

2025 PLUMAS COUNTY

REGIONAL TRANSPORTATION PLAN



The Millpond, Graeagle

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ACKNOWLEDGMENTS



PREPARED FOR

PLUMAS COUNTY TRANSPORTATION COMMISSION

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0. EXECUTIVE SUMMARY

0.1. INTRODUCTION

The Plumas County Transportation Commission (PCTC) is the Regional Transportation Planning Agency (RTPA) for Plumas County. The PCTC's overall mission is to provide transportation planning for the region. To do so, the PCTC seeks to plan, communicate, and coordinate with the residents, stakeholders, and partners of Plumas County, the City of Portola, and Caltrans (the California Department of Transportation) to create a balanced regional transportation system. Each RTPA is required by federal law (Title CFR 450.300, Subpart B) and State law (CA Government Code Section 65080) to conduct long-range planning to establish their region's vision and goals and to clearly identify the region's unique transportation needs.

Creation of the Regional Transportation Plan (RTP) is a principal responsibility of the PCTC. A long-range planning document that acts as the basis for transportation planning in the region over a 20-year planning horizon, the RTP is a living document that is required to be updated every 4-5 years so that Plumas County maintains its eligibility for many of the State's funding programs. Each RTP update calibrates the region's needs based on changing demographics, and political, economic, and environmental conditions.

The RTP focuses on all modes of transportation including roadway, bicycle and pedestrian, transit, freight, aviation, and rail. The RTP is developed through a cooperative process between PCTC, Caltrans, Tribal governments, stakeholders, and community members. The primary guidance for RTP development comes from the California Transportation Commission (CTC). The CTC adopted the most recent RTP Guidelines on January 26, 2024, which established the elements and development process required for the RTP. Three elements are required by statute and encompass the framework of the Plan:

- The Policy Element (Section 3) identifies legislative, planning, financial, and institutional issues and requirements, as well as providing the regional vision supported by a series of goals that are upheld by specific objectives and policies.
- The Action Element (Section 4) describes the programs and actions necessary to support the County's vision for the identified transportation needs projected for Plumas County over the next 20 years, by each mode.
- The Financial Element (Section 5) identifies the current and anticipated available revenue sources to fund transportation projects and programs identified in the Action Element.

0.2. OVERVIEW OF EXISTING CONDITIONS

Various factors influence the transportation needs of a region, and primary among them is changing demographics. In Plumas County, the population is not projected to increase between now and the horizon year of this RTP (2044). The focus of the planning efforts for this RTP will be to establish clear guidelines to maintain and improve the existing transportation network while increasing safety, efficiency, and convenience of all modes in the region.

0.3. OVERVIEW OF REGIONAL VISION

The overarching regional vision for the PCTC is to maintain a safe, efficient, and convenient countywide transportation system, including roadways, non-motorized systems, transit, freight, air travel, and any other applicable modes that enhance the lifestyle of the residents and meet the travel needs of people and goods moving through and within Plumas County.

Historically, the primary local and regional issues are centered around a lack of funding earmarked to maintain the integrity of



existing facilities. Legislative efforts including California's Senate Bill 1 (SB 1) (2017) and the federal Infrastructure Investment and Jobs Act (IIJA) (2021) have greatly increased the funding available to PCTC and local agencies for maintenance and development of the regional transportation network. Through a State gasoline tax and increased vehicle registration fees, SB 1 is a \$52 billion transportation fund that is used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants. Furthermore, California was allocated \$20.4 billion through the IIJA, of which \$15.57 billion will be utilized for transportation.

The following goals have been established and ordered to reflect the regional importance of improving all modes of transportation in Plumas County.

- Goal 1: Maintain a safe, efficient roadway system.
- Goal 2: Encourage a safe and convenient non-motorized transportation system.
- Goal 3: Support an effective and accessible public transportation system.
- Goal 4: Promote aviation facilities.
- Goal 5: Encourage improvement to rail services.
- Goal 6: Ensure sensitivity to the environment in all transportation decisions.
- Goal 7: Include State climate change strategies in transportation investment decisions.
- Goal 8: Tribal residents within the Plumas region will have safe, effective, functional transportation systems, including streets, roads, pedestrian, and bicycle facilities, and transit.

0.4. OVERVIEW OF ACTION ELEMENT

Over 490 projects have been identified in the Action Element (Section 4) of this document including roadway, bridge, transit, bicycle and pedestrian, and aviation projects. The following figure shows the project needs in the region by mode.

0.5. OVERVIEW OF FINANCIAL ELEMENT

Over \$236 million has been identified in short-range transportation needs in the Plumas County region, and an additional \$104 million have been identified in long-range transportation needs. The following figure summarizes the funded project needs or funding shortfall for each mode.

