

**PLUMAS COUNTY**  
**TRANSPORTATION COMMISSION**  
**OVERALL WORK PROGRAM**  
**2024-25 FISCAL YEAR**  
**FOR THE**  
**CONTINUOUS REGIONAL TRANSPORTATION**  
**PLANNING PROCESS**



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## **I. INTRODUCTION**

### **Plumas County**

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

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

PCTC updates the RTP every 5 years with extensive outreach to the public, stakeholders, and pertinent agencies (Caltrans, County of Plumas, City of Portola). PCTC began work on the 2025 RTP in the fall of 2023 and anticipates completing and adopting the plan by January of 2025.

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

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

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

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

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

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

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

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

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

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

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

**California Planning Emphasis Areas**

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the 24/25 Overall Work Program are:

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

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

## **II. LOCAL ISSUES AFFECTING TRANSPORTATION PLANNING**

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

Plumas County has an estimated total population of 19,351 or 0.05% of California's population, ranking it the eighth smallest county in the state. Table 1 below provides population characteristics, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low-income individuals. For comparison, the total population and percent of these demographic groups are also presented for California and the United States.

*Table 1: Target Population Characteristics*

Area	Total Population	% Persons aged 65+	% Persons w/ disability under 65	% Poverty level	% Veterans	% Speak English "less than very well"
Plumas	19,351	32%	10.3%	12.6%	10.2%	1.7%
California	38,965,193	15.8%	7.1%	12.2%	3.6%	18.4%
United States	334,914,895	17.3%	8.9%	11.5%	5.1%	8.3%

Source: US Census estimates – July 1, 2023

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

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

The Secure Rural Schools (SRS) legislation funding was intended to compensate for the loss of revenue from timber harvesting on Federal Lands. Historically, 85% of SRS funds fall under the legislation's Title I. Title I funds are split 50/50 between County roads and County schools (thus the name "Secure Rural Schools"). Initially in 2002, SRS provided the Plumas County Road Fund with an average of \$3 million per year after splitting funds with the school district.

The SRS legislation benefits the County Road Fund by providing adequate cash flow to maintain basic service operations and allow construction projects to move forward. Congress extended the SRS legislation in December 2021 for two years through FFY 23 with the passage of the Infrastructure Investment and Jobs Act (IIJA). The County has received about \$1.3 million each fiscal year. If SRS is not extended before its expiration date of Sept. 30, 2024, the County would return to the 1908 Act whereby 25% of receipts from activities on federal lands within Plumas County are shared with the School District (12.5% each). The current estimate for federal receipts would only yield an average of \$350,000 to the County Road fund. Long-term loss of SRS revenues without a replacement source will lead to a decrease in road maintenance funds for the County.

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

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

## **The 24/25 OWP**

The FY 24/25 OWP activities will continue to emphasize, where possible, planning projects that will accommodate and encourage greater use of the public transit system and non-motorized transportation modes and avoid increasing the "wear and tear" on the road systems. Any methods whereby the number of axle loadings can be reduced on the County's and City's roads may help to extend the useful remaining life of the roads and bridges.

### **III. PLANNING ACTIVITIES**

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

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

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

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

This OWP will

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

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

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

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

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

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

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

### **Public Participation Plan**

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

# **Plumas County Transportation Commission Public Participation Plan**

## **PUBLIC PARTICIPATION GOALS & STRATEGIES**

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

### **Strategy 1.1**

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

### **Strategy 1.2**

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

### **Strategy 1.3**

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

### **Strategy 1.4**

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

### **Strategy 1.5**

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

### **Strategy 1.6**

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

### **Strategy 1.7**

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

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

### **Strategy 2.1**

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

### **Strategy 2.2**

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

### **Strategy 2.3**

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

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

**Strategy 3.1**

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

**Strategy 3.2**

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

**Strategy 3.3**

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

**Strategy 3.4**

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

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

**Strategy 4.1**

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

**Strategy 4.2**

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

**Strategy 4.3**

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

**Strategy 4.4**

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

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

**Strategy 5.1**

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

**Strategy 5.2**

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

**Strategy 5.3**

Advertise the availability of an interpreter when appropriate or requested.

