,638	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		25						25	HUTA and RMRA
PS&E		75						75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		100						100	

Fund #2:		RIP - State Cash (Committed)							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									State-only funds requested.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			1,538					1,538		
TOTAL			1,538					1,538		



1 inch = 2,000 feet

Legend

Pavement_Inventories

— <all other values>

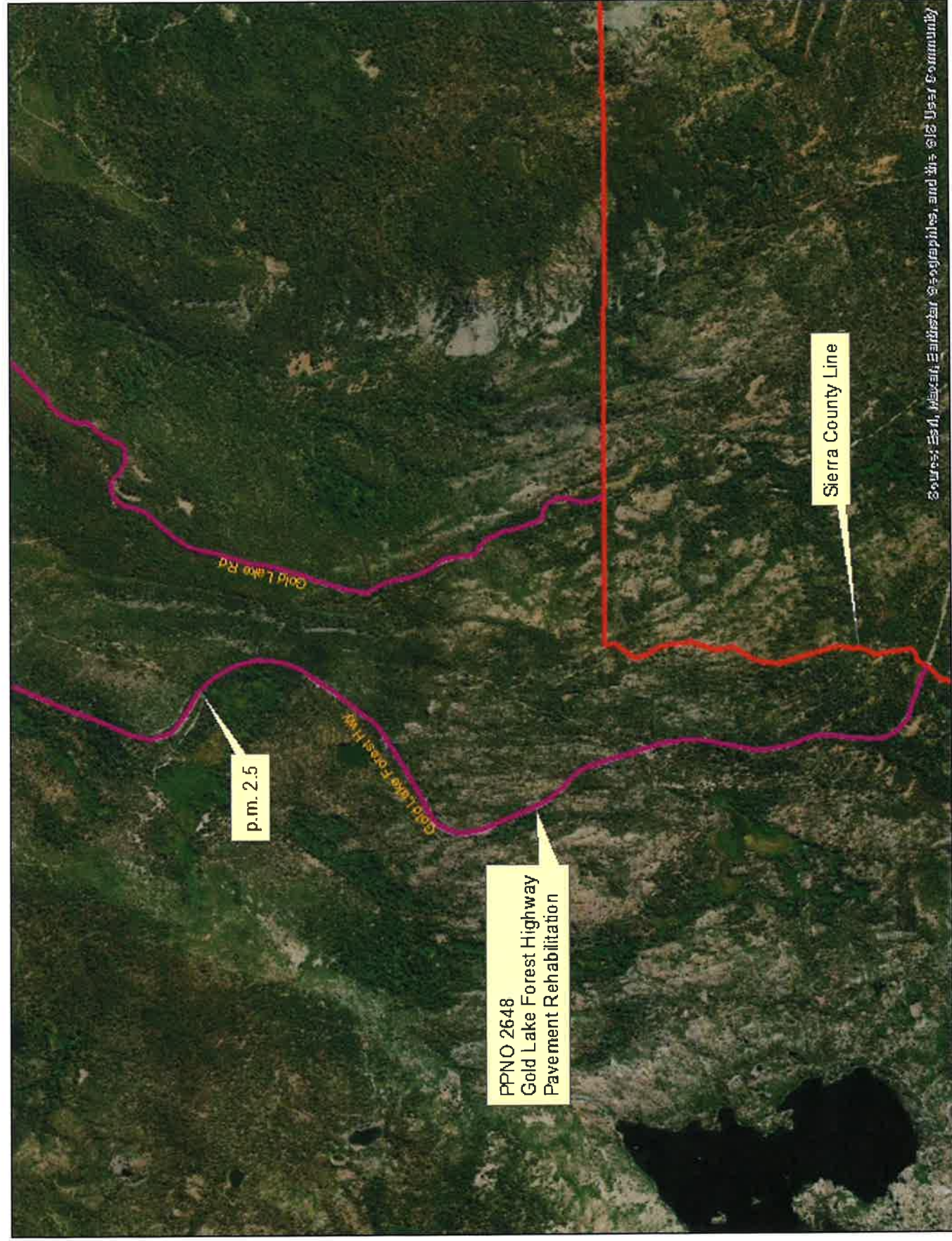
Jurisdiction

PCPW

Portola

STATE

County Line



Source: Esri, DeLorme, GeoEye, Earthstar Geographics, and the USGS Community

Plumas County 2024 RTIP County of Plumas

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 12:47:11
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			2649	Plumas County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County	406	1.600	2.600	Plumas County Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
John Mannle			530-283-6498	johnmannle@countyofplumas.com		