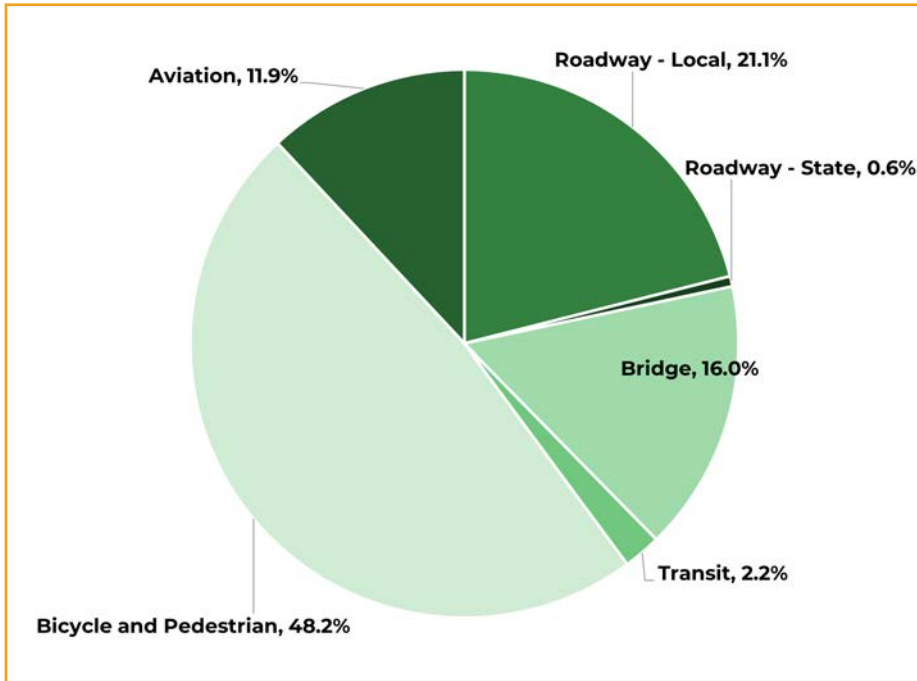


Figure 0.1: Percentage of Projects by Mode

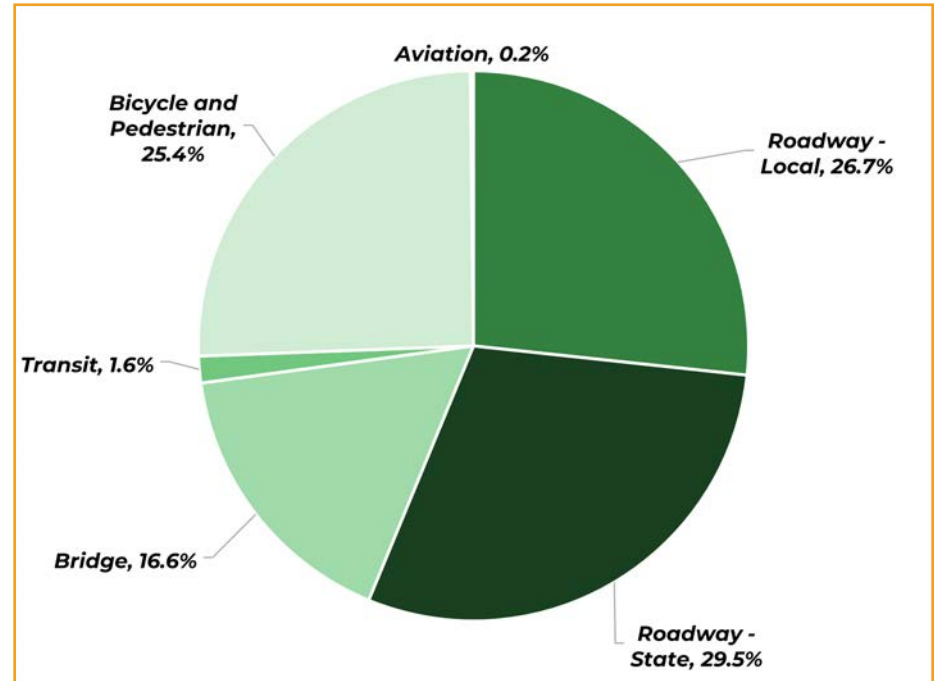


Figure 0.2: Percentage of Funding Needs by Mode

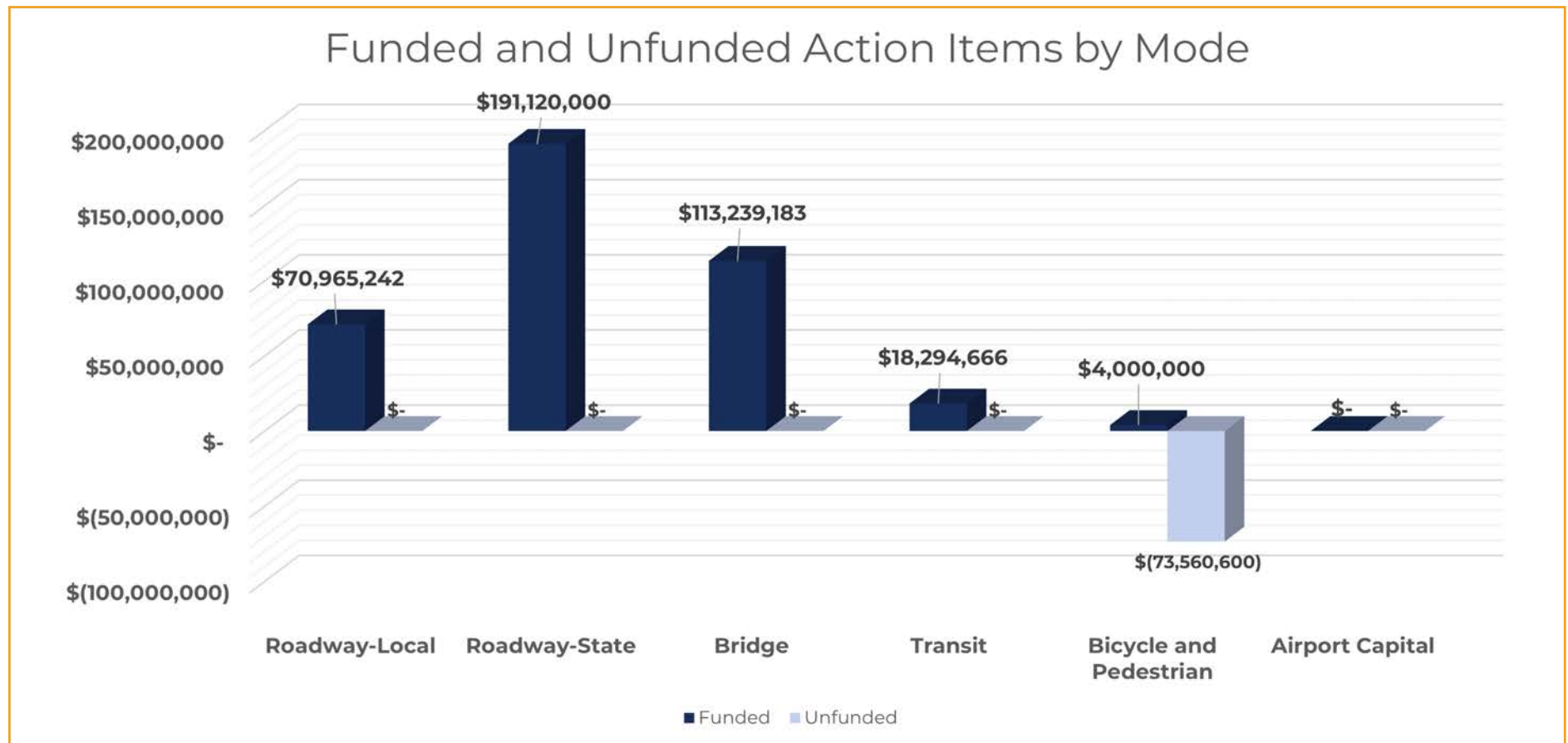


Figure 0.3: Funded vs Unfunded Projects by Mode

1. INTRODUCTION

1.1. ABOUT THE PLUMAS COUNTY TRANSPORTATION COMMISSION

The Plumas County Transportation Commission (PCTC) is the State-designated Regional Transportation Planning Agency (RTPA) for Plumas County. The PCTC communicates and coordinates with the residents and decision-makers of Plumas County, the City of Portola, and Caltrans (the California Department of Transportation) to create a balanced regional transportation system. As established by California Government Code Section 29535, the PCTC is responsible for the administration of regional, State, and federal funding for projects related to roadways, bridges, public transportation services, railways, airports, and bicycle/pedestrian facilities. In developing transportation solutions, the PCTC initiates planning studies, design concept development, engineering feasibility studies, environmental studies, and pursues funding sources to construct transportation improvements.

The PCTC is served by a Technical Advisory Committee and a Social Services Transportation Advisory Council. The Technical Advisory Committee consists of representatives from Plumas County, the City of Portola, and Caltrans, and provides technical staff support and recommendations to the PCTC on State, regional, County, and local transportation matters. The Social Services Transportation Advisory Council consists of members appointed by the PCTC and advises the PCTC on transit needs, issues, and coordination of specialized transportation services.

1.2. ABOUT THE REGIONAL TRANSPORTATION PLAN

1.2.1. PURPOSE OF THE PLAN

One of the major planning responsibilities of the PCTC is the

development of the Regional Transportation Plan (RTP). The RTP serves as a blueprint to guide transportation investments in the County that are financially constrained by the local, State, and federal revenues anticipated over a 20-year period.

The purpose of the 2025 Plumas County RTP is to provide a clear vision for future transportation investments in the region for short-range (2025-2035) and long-range (2036-2045) planning horizons. RTPAs are required to, in coordination with Caltrans, update the RTP every four to five years per Government Code Section 65080. The objective of the RTP is to document the current and evolving mobility landscape of Plumas County, in order to inform the prioritization of projects and develop a planning schedule for implementation. Guidelines and directives for shaping the policy direction, actions, and funding plan for the RTP include the following:

- Provide an assessment of the current modes of transportation and examine the potential for new travel options within the region.
- Identify projected growth areas and future improvements for travel and goods movement.
- Identify and document specific actions necessary to address the region's mobility and accessibility needs; define short- and long-term goals to facilitate these actions.