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

**Strategy 6.1**

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

**Strategy 6.2**

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

**Strategy 6.3**

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

**Strategy 6.4**

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

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

**Strategy 7.1**

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

**Strategy 7.2**

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

## PUBLIC PARTICIPATION TOOLS

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

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

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

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

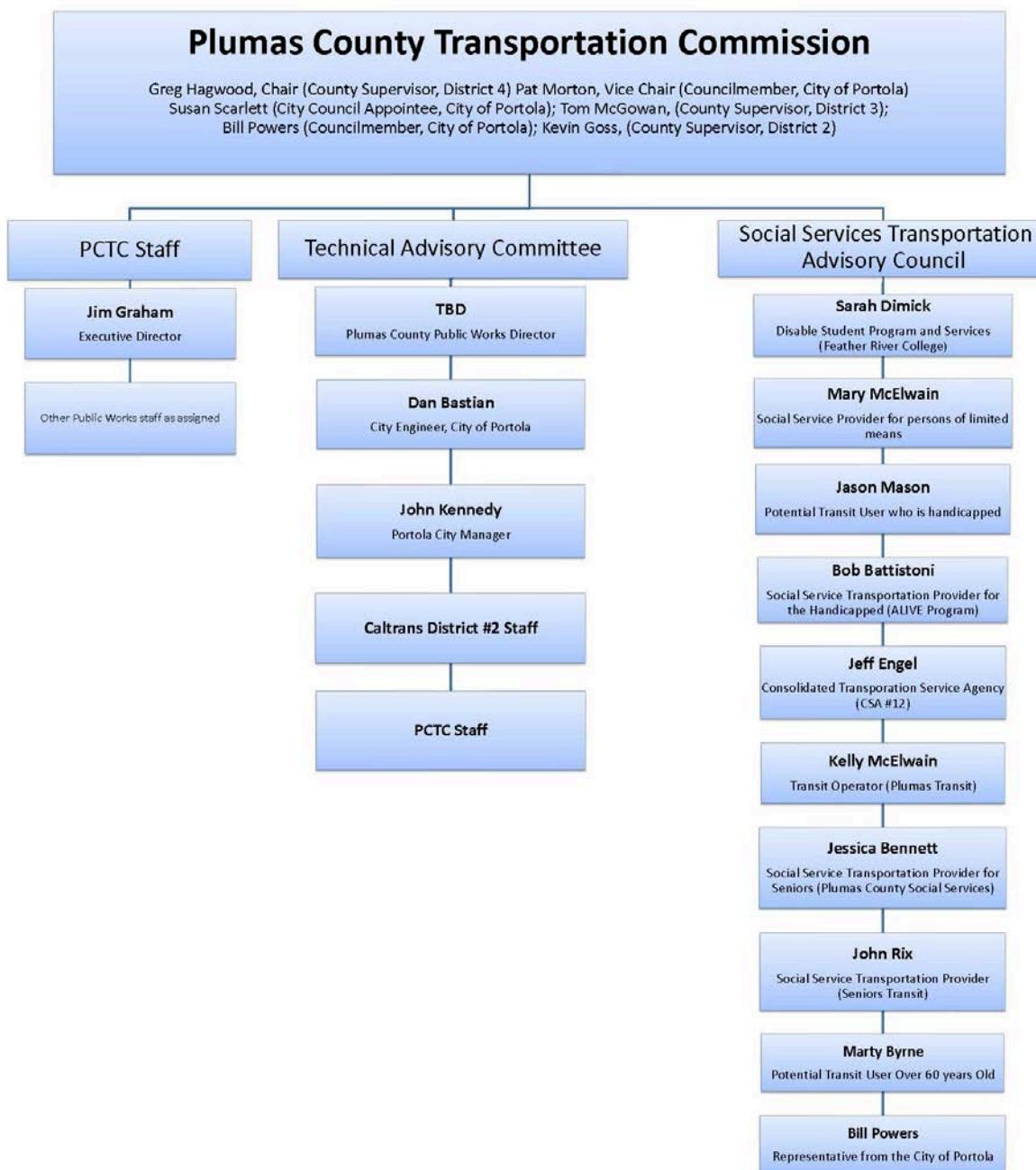
**Posters and Flyers:** When feasible, flyers and/or posters will be used to encourage involvement of the under-served and transit-dependent citizens.