Project Title

Quincy Junction Road Reconstruction - FLAP Project Matching Funds

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

Plumas County has coordinated project development with the Plumas National Forest. The Plumas National Forest support of the project is documented in the California Federal Lands Access Program Project Application for this project submitted by Plumas County to FHWA-CFLHD. Quincy Junction Road provides access from Quincy, California to numerous trail systems in Plumas National Forest and is frequently used by cyclists, pedestrians, and equestrians. The route has paved shoulders from the town of Quincy (CA-70) to Bell Lane, but the one-mile project area, from Bell Lane to Chandler Road does not. The project application included the addition of four-foot shoulders and the associated bridge widening and drainage structure alterations, in addition to improved sight distance along the route. These improvements will enhance access opportunities to the non-motorized visitors and improve safety conditions for motorized and non-motorized users of the route.

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:	3
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)				01/01/2025	
End Construction Phase (Construction Contract Acceptance Milestone)				10/10/2025	
Begin Closeout Phase				11/24/2025	
End Closeout Phase (Closeout Report)				12/19/2025	

Date 12/13/2023 12:47:11

Purpose and Need

Quincy Junction Road provides access from Quincy, California to numerous trail systems in Plumas National Forest and is frequently used by cyclists, pedestrians, and equestrians. The route has paved shoulders from the town of Quincy (CA-70) to Bell Lane, but the one-mile project area, from Bell Lane to Chandler Road, has no shoulders and poor vertical and horizontal sight distance. Many road users have expressed their safety concerns to the Plumas County Public Works Department and at public workshops during the development of the County’s Non-Motorized Transportation Plan.

The project application included the addition of four-foot shoulders and the associated bridge widening and drainage structure alterations, in addition to improved sight distance along the route. These improvements will enhance access opportunities to the non-motorized visitors and improve safety conditions for motorized and non-motorized users of the route.

After scoping, the recommended improvements include rehabilitating the 22-foot paved width, widening the roadway to provide four-foot shoulders on each side, but maintaining the existing bridge as-is.

Central Federal Lands highway Division (FHWA) will complete all phases of the project including the management of the construction contract. Plumas County is responsible for acquiring any necessary easements and contributing matching funds of \$500,000 for the construction phase.

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

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1
Active Transportation	Bicycle lane-miles	Miles	2

Date 12/13/2023 12:47:11

Additional Information

FHWA-CFLHD Responsibilities:

- Develop and sign this Memorandum of Agreement
- Manage project schedule and all project costs
- Lead the development of the plans, specifications, and estimate (PS&E) in accordance with FHWA-CFLHD standards, policy and guidance (note that engineering deliverables prepared by federal employees will not be signed or stamped)
- Document any design exceptions to the AASHTO standards, agreed upon by the project team, on FHWA-CFLHD's highway design standards form
- Lead all federal environmental compliance (including, but not limited to, NEPA, the National Historic Preservation Act, and the Endangered Species Act)
- Prepare and approve environmental documents and make project decisions based on the documents
- Conduct ROW research and obtain title reports for private parcels as required
- Prepare right-of-way plans, legal descriptions, and other documents required for a Highway Easement Deed and any private parcels to be acquired
- Identify utility conflicts and prepare utility conflict maps
- Conduct preliminary engineering towards the development of the PS&E construction contract package
- Ensure all permits required for Federally constructed projects are obtained
- Advertise and award the contract (bids will not be solicited by FHWA-CFLHD until maintaining agency has concurred with the plans and specifications and provided signed ROW and utility certifications)
- Perform construction engineering/administration of the construction contract
- Potentially enter into a formal partnering work session and agreement with all parties involved in the construction contract
- Provide a Project Engineer on site for construction administration
- Determine the need for any proposed changes to contract documents, evaluate change impacts, coordinate technical reviews as needed, and ensure that the construction is consistent with the PS&E
- Ensure that the contractor will bear all expenses of maintaining traffic, other than snow removal and normal state, county, and city maintenance work
- Verify adherence to environmental documents and permits
- Set up and lead final inspection upon completion of construction administration
- Determine the need for any proposed changes to contract documents, evaluate change impacts
- coordinate technical reviews as needed, and ensure that the construction is consistent with the PS&E
- Ensure that the contractor will bear all expenses of maintaining traffic, other than snow removal and normal state, county, and city maintenance work
- Verify adherence to environmental documents and permits
- Set up and lead final inspection upon completion of construction