- Identify necessary transportation improvements to support the development of the Federal Transportation Improvement Program, State Transportation Improvement Program (STIP), Regional Transportation Improvement Program, Interregional Transportation Improvement Program, and facilitation of the National Environmental Protection Act integration process and identification of project purpose and need.

- Employ performance measures that will demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals.
- Promote consistency between the California Transportation Plan, the RTP, and other plans developed by cities, counties, districts, California Tribal governments, and State and federal agencies in responding to statewide and interregional transportation issues and needs.
- Provide a forum for participation and cooperation among agencies and facilitate partnerships that reconcile transportation issues which transcend boundaries.
- Include federal, State, and local agencies, Tribal Governments, the public, and elected officials in discussions and decision-making early in the transportation planning process.

The previous RTP for Plumas County was completed in 2020. The PCTC prepared this 2025 RTP to be consistent with the 2024 California Regional Transportation Plan Guidelines (RTP Guidelines) which were adopted by the California Transportation Commission (CTC) on January 26, 2024.

1.2.2. REGIONAL TRANSPORTATION PLAN ELEMENTS

This RTP is organized into five sections, three of which are required as directed by the RTP Guidelines. There are three key elements of the RTP:

- The Policy Element (Section 3) describes transportation issues in the region, identifies and quantifies regional needs expressed within both short- and long-range frameworks, and maintains internal consistency with the Financial Element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.

- The Action Element (Section 4) identifies projects that address the needs and issues for each transportation mode in accordance with the Policy Element.
- The Financial Element (Section 5) identifies current and anticipated revenue sources and funding strategies available to fund the planned transportation projects identified in the Action Element. The intent is to define realistic funding constraints and opportunities.

1.3. REGIONAL TRANSPORTATION PLAN PLANNING REQUIREMENTS

Federal guidelines regarding RTPs include consideration of the following federal planning factors:

- Support economic vitality by enabling competitiveness, productivity, and efficiency.
- Increase safety of the transportation system for motorized and non-motorized users.
- Increase security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns.
- Enhance integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize preservation of the existing transportation system.



- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The development of the RTP should also correspond to Title VI of the Civil Rights Act of 1964, which ensures that all people have equal access to the transportation planning process, and that all people, regardless of their race, sexual orientation, or income level, will be included in the decision-making process.