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

## **IV. ORGANIZATION**

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

### **ORGANIZATIONAL CHART**



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

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

**City of Portola** – City Manager and City Engineer

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

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

The PCTC also utilizes a Social Services Transportation Advisory Council (SSTAC). The SSTAC is a mechanism to solicit the input of transit dependent persons and to make recommendations to PCTC regarding transit service.

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

**Caltrans' Overall Work Program Element**  
**Fiscal Year 2024/25**

<b>Activity Description</b>	<b>Product</b>	<b>Funding Source</b>	<b>Due Date</b>
Development of 2025 Plumas County Regional Transportation Plan (RTP)	2025 Plumas County RTP	State & Federal Funds	January 2025
Assist RTPA staff with programming documents for their RTIP amendments	Plumas County RTIP	State & Federal Funds	Ongoing
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices Various Transit grants	State & Federal Funds	Ongoing
System Management	<ul style="list-style-type: none"> <li>• TCR updates</li> <li>• CTIS database</li> <li>• ITMS database</li> </ul>	State & Federal Funds	FY 24/25 and ongoing
Plumas County Intelligent Transportation System (ITS) Architecture	Plumas ITS Architecture Plan Coordination	State & Federal Funds	FY 24/25 and ongoing
Assist PCTC Staff in outreach and participation by Tribal Governments	Participation by Tribes in the Transportation Planning Process and the IRR program	State & Federal Funds	Ongoing
Multi-modal Planning Coordination	<ul style="list-style-type: none"> <li>• Aeronautics</li> <li>• Transit Planning</li> <li>• ADA Accessibility</li> </ul>	State & Federal Funds	FY 24/25 and ongoing
Coordination with PCTC Staff on miscellaneous transportation related issues	<ul style="list-style-type: none"> <li>• Public Participation</li> <li>• Greenhouse Gas/ Air Quality</li> <li>• Intergovernmental Review</li> </ul>	State & Federal Funds	FY 24/25 and ongoing

## **V. WORK PROGRAM**

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

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

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

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

## **Work Element 601 - Regional Transportation Planning**

### **Purpose and Objectives**

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

### **Tasks completed under 23-24 OWP**

- ✓ Reviewed RTP project listings for candidates for the upcoming Federal Lands Access Program (FLAP) upcoming call for projects.
- ✓ Compared RTP project listings with the Local Hazard Mitigation Plan project listings for consistency.
- ✓ Completed procurement and executed a contract with a consultant to assist in the preparation of the 2025 Plumas County RTP.
- ✓ Completed RTP outreach and existing conditions report to be included in the final adopted 2025 RTP.

### **Progress on Proposed Products under 23-24 OWP**

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

5. Documented information to be included in the next RTP update scheduled for adoption in January of 2025. (PCTC) [Quarterly through June 2024]. Any FEMA unreimbursed costs for damage to roads due to the Dixie Fire.
6. Update of the County's ADA Transition Plan project listing. [On-going]
7. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan. (PCTC) [On-going]

## Tasks Proposed

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

## Products Proposed

1. Develop Amendments to RTP Project Lists (PCTC/Caltrans) [June 2025]
2. Feasibility Studies for transit-related and non-motorized projects listed in the 2020 Plumas County Regional Transportation Plan [June 2025]
3. Document Tribal Government-to-Government Efforts. (PCTC) [On-going]
4. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan. (PCTC) [On-going]
5. Final 2025 RTP.