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	65	30
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Plumas County	406			2649

Project Title

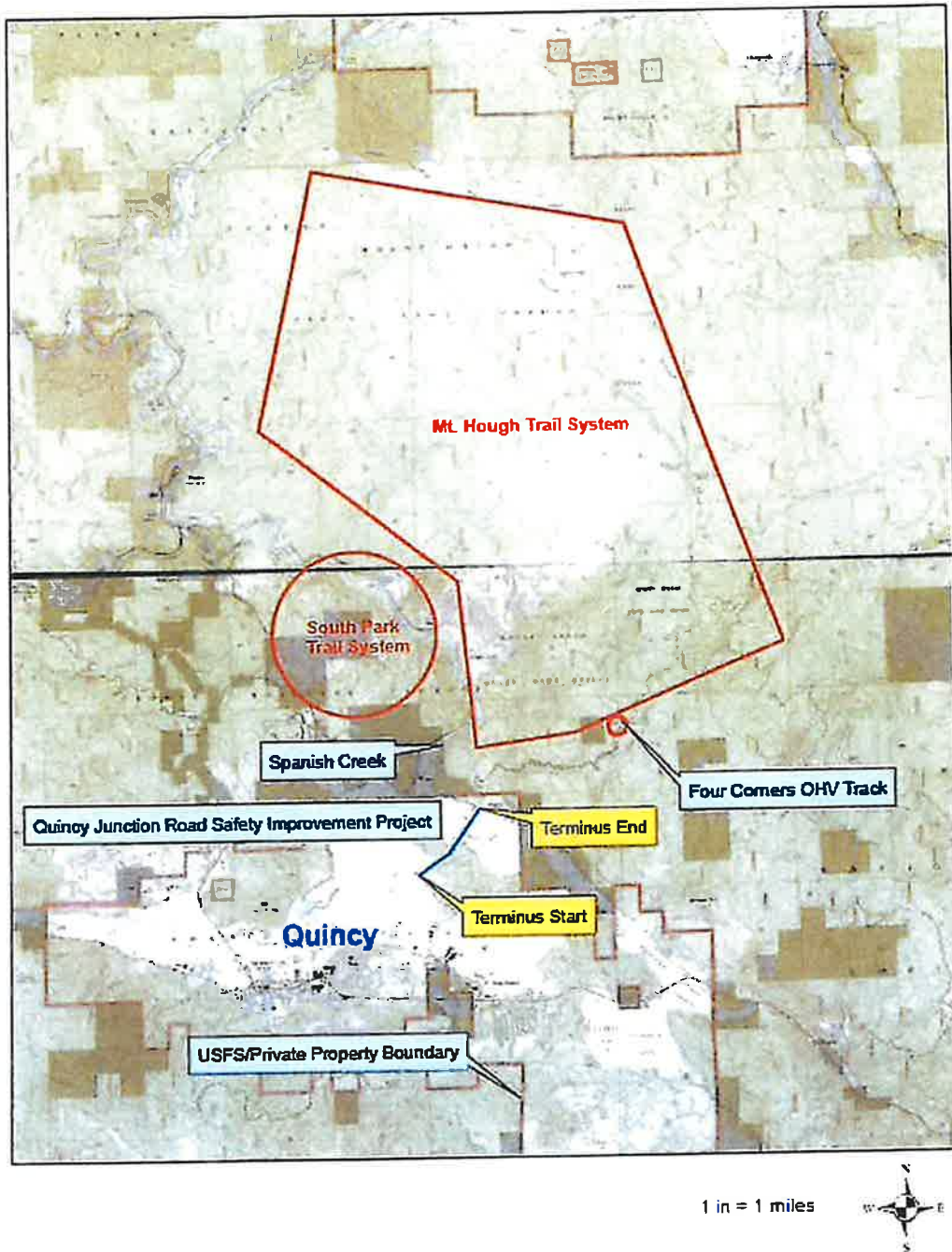
Quincy Junction Road Reconstruction - FLAP Project Matching Funds