1.3.1. NEW PLANNING REQUIREMENTS

Key additions from the 2024 update were included in the RTP Guidelines to ensure that RTPs continue to adhere to the most current State policies. RTPAs are encouraged to consider:

1. Alignment with performance measurements and asset management
2. Alignment with goals and policies for the State's Climate Action Plan for Transportation Infrastructure (CAPTI)
3. Alignment with Complete Streets policies and practices
4. Adaptation of the regional transportation system to climate change through use of modeling tools that predict climate change impacts, including integrated transportation and land use decision-making that can generate greenhouse gas (GHG) emission reduction and increased carbon storage.

1.4. CLIMATE CHANGE AND ENVIRONMENTAL QUALITY

The transportation sector accounts for approximately 50% of GHG emissions in California. California RTPAs must play a critical role in addressing climate change at the regional level by decarbonizing the transportation sector through a just

and fair transition. RTPs must address climate change and air quality to ensure that the region incorporates climate action into all levels of planning. The RTP Guidelines note that these measures are also compliant with California Senate Bill (SB) 32. SB 32 expands on Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 requires a State reduction in GHG emissions to no more than the 1990 emissions levels by 2020; SB 32 requires a further reduction of GHG emissions to achieve a 40% reduction below 1990 levels by 2030.

The Air Quality Conformity Determination provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this Plan. This analysis must document that the projects included in the RTP, when constructed, will not lead to the emission of more pollutants than allowed in the emissions budget in the State Implementation Plan (SIP). The extent of required documentation is based on the current federal non-attainment designation and requirements applicable to Plumas County. Plumas County is included in the Mountain Counties Air Basin and is either unclassified or in attainment with ozone, PM10, and PM2.5, with the exception of the greater Portola area. On January 15, 2015, the U.S. Environmental Protection Agency (EPA) designated approximately 150 square miles of the county around Portola as a federal non-attainment area for exceedance of the federal annual standard for PM2.5, based on air monitoring data from 2011 through 2013. The poor air quality is generally attributed to wildland fires, wood stoves, and open burning, and not transportation conditions in Plumas County.

1.5. REGIONAL TRANSPORTATION PLAN PLANNING PROCESS

1.5.1. PARTICIPATION AND COORDINATION

The RTP is the result of a broad and collaborative planning



process involving many stakeholders ranging from government agency representatives, Native American Tribal governments, private businesses, and the public. Representatives from public and private sectors representing local economy, freight, aviation, transit, and other groups with an interest in the RTP were compiled in a stakeholder list throughout the duration of the RTP development and were invited to engage with the project through distribution of survey announcements, direct email communication, and workshop invitations.

In addition to stakeholder coordination, informational letters were sent to neighboring County transportation planning agencies and local Native American Tribal governments. Agency contacts were also alerted to the option to become involved in the RTP and provide input or recommend projects through a variety of other methods, such as the digital questionnaire and comment feedback form on the project website. Identified stakeholders were invited to community workshops and flyers and other invitations and project updates were circulated to the stakeholder group through email blasts.

The following list represents some of the stakeholders specifically invited to be involved throughout the development of the plan, which includes private freight and railroad interests in addition to the public agencies responsible for resource and transportation management in the region.

- Almanor Recreation and Park District
- Bodfish Bicycles
- Cal-OES
- California Highway Patrol
- Caltrans District 2
- Central Plumas Recreation and Park District
- Chester-Lake Almanor Chamber of Commerce
- City of Portola

- Dixie Fire Collaborative
- Eastern Plumas Chamber of Commerce
- Eastern Plumas Recreation and Park District
- Feather River College
- Greenville Rancheria
- Indian Valley Chamber of Commerce
- Lassen National Forest
- Pacific Gas and Electric
- Plumas County Public Works
- Plumas County Schools
- Plumas County Sheriff's Office
- Plumas-Eureka State Park Association
- Plumas National Forest
- Plumas Rural Services (Dixie Fire Resource Center)
- Quincy Chamber of Commerce
- Sierra Buttes Trail Stewardship
- Social Services Transportation Advisory Council
- Susanville Indian Rancheria
- Union Pacific Railroad
- Washoe Tribe of Nevada and California

For the full stakeholder list, see **Appendix A**.

1.5.2. PUBLIC PARTICIPATION

The involvement of the public in the development process of the RTP is encouraged in the 2024 RTP Guidelines and is an important component of the planning process. Public involvement for this RTP update included contacting stakeholders such as Native American Tribal governments, government agencies, advisory committees, and the public. Various outreach



methods were used, including a project website, survey distribution, media and newspaper advertisements, physical flooring, pop-up workshops, and community meetings. Efforts to encourage attendance included providing appetizers and beverages, sharing opportunities with community and partner organizations, and strategizing with other outreach efforts for optimal scheduling of community meetings.

The planning team held a total of four in-person community meetings, and provided multiple methods of advertisement to ensure that attendees could learn about it regardless of their access to technology. The first set of community meetings were held in October 2023 to introduce the RTP and solicit community feedback. The PCTC Public Draft RTP Presentation was held on November 18, 2024 in front of the Technical Advisory Committee. Table 1.1 summarizes the details of each community meeting. Maps and information pertaining to the projects and programs in the RTP were provided at each of the meetings. During the RTP Public Draft review period, additional advertisements were broadcast through local media website updates, and email blasts, and public comment was encouraged during community meetings. For a full summary of the outreach meetings, see **Appendix B**.

Table 1.1: Community Engagement Activities

Community Engagement Activities	
Event	Date
Chester Workshop	Oct 23, 2023
Greenville Workshop	Oct 24, 2023
Quincy Workshop	Oct 25, 2023
Portola Workshop	Oct 26, 2023
PCTC Public Draft Presentation	Nov 18, 2024

1.5.3. COORDINATION WITH NATIVE AMERICAN TRIBAL GOVERNMENTS

Thorough coordination with local Tribal entities is critical to ensure that the RTP is a collaborative document that reflects the needs of Tribal communities. Within the purview of the California RTP Guidelines (2024) is the involvement of Native American Tribal Governments in the development of the RTP. The RTP project team coordinated with the following Tribes, which are included under the Native American Heritage Commission’s list of Tribes in Plumas County (see table and figure below). Tribal leaders were contacted directly and invited to attend public workshops and provide input through project communication materials such as email blasts, website comment submittals, and the project questionnaire. The Tribes were also sent coordination letters at the beginning of the RTP process to opt into further participation opportunities, as well as formal AB 52 letters during the environmental noticing process.