## Funding by Source

<b>Responsible Agency</b>	<b>RPA Funds</b>	<b>RPA Carryover</b>	<b>PP&amp;M</b>	<b>LTF Funds</b>	<b>Total</b>
PCTC	\$23,000	\$0	\$20,000	\$1,150	\$44,150
<i>Breakdown by entity:</i>					
(Staff)	\$3,000	\$0	\$4,000	\$1,150	\$8,150
(Consultant)	\$20,000	\$0	\$16,000	\$0	\$36,000

## **Work Element 602 Transportation Systems Planning and STIP Management**

### **Purpose and Objectives**

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

### **Tasks completed under 23-24 OWP**

- ✓ Plumas County Regional Transportation Improvement Plan (RTIP) submitted allocation requests from previous STIP cycles. Funding allocations were obtained for pavement rehabilitation projects to continue the county's effort to preserve the existing transportation infrastructure and for City of Portola's continued reconstruction of its main artery: County Route A15.
- ✓ STIP projects have been programmed in coordination with Caltrans and City of Portola and County agencies and programming documents and project study reports were updated as necessary:
  - Graeagle-Johnsville Road Reconstruction Phases 1 & 2
  - Greenville Streets – Dixie Fire Pavement Rehabilitation
  - Beckwourth-Calpine Road Pavement Rehabilitation
  - Gold Lake Forest Highway Pavement Rehabilitation
  - Quincy Junction Road FLAP Project – Matching Funds for FHWA-administered project
- ✓ Participation in Rural Counties Task Force and taking advantage of their outreach with State and Local agencies to coordinate to exchange ideas and information on transportation planning in a rural environment.
- ✓ Reviewed traffic data and updated the County Road inventory spreadsheet (downloaded from the Public Works GIS. Used track PCI, ADT, and collisions).
- ✓ Continued performing quality control on pavement segment inspections. Collected and entered information into the StreetSaver software.
- ✓ Coordination with Caltrans on the Graeagle CAPM & Flood project.
- ✓ Coordination with Caltrans on the Quincy CAPM project.
- ✓ Updated County Road Inventory Update by Functional Classification: PCI, Pavement Needs Cost Estimate, VMT Measurement, Collision Data and Bridge Sufficiency Rating.
- ✓ Continued coordinating with FHWA on the proposed design criteria for future FLAP project on Quincy Jct. Rd. (Major Collector in American Valley).
- ✓ Collected traffic counts at various locations.
- ✓ Monthly StreetSaver Pavement Condition Summary Charts
- ✓ Coordinated with Caltrans on implementation of the Clean California Local Grant Program for the Quincy Pocket Park to improve bicycle and pedestrian access and infrastructure.
- ✓ Logged traffic collisions.

- ✓ Coordination with Caltrans on Cromberg SHOPP Project
- ✓ Coordination with USFS-LNF on Humbug Road design
- ✓ Coordination with Caltrans on SR 89 Dixie Fire Damage Rehabilitation Efforts
- ✓ Highway Bridge Program Survey
- ✓ Coordination with Caltrans on SR 36/A-13 Roundabout Project
- ✓ Coordination with Caltrans on Clean California Projects for Greenville and Chester
- ✓ Coordination with Caltrans on Spanish Creek Bridge Scour Prevention Project

### **Progress on Proposed Products under 23-24 OWP**

1. Update and submit County Road Pavement Inventory and Needs Assessment to Caltrans. PMS reports are generated quarterly.
2. Update and submit County Bridge Inventory and Needs Assessment. When changes are noted in BIRIS (inspection reports) updates are generated quarterly.
3. Update and submit City Street Pavement Inventory and Needs Assessment. updates are generated quarterly.
4. Update and submit traffic collision inventory.
5. Developed and programmed STIP projects.
6. Updates to the Plumas County Active Transportation Program – Pedestrian/Bicycle Plan.