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Plumas County
PS&E									Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON									Plumas County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E	600							600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,300					7,300	
TOTAL	1,200		7,300					8,500	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Plumas County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State-only Funds Requested
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL			500					500	

Fund #2:	Other Fed - Federal Lands Access Program (FLAP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Central Federal Lands Highway Division
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E	600							600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,800					6,800	
TOTAL	1,200		6,800					8,000	

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT
JANUARY 12, 2023



Highway Design and Safety
Typical Section and Alignment:

Section 18. Board Resolution or Documentation of 2024 RTIP Approval

**RESOLUTION NO. 23-35
2024 STIP**

Adopting the 2024 Plumas County Regional Transportation Improvement Program (RTIP)

***WHEREAS**, the California Transportation Commission (CTC) has provided requirements, guidelines, and criteria for the 2024 State Transportation Improvement Program (STIP) in the “STIP Guidelines” adopted by the CTC on August 17, 2023 (Resolution G-23-58); 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 2024 Plumas County Regional Transportation Improvement Program (2024 RTIP); and*

***WHEREAS**, the PCTC, in accordance with the “STIP Guidelines”, wishes to amend the 2024 STIP as follows:*

Existing Programmed Projects

Plumas County Transportation Commission

PPNO #2057 - Planning, Programming and Monitoring (PP&M)

Program \$54,000 in FY 27/28

Program \$54,000 in FY 28/29

County of Plumas

PPNO #2548 - Graeagle-Johnsville Road Reconstruction (Phase 1)

Split CONST Phase into two phases (1 and 2)

Phase 1 remains in FY 24/25 and the CONST phase is programmed for \$3,500,000 STIP Federal funds.

See #2548B below.

New Programmed Projects

PPNO #2548B - Graeagle-Johnsville Road Reconstruction (Phase 2)

Phase 2 is to be programmed in FY 26/27 and the CONST phase is programmed for \$3,002,000 STIP Federal funds.

PPNO #2645 - Plumas County - Greenville Streets - Dixie Fire Pavement Rehabilitation

Program \$856,000 in FY 27/28 for CONST Phase.

PPNO #2646 - City of Portola - Rio Grande Street Pavement Rehabilitation

Program \$15,000 in FY 24/25 for E&P Phase.

Program \$91,000 in FY 24/25 for PS&E Phase.

Program \$692,000 in FY 25/26 for CONST Phase.

PPNO #2647 - Plumas County - Beckwourth-Calpine Road Pavement Rehabilitation (County Route A23)

Program \$1,516,000 in FY 24/25 for CONST Phase.

PPNO #2648 - Plumas County - Gold Lake Forest Highway Pavement Rehabilitation

Program \$1,538,000 in FY 25/26 for CONST Phase.

PPNO #2649 - Plumas County - Quincy Jct. Road FLAP Project – Matching Funds for FHWA-administered project

Program \$500,000 in FY 25/26 for CONST Phase.

NOW, THEREFORE, BE IT RESOLVED that the 2024 RTIP for Plumas County be adopted as shown.

PASSED AND ADOPTED this 11th day of December 2023 by the Plumas County Transportation Commission.

AYES: Commissioners: Hagwood, Morton, Powers, Gross, McGowan

NOES: Commissioners:

ABSENT: Commissioners: Scarlett



Greg Hagwood, Chair
Plumas County Transportation Commission

ATTEST: 

Jim Graham, Executive Director

12/11/2023
Date

Section 19. Fact Sheet

2024 Plumas County

Regional Transportation Improvement Program (RTIP) Fact Sheet

Executive Summary

In the past STIP cycles since 2012, funding capacity has been extremely limited. Over the last six years the region 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 minimize the number of seasons of construction could not be ignored. That project was successfully delivered by Caltrans in 2016 with Plumas County providing \$7.1 million in STIP funding. Other more recent State-County partnership projects have now been delivered: the SR89-Arlington LTL (SHOPP) and the Rt 89/Arlington Left Turn Lane (SHOPP). Both Caltrans' projects have construction scheduled to begin in 2024. The Executive Director has recommended, for the 2024 STIP cycle, that the PCTC focus on priority pavement projects for its local agencies (City of Portola and Plumas County) and has requested using an advance of STIP funds in excess of the State's Target Amount for the Plumas region to improve overall pavement condition indices on local streets and roads.