1.5.4. COORDINATION WITH OTHER PLANS AND STUDIES

During development of the 2025 RTP update, existing plans, documents, and studies addressing transportation in Plumas County were reviewed to ensure the RTP’s consistency with relevant planning documents in Plumas County. These documents include but are not limited to:

- Plumas County Short-Range Transit Plan (2023)
- California Transportation Plan (2021)
- Plumas County Coordinated Public Transit – Human Services Transportation Plan (2021)
- City of Portola General Plan Circulation Element (2021)
- Plumas County Regional Transportation Plan (2020)
- Plumas County Active Transportation Plan – Pedestrian/ Bicycle Plan (2018)



Table 1.2: Tribal Contact List

Tribal Contact List		
Tribe	Contact Name	Mailing Address
Greenville Rancheria	Kyle Self	Greenville Rancheria P.O. Box 279 Greenville, CA, 95947
Maidu Summit Consortium	Ben Cunningham	289 Main Street, #7 PO Box 682 Chester, CA 96020
Susanville Rancheria	Arian Hart	745 Joaquin Street Susanville, CA 96130
Washoe Tribe	Serrell Smokey	919 U.S. Hwy 395 N Gardnerville, NV 89410
	Darrel Cruz	
Mooretown Rancheria of Maidu Indians	Benjamin Clark	#1 Alverda Drive Oroville, CA 95966
Estom Yumeka Maidu Tribe of the Enterprise Rancheria	Glenda Nelson	2133 Monte Vista Avenue Oroville, CA 95966
Tsi Akim Maidu	Don Ryberg	P.O. Box 510 Browns Valley, CA 95918
	Grayson Coney	
United Auburn Indian Community of the Auburn Rancheria	Gene Whitehouse	10720 Indian Hill Road Auburn, CA 95603

- Plumas County 2035 General Plan Circulation Element (2013)
- Plumas County Mobility Management Feasibility Study (2011)
- Regional Transportation Plans from adjacent RTPAs and Metropolitan Planning Organizations

1.5.5. COORDINATION WITH THE CALIFORNIA STATE WILDLIFE ACTION PLAN

The goals identified in the Policy Element (Section 3) of this Plan consider stressors identified in the State Wildlife Action Plan (SWAP), which identifies separate conservational provinces broken into subzones, or ecoregions. Plumas County crosses through the Central Valley and Sierra Nevada Province and the Cascade and Modoc Plateau Province. In the Central Valley and Sierra Nevada Province, Plumas County is classified within the Sierra Nevada ecoregion; in the Cascade and Modoc Plateau Province, Plumas County is classified within the Southern Cascades ecoregion. The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of California's ecoregions. According to the SWAP, major stressors within Plumas County are:

- Annual and perennial non-timber crops
- Climate change
- Fire and fire suppression
- Invasive plants/animals
- Livestock, farming, and ranching
- Logging and wood harvesting
- Renewable energy
- Utility and service lines

Excerpts from the SWAP related to stressors and sensitive species in Plumas County are included in **Appendix C**.



1.5.6. *TRANSPORTATION/LAND USE INTEGRATION*

This 2025 RTP update is consistent with the Plumas County 2035 General Plan Circulation Element which covers circulation factors that play a major role in the daily life of Plumas County Community residents. The primary goal of the 2035 General Plan Circulation Element is to provide a safe, reliable, accessible, cost-effective, and efficient transportation system that is consistent with socioeconomic and environmental needs within Plumas County. The intersection of transportation and land use has been well-studied in transportation planning literature as it explores the influence of transportation facilities and networks on urban and rural development. Transportation investments can also have influential impacts on the natural environment, including air and water quality, climate change, natural habitats and wildlife, and the preservation of open spaces. Addressing the linkage between transportation and land use is crucial to meeting PCTC's goals and ensuring that the development of this RTP update leads to transformative transportation programs and projects.