### **Tasks Proposed**

1. Maintain the inventory of existing County roads and bridges listing condition of each road segment and each bridge, traffic counts, traffic and trip generation forecasts and projected maintenance needs. These inventories are updated quarterly as new bridge inspection reports, new pavement inspections and new traffic counts are generated (PCTC) [FY 24/25]
  - a. Pavement inventory – monthly pending weather precluding pavement inspections.
  - b. Bridge inventory – monthly depending upon receipt of BIRIS reports from Caltrans.
  - c. Traffic counts – monthly pending weather precluding installation of counters. Counters go for seven days minimum at each location. Counters are rotated across the County Road system and the City Streets from east to west each year subject to the availability of technicians.
  - d. Data Input for both City streets and County Roads to the Pavement Management System and the County's GIS
  - e. Traffic and trip generation forecasts – annually pending on the schedule of when traffic counters are scheduled to be in one of the isolated subdivisions used to monitor household trip generation rates.
2. Maintain traffic collision inventory in the GIS for planning safety improvements in coordination with system preservation projects. (PCTC) [October 2025]
3. Identify and prioritize non-motorized transportation infrastructure improvements. (PCTC) [On-going]
4. Continue coordination with Caltrans on the Cheser, Crescent Mills, Quincy, Graeagle and Beckwourth CapM projects.
5. Incorporate the goals and strategies of Public Participation Plan in all Transportation Systems Planning and STIP Management activities.

## **Products Proposed**

1. Update and submit County Road Pavement Inventory and Needs Assessment to Caltrans. (PCTC) [FY 24/25]
2. Update and submit County Bridge Inventory and Needs Assessment. (PCTC) [Quarterly 24/25]
3. Update and submit City Street Pavement Inventory and Needs Assessment. (PCTC) [Quarterly 24/25]
4. Update and submit traffic collision inventory. (PCTC) [Quarterly 24/25]
5. Review and provide input for future planned SHOPP projects throughout Plumas County. (PCTC) [November 2024]
6. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan to include new projects identified by the public or other agencies (PCTC) [As needed]

## **Funding by Source**

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

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

### **Purpose and Objectives**

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

### **Tasks completed under 23-24 OWP**

- ✓ OWP monthly invoicing and time tracking
- ✓ PCTC Agenda preparation and distribution
- ✓ Update of PCTC webpage with Agendas and Minutes
- ✓ Processed Amendment No. 1 to the 23/24 OWP

### **Progress on OWP Administration Products Proposed under 23-24 OWP**

1. Overall Work Program for 2024-25. (PCTC) – Draft submitted to Caltrans in March 2024
2. Amendment to 23/24 OWP. – Completed Amendment No. 1.
3. Quarterly Reporting and Reimbursement Invoicing. – Ongoing

### **Progress on PCTC Administration Products Proposed under 23-24 OWP**

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

### **OWP Administration Tasks Proposed**

1. PCTC staff will prepare, Caltrans will approve and PCTC will adopt, a draft and final Overall Work Program for FY 25/26 (PCTC/Caltrans) [March 2025], Final Adopted (PCTC/Caltrans) [June 2025]
2. Prepare any amendments to the 24/25 OWP, review, comment on, and forward to Caltrans, District 2 as necessary (PCTC) [Ongoing]
3. Prepare quarterly reports and invoices for the 24/25 OWP and submit OWP products to Caltrans, District 2 as necessary (PCTC) [Ongoing]

## **PCTC Administration Tasks Proposed**

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

## **OWP Administration Products Proposed**

1. Draft Overall Work Program for FY 25/26. (PCTC) [March 2025]
2. Amendments to 24/25 OWP. (By April 1, 2025)
3. Quarterly Reporting and Reimbursement Invoicing. (Quarterly)
4. Fiscal year close-out and year-end package: Pending year-end close out.

## **PCTC Administration Products Proposed**

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

## **Funding by Source**

<b><u>Responsible Agency</u></b>	<b><u>RPA Funds</u></b>	<b><u>RPA Carryover</u></b>	<b><u>LTF Funds</u></b>	<b><u>Total</u></b>
PCTC	\$46,000	\$0	\$31,300	\$77,300

*Breakdown by entity:*

<i>(Staff)</i>	<i>\$46,000</i>	<i>\$0</i>	<i>\$31,300</i>	<i>\$77,300</i>
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## **Work Element 604 Transit Support and TDA Administration (Non- RPA eligible tasks)**

### **Purpose and Objectives:**

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

### **Tasks completed under 23-24 OWP**

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

### **Progress on Proposed Products under 23-24 OWP**

1. Monthly reports for Plumas Transit Systems including route ridership, fare box receipts and vehicle use and maintenance. - Completed
2. Monitor Seniors Transportation's fare box ratio. – Completed in conjunction with yearly financial audits.
3. TDA budget including apportionment of LTF and STA Funds. To occur during May and June budget hearings
4. Necessary independent financial audits as required by Legislature and HQ TDA. To be completed April 2024.
5. TDA Annual Financial Transactions Report due 90 days after close of FY (Independent Contract) Completed February 2024.