Agency	Rte	PPNO	Project Name
Plumas CTC		2057	Planning, Programming, and Monitoring
City of Portola	local	2646	Rio Grande St. Pavement Rehabilitation
Plumas County	local	2548	Graeagle-Johnsville Road Reconstruction (Phase 1) – Poplar Valley Road to Johnsville
Plumas County	local	2548B	Graeagle-Johnsville Road Reconstruction (Phase 2) – on Jamison Creek south of the Jamison Creek Bridge
Plumas County	local	2645	Greenville Streets Dixie Fire Pavement Rehabilitation – downtown streets (Main, Jessie, Pine, Grand, Bush, Ayoob, Mill)
Plumas County	local	2647	A23 Pavement Rehabilitation – Sierra Co. line north to Marble Hot Springs Road
Plumas County	local	2648	GLFH Pavement Rehabilitation – from Sierra Co. line extending north 2.5 miles.
Plumas County	local	2649	Quincy Jct. Road FLAP Project - Matching Funds – Bell Lane to Chandler Road

Benefits

A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community.

Maintenance and system preservation.	The RTIP projects will decrease future maintenance by preserving pavement integrity on existing roads and streets.
Accessibility	The RTIP projects will not impact accessibility. PPNO 2646 includes ADA ramp upgrades. PPNO 2647 and 2648 improve paved shoulders that provide for bike use. PPNO 2649 promotes non-motorized access.
Overall vehicle activity and use of the roadway network.	The County population is declining at -2.4 percent. Overall annual traffic activity has not significantly increased. Recreational centers and activities do cause peak summer traffic volumes. The RTIP projects do not induce vehicular traffic.
Coordination with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.	The RTIP has no impacts to the SHS in Plumas County.

Goals and Objectives

A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy as well as other regional plans, such as Regional Bicycle Plans or Comprehensive Multimodal Corridor Plans.

2020 Plumas County Regional Transportation Plan

3.3.1 Highways, Streets and Roads Goal #1: Maintain a Safe, Efficient Roadway System

Expand and maintain a safe, efficient, and convenient countywide roadway system that enhances the lifestyle of the residents and meets the travel needs of people and goods through and within the region.

Objective 1.1: Appropriate Road Maintenance

Provide proper levels of road maintenance to minimize unnecessary vehicle wear and more costly road reconstruction. Policy 1.1.1: Priority List for Maintenance, Rehabilitation and Reconstruction. Establish a priority list based on the premise of maintenance; rehabilitation and reconstruction of the existing highway system have the highest consideration for available funds.

2017 Plumas County Active Transportation Plan

Strategy 1.A.5: Coordinate with local agencies and Caltrans regarding maintenance of shoulders and provision of new or wider shoulders.

Strategy 4.B.2: Collaborate with county and regional partners to promote active recreation in the region.

A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.

CAPTI

The 2024 RTIP meets the vision for the CAPTI by aligns the state's transportation infrastructure investments with the state's climate, health, and social equity goals, while also maintaining the commitment made in Senate Bill (SB) 1 to a fix-it-first approach to transportation. The County and City of Portola continued commitments to a "fix-it-first" approach to our transportation system is fundamental to the CAPTI. The RTIP strives for the continued maintenance and repair of the existing transportation infrastructure necessary to serve communities and support the goals of the Road Repair and Accountability Act of 2017, also known as SB 1.

REAP

The region achieves equity commitments through an engagement process where everyone is treated with dignity and justice as demonstrated by the 2020 RTP and 2017 ATP outreach processes. The 204 RTIP is prioritizing local and street projects that improve access and provide meaningful benefits to Plumas County and its communities. 3. Partnerships in the past provided leveraging our transportation investments with Caltrans on the State Highway System (SHS) within the County to benefit disadvantaged communities where the SHS serves as Main Street. The 2024 RTIP strives to improve conditions on rural major collectors that that provide interconnectivity between local communities.