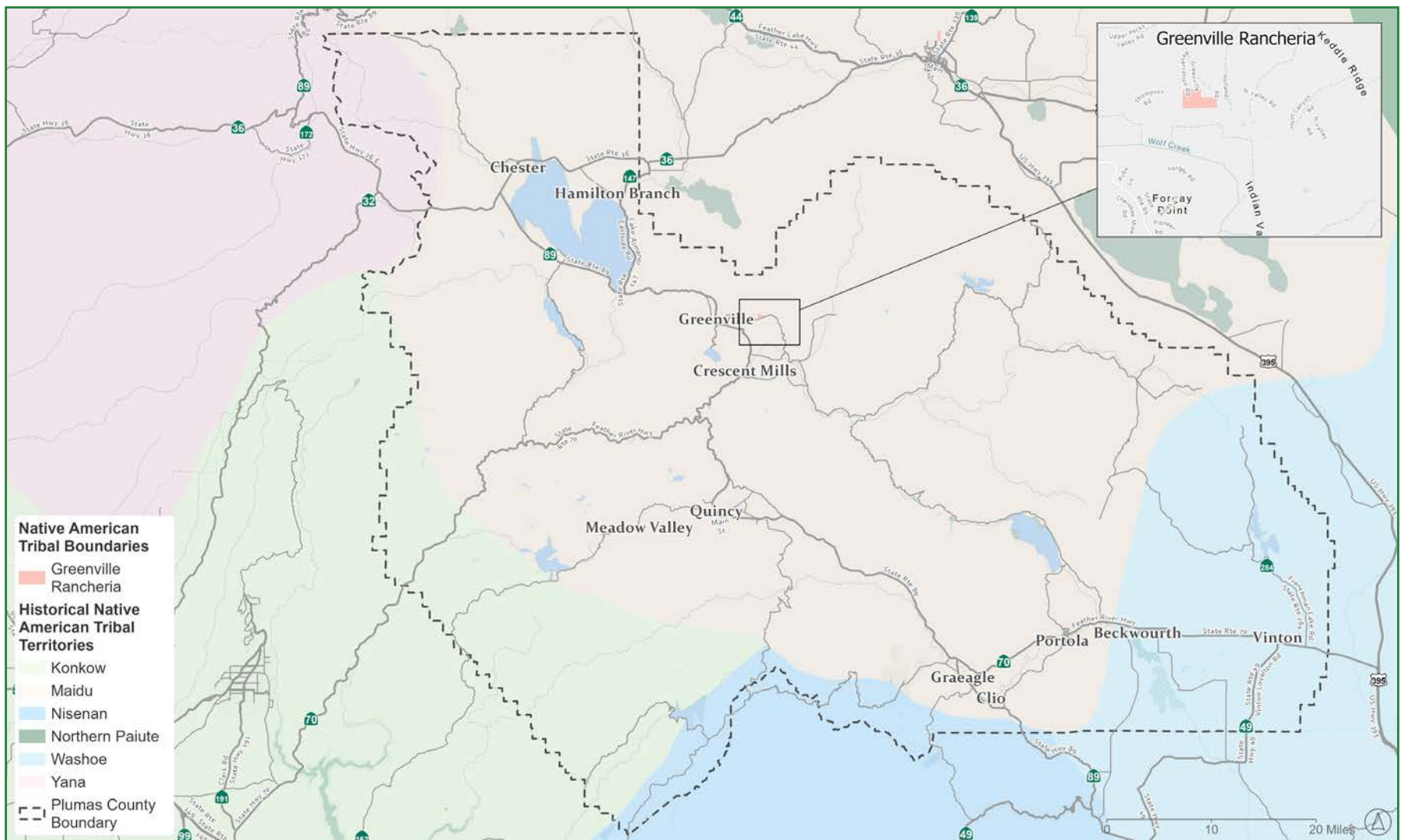


FIGURE 1.1: TRIBAL LANDS IN PLUMAS COUNTY

2. EXISTING CONDITIONS

2.1. SETTING

Plumas County is situated in northeastern California at the northern boundary of the Sierra Nevada Mountain range and southern boundary of the Cascade Range. Elevations range from 1,800 feet at Storrie to 8,372 feet at the peak of Mount Ingalls. As shown in Figure 2.2, Plumas County is bound by Shasta County to the north, Lassen County to the north and east, Sierra and Yuba Counties to the south, and Butte and Tehama Counties to the west.

Plumas County consists of approximately 2,618 square miles of land, 65% of which is national forest land (approximately 1 million acres). The predominant geographical features of the County consist of the southern range of the Cascades, the northern range of the Sierra Nevada, the Feather River Canyon, and Lake Almanor.

2.2. POPULATION TRENDS

2.2.1. HISTORICAL, EXISTING, AND PROJECTED POPULATION

The historical and projected future populations of Plumas County are shown in Figure 2.1. The population grew until about the year 2000 when it reached its peak of 20,824 residents. Between 2000 and 2022 (latest available census data), there was an 8% decline, resulting in a population of 19,351. Population numbers are expected to continue to decrease at rates of about 5% to 8% every 5 years, resulting in a population projection of 14,419 in 2045.