### **Transit Support and TDA Administration Tasks Proposed**

1. Authorize and complete the annual financial audits as required by Legislature. (PCTC staff and consultant) [December 2024]
2. Management and oversight of the Plumas Transit Systems contract for operations. (PCTC Staff) [Monthly]

3. Administration and coordination of Transportation Development Act requirements to maintain funding mechanisms for transit. (PCTC) [Ongoing]
4. Continue to implement Social Services Transportation Advisory Council (SSTAC) meetings with citizens of Plumas County to determine and convey their transportation needs to the PCTC. (PCTC) [Ongoing]
5. Expand distribution of the Social Services Transportation Providers Inventory for broad public outreach, greater public information, and benefit (mobility management). (PCTC) [Ongoing]
6. Coordination and planning in communities throughout the County. Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs. (PCTC) [Ongoing]
7. Coordination and applications to obtain Federal Grants, Including: Ongoing coordination of FTA - Section 5310, 5311, 5311(f), 5339, and LCTOP Bus Replacement, Bus Shelters, and Operating Assistance. (PCTC/Caltrans) [Ongoing]
8. Administrative Assistance in preparation of State Controllers Annual Report Preparation of Annual TDA Budget. (PCTC) [January 2025]
9. Coordinate SSTAC activities, public hearings, to assure they meet legislative requirements including SSTAC recommendations to help determine unmet transit needs and review of the definition of "reasonable to meet". (PCTC) [Ongoing]
10. Plan for bicycle and pedestrian links to transit facilities. (PCTC) [Ongoing]
11. Planning and coordination to facilitate bus shelters in communities where needed. (PCTC) [September 2024]
12. Coordination and planning to optimize bus usage between Seniors Transportation and Plumas Transit Systems. (PCTC) [Ongoing]
13. Coordinate with Plumas County, Tribal Governments and City staff regarding their public outreach and possible findings of unmet needs. (PCTC) [Ongoing]
14. Incorporate the goals and strategies of Public Participation Plan in all Transit Support and TDA Management Administration activities.

### **Products Proposed**

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

## **Funding by Source**

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

## **Work Element 608 GIS/PMS Support Element**

### **Purpose and Objectives**

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

This fiscal year staff will continue utilizing IWORQ Systems Asset Management software for collisions and signs as well as StreetSaver pavement management software to monitor pavement conditions for both Plumas County and City of Portola Roads.

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

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

### **Tasks completed under 23-24 OWP**

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

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

### **Progress on Proposed Products under 23-24 OWP**

1. Annual Licensing and Technical Support. (June 2024) – Completed

### **Tasks Proposed**

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

3. Payment of the Software Annual Licensing and Technical Support for IWORQ Asset Management Software.

**Funding Source**

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

*Breakdown by entity:*

<i>(Vendor)</i>	\$14,000	\$0	\$14,000
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**Plumas County Regional Planning Assistance (RPA)**  
**Overall Work Program Expenditures**  
**Fiscal Year 2024/25**

Work Element	Description of Work	RPA	RPA Carry-over	PP&M Funds	LTF	SB 1 Formula & Competitive	Total
601	<b>Regional Transportation Plan</b>	\$23,000		\$20,000	\$1,150		\$44,150
602	<b>Transportation System Planning</b>	\$75,000			\$3,750		\$78,750
603	<b>Overall Work Program Administration and Transportation Commission Administration (RPA eligible tasks)</b>						
		\$46,000			\$31,300		\$77,300
604	<b>Transit Support and TDA Administration</b>				\$40,000		\$40,000
608	<b>GIS/PMS Support</b>	\$14,000					\$14,000
	<b>Totals</b>	<b>\$158,000</b>		<b>\$20,000</b>	<b>\$76,200</b>		<b>\$254,200</b>