CFMP

The 2024 RTIP also strives to improve the goods movement system equitably across the County and through its communities while making sure the environmental and public health costs of the system are not disproportionately borne by goods movement communities.

Section 20. Documentation on Coordination with Caltrans District 2



Caltrans/Plumas Partnership and Consultation

(State Highway System)

Meeting Notes

Time: Monday, August 14, 2023 at 10:30 am

Location: Plumas County Public Works – 1834 E Main St., Quincy

Purpose: Discuss projects on (or proposed to be on) the State Highway System in the Plumas Region specifically to identify partnering opportunities.

Agenda Prepared By: Kelly Zolotoff (Caltrans)

Invitees: Todd Roberts (City of Portola); Lauren Knox (City of Portola); Jon Kennedy (City of Portola); Dan Bastian (City of Portola); Jim Graham (Plumas RTPA); John Mannle (Plumas County); Sean Shepard (Caltrans); Clint Burkenpas (Caltrans); Kimi Taguchi (Caltrans); Mike Conner (Caltrans)

- I. **Attendees:** Dan Bastian, John Mannle, Jim Graham, Kelly Zolotoff, Kimi Taguchi, Michael Conner, Clint Burkenpas
- II. **Regional/Local areas of concern on State Highway System**
 - a. Local road projects with potential impact to the State Highway System
 - b. PCTC schedule to change in November and December
 - c. Local Roads – Federal aid routes may be programmed in the STIP
 - d. Plumas Project Look Ahead Map – Include a pull-out of the Almanor Area
 - e. PG&E work through Caltrans encroachment (Highway Maintenance (HM) project beginning at PM 12.9 in Crescent Mills will pave road after PG&E work)
 - f. Mill Creek Culvert is still an issue; Likely a Stand-alone project; Investigate grant funding – PROTECT, Feasibility Study (Coordination with USFS needed); Fish barrier; outflow goes through residential area
 - g. East Quincy intersection improvements for ped vs. vehicle collisions
 - h. Arlington Park and Ride has been shelved and is a low priority; priority may rise if transit grants are identified for funding
 - i. Chester 5-Lane remove from State highway need list
 - j. RTIP Adoption at the November PCTC Meeting (Programming focused on local system up to the target)
 - k. Keep the City of Portola updated on construction status on Cromberg
- III. **Program Updates – Non-State Highway Operation Protection Program/State Transportation Improvement Program (NonSHOPP/STIP)**
 - a. Updates on Transportation Funding
 - i. SB-1
 - i. ATP Cycle 7 (2025) – approx. \$550M
 - 1. Kick off Workshop (South) August 16
 - 2. Call for Projects March/April 2023
 - 3. Guidelines – same as Cycle 6 with emphasis on equity



Caltrans/Plumas Partnership and Consultation

(State Highway System)

- ii. TCEP Cycle 4 – State highway call for projects already initiated
- b. Updates on Alternative Fund Sources, including STIP, ATP, State Grants, and Federal Grants
 - i. Strategic Investment Program: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/strategic-investment-planning>
 - ii. State Highway Needs List:
 - i. RESOLVED: Update Chester CS to show potential grant funding and inclusion into proposed 2026 SHOPP project Chester Pavement

IV. Program Updates – SHOPP/Asset Management

- a. State Highway Strategic Management Plan (SHSMP): <https://dot.ca.gov/programs/asset-management/state-highway-system-plan>
- b. Caltrans Project Portal: <https://dot.ca.gov/programs/asset-management/caltrans-project-portal>
- c. HM Projects –
 - i. SR 147 Drainage project (culverts) PM 3.0/7.3
 - ii. SR 89 Greenville Wye pavement
- d. 2023 Ten-Year Plan (TYP) – Proposed 2026, 2028, and 2030 SHOPP
 - i. 2026 SHOPP
 - 1. SR 36/SR 89
 - a. Chester Pavement
 - i. Plumas Complete Streets Study to be complete in December
 - ii. 2028 SHOPP
 - 1. SR 70
 - a. Spring Garden II Pavement
 - b. Twain Pavement
 - 2. SR 147
 - a. Almanor East Shore Pavement (some work in Lassen County)