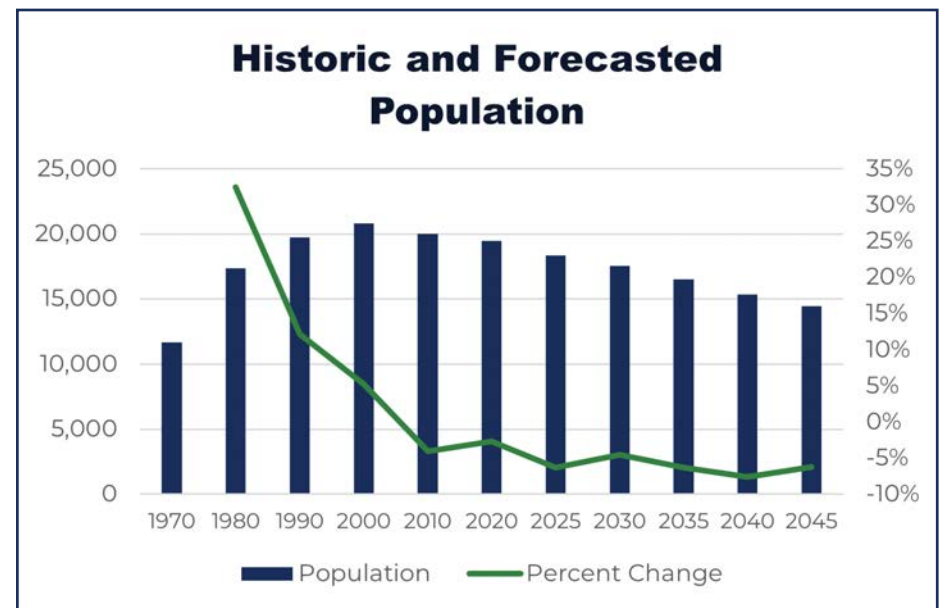


Figure 2.1: Historic and Forecasted Population Trends

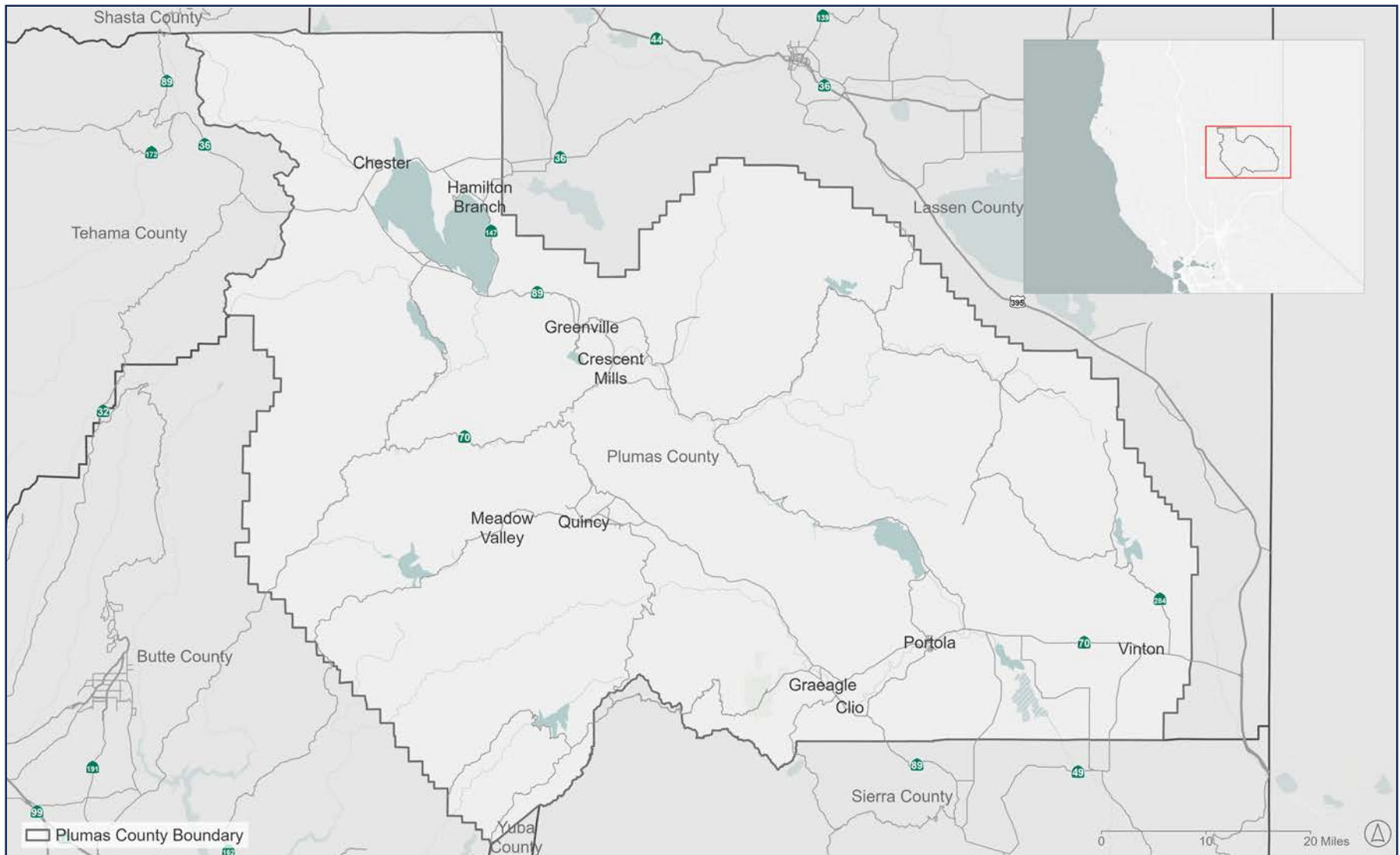


FIGURE 2.2: LOCATION MAP



2.3. DEMOGRAPHICS

2.3.1. AGE OF POPULATION

According to the California 2021 American Community Survey (ACS) 5-Year Estimates, as of 2021, Plumas County had a population of 19,631. Table 2.1 shows the population, spread among six different age categories. The most populous age group is 35-59 year-olds (28.9% of the population), followed by those aged 60-74 (28.1% of the population). The aging population in Plumas County will likely result in an increased need for transit and dial-a-ride services in the future.

Table 2.1: Age of Population

Age of Population							
	Total Pop.	Under 5 Years of Age	Ages 5-19	Ages 20-34	Ages 35-59	Ages 60-74	Ages 75+
Plumas County	19,631	856	3,076	2,515	5,686	5,519	1,979
City of Portola	2,204	227	407	252	566	429	120

Source: 2021 American Community Survey 5-Year Estimates

2.3.2. DEMOGRAPHICS

As seen in Table 2.2, the Plumas County population is predominantly White (88.6%) with a relatively small Hispanic or Latino population (6.2%). There is also a significant American Indian/Alaskan Native population of 1.9% in Plumas County, which includes members of the Greenville Rancheria and a significant Black or African American population of 1.7%.

Table 2.2: Race and Ethnicity in Plumas County

Race and Ethnicity		
Race/Ethnicity	Count	Percent
White	17,393	88.6%
Black or African American	334	1.7%
American Indian or Alaskan Native	373	1.9%
Asian	137	0.7%
Native Hawaiian or Other Pacific Islander	20	0.1%
Hispanic or Latino	1,217	6.2%
Other	157	0.8%
Total County Population	19,631	100.0%

Source: 2021 American Community Survey 5-Year Estimates



2.4. SOCIOECONOMIC CONDITIONS

2.4.1. INCOME AND POVERTY

Table 2.3 shows the Plumas County household income distribution relative to the City of Portola, California, and United States average distributions. The proportion of Plumas County households in the lower income brackets, especially households who make between \$10,000 and \$24,999 annually, is greater than State and national averages.