V. Project Updates – Project Management

- a. New Project Manager: Mohammad (Maz) Rahmani
- b. Proposed 2024 SHOPP – Adoption Scheduled for March 2024, PA&ED begins July 2024
 - i. Quincy CAPM – CON 2028
 - 1. Roadway project
 - 2. Mill Creek Culvert not included in the scope (look at grant alternatives)
 - 3. Electrical Agreement
 - 4. ACTION: Kelly to provide ballpark cost estimate on East Quincy intersection lightning to John and Jim; Intersection warrants aren't met; lighting may be considered for improvements with an updated electrical maintenance agreement
 - ii. Tehama Plumas Scour (Spanish Creek Bridge in Plumas) – CON 2028
 - iii. Wolf Creek CAPM – CON 2028
- c. Current Programmed Projects – SHOPP, STIP, Other
 - i. SR 284:
 - 1. Recent Highway Maintenance (HM) paving project
 - ii. SR 36:



Caltrans/Plumas Partnership and Consultation

(State Highway System)

1. Chester Causeway Pavement Rehab – 8' shoulder to County line, then 4' shoulder
 - a. RESOLVED: Clint to send to Project Report to John and Jim
- iii. SR 70:
 1. Cromberg Rehab
 - a. September 19 – Open house/Meet the contractor
 - b. Feather River Inn Intersection (STIP) combined with Cromberg Rehab for construction
 - c. Transit Coordination
 - d. Paving in 2024 or 2025
 - e. ACTION: Kelly to work with Clint to present to the PCTC and Portola City Council in October
 2. Beckwourth
 - a. RESOLVED: Clint to provide the shoulder widths to John and Jim (8' through project limits and to be striped as Class II)
- iv. SR 89:
 1. West Almanor
 2. Chester Rehab
 3. Crescent Mills CAPM/Arlington Left Turn Lane (LTL)- (SHOPP/STIP) – CON FY 23/24
 4. Graeagle CAPM
 - a. Additional funds from the Bipartisan Infrastructure Law (BIL or IIJA) contributed to the project for Climate Resiliency to raise section of the highway out of the flood plain

VI. Other

- a. Broadband: <https://www.broadbandmap.ca.gov/>
 - i. RESOLVED: Clint to provide update on the Broadband Middle Mile projects moving forward
 1. Three Combined with Other Projects:
 - a. Chester Broadband (Combined with Chester Causeway Pavement)
 - b. Beckwourth Broadband (Combined with Beckwourth CAPM)
 - c. Cromberg Broadband (Combined with Cromberg Rehab)
 2. Two are stand-alone:
 - a. One for CON in 2024 on SR 70 and SR 89
 - b. One for CON in 2025 on SR 89

California Department of Transportation

DISTRICT 2

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November 29, 2023

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

Dear Mr. Graham:

The 2024 State Transportation Improvement Program (STIP) guidelines, Section 20, 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, 2023, 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.

In preparation for the 2024 STIP cycle, on August 14, 2023, 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.

As discussed at our August 14, 2023 meeting, due to constrained Project Study Report (PSR) resources, Caltrans is required to look ahead two cycles to the 2028 STIP for potential future project candidates where a PSR would be needed for programming purposes.

Caltrans recognizes 2024 STIP funding is prioritized for reprogramming projects from the 2022 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 or myself at (530) 356-3179.

Mr. Jim Graham, Executive Director
November 29, 2023
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Sincerely,



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

Enclosure

c: Dave Moore, District 2 Director (email)
Brett Ditzler, Deputy District Director Planning and Local Assistance (email)
Clint Burkenpas, Chief Program Project Management (email)
Sean Shepard, Chief Asset Management (email)
Mohammad Rahmani, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

**2023 State Highway Needs Meeting
Caltrans District 2/Plumas Consultation Meeting**

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)	CON
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)	PS&E
2	PLU	70		Quincy Lighting	Street lighting; intersection lighting within Downtown Quincy and East Quincy			Not Initiated	N	

Section 21. Detailed Project Programming Summary Table