Table 2.3: Median Household Income

Median Household Income				
Annual Income	Plumas County	City of Portola	California	United States
Less than \$10,000	5.6%	7.1%	5.3%	6.0%
\$10,000 to \$14,999	5.4%	11.2%	3.5%	3.9%
\$15,000 to \$24,999	9.2%	16.1%	6.0%	7.5%
\$25,000 to \$34,999	8.0%	1.1%	6.2%	7.8%
\$35,000 to \$49,999	15.3%	16.2%	9.0%	11.3%
\$50,000 to \$74,999	18.4%	22.4%	14.7%	16.8%
\$75,000 to \$99,999	11.7%	10.0%	12.2%	12.8%
\$100,000 to \$149,999	14.1%	11.9%	17.6%	16.3%
\$150,000 to \$199,999	5.7%	1.4%	10.0%	7.9%
\$200,000 or more	6.7%	2.4%	15.5%	9.8%
Median Income	\$57,885	\$45,234	\$84,907	\$69,717

Source: 2021 American Community Survey 5-Year Estimates

Table 2.4 indicates the poverty level in Plumas County for the year 2021. According to the most recent ACS data, 11.9% of Plumas County residents were living at or below the poverty threshold (Table 2.4). This is somewhat lower than the State and national rates.

Table 2.4: Poverty Level

Poverty Level			
Place	Total Population	Population in Poverty Status	
		Count	Percent
Plumas County	19,293	2,287	11.9%
City of Portola	2,182	505	23.1%
California	38,481,790	4,733,036	12.3%
United States	324,173,084	41,393,176	12.8%

Source: 2021 American Community Survey 1-Year Estimates

2.4.2. EMPLOYMENT CHARACTERISTICS

Table 2.5 displays employment characteristics in Plumas County from the 2021 ACS 5-Year Estimates, which showed an 8.2% unemployment rate in the County, significantly higher than the California average (5.2%). However, of the population 16 years and older in Plumas County (16,671), only 50.7% were actively participating in the labor force.

Table 2.5: Employment Characteristics

Employment Characteristics			
Geographic Area	Population 16 Years and Over	Labor Force Participation Rate	Unemployment Rate
Plumas County	16,671	50.7%	8.2%
City of Portola	1,661	51.7%	4.4%
California	31,507,237	63.4%	5.2%
United States	267,057,693	63.0%	6.3%

Source: 2021 American Community Survey 5-Year Estimates



2.4.3. EDUCATION ATTAINMENT

As of the 2021 ACS Surveys, Plumas County residents had a lower rate of higher education attainment than the California and United States averages. Only 21.8% of Plumas County residents had a bachelor's degree or higher, in comparison to 33.4% of California residents and 32.4% of U.S. residents (see Table 2.6).

Table 2.6: Education Attainment of Residents 18+ Years Old

Education Attainment 18 Years and Over				
Geographic Area	Less than High School	High School	Some College or Associate's Degree	Bachelor's Degree or Higher
Plumas County	6.0%	27.7%	44.5%	21.8%
City of Portola	7.9%	32.8%	45.1%	14.2%
California	14.8%	22.3%	29.5%	33.4%
United States	10.8%	27.3%	29.5%	32.4%

Source: 2021 American Community Survey 1-Year Estimates

2.5. DISADVANTAGED COMMUNITIES

The Plumas County Transportation Commission and agencies within Plumas County consider disadvantaged communities a top priority when identifying projects within the region. Since much of the county is classified as a disadvantaged community, projects within the County are developed to improve mobility and accessibility for disadvantaged communities. Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the CTC's Active Transportation Program (ATP). According to the ATP Cycle 7 guidelines, defining a community as disadvantaged can be accomplished in several ways.

- Climate and Justice Economic Screening Tool (CJEST) is a new tool developed by the Justice40 Initiative, which includes a wide array of possible impacts that could lead to a community's receiving "disadvantaged" status. A census tract identified as disadvantaged qualifies in at least one of the tool's 10 disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and having neighboring disadvantaged tracts). Using this tool, one of the seven census tracts in Plumas County qualify as disadvantaged.
- US DOT Equitable Transportation Community (ETC) Explorer is another new tool developed by the Justice40 Initiative. This selects census tracts identified as among the most disadvantaged in the State according to the ETC Explorer State Results (final index score must be greater than or equal to 3.43447). Using this tool, 29% of the census tracts in Plumas County were identified as disadvantaged.
- A median household income of less than 80% of the statewide median based on the most current census tract data from the ACS will qualify a community as disadvantaged. Four of Plumas County's seven census tracts qualify as disadvantaged communities by this measure, as shown in Table 2.7 and Figure 2.3.
- CalEnviroScreen metrics define a community as disadvantaged if it is among the most disadvantaged 25% in the State according to the California Environmental Protection Agency and based on the California Communities Environmental Health Screening Tool 4.0. No census tracts in Plumas County qualify as disadvantaged communities using the CalEnviroScreen 4.0 metrics.



- Healthy Places Index includes a composite score for each census tract in the State. Based on 25 community characteristics, the higher the score, the healthier community conditions are. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. Table 2.8 shows that there are no census tracts in the County that qualify under this definition.
- National School Lunch Program metrics are also used to define disadvantaged communities, specifically, when at least 75% of public school students in the area are eligible to receive free or reduced-price meals (FRPM). Applicants using this measure must demonstrate how the project benefits school students in the project area, and the project must be located within two miles of the school(s) represented by this criterion. Of Plumas County's 14 schools, six have at least 81% FRPM eligibility (Table 2.9).
- Additionally, projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) are considered disadvantaged communities, as are areas that lack accurate Census or CalEnviroScreen data, such as may exist in a small neighborhood or unincorporated area.

Table 2.7: Disadvantaged Communities – Median Household Income

Disadvantaged Communities Median Household Income (MHI)	
Geographic Area	MHI
<i>Plumas County*</i>	\$57,885
<i>Census Tract 1*</i>	\$63,679
<i>Census Tract 3*</i>	\$47,417
<i>Census Tract 4*</i>	\$46,855
<i>Census Tract 5.01*</i>	\$59,459
California	\$84,907
<small>*Disadvantage Community defined as 80% California's MHI, or \$67,925 Source: 2021 American Community Survey 5-Year Estimates</small>	

Table 2.8: Disadvantaged Communities - Healthy Places Index (HPI).

Disadvantaged Communities Healthy Places Index (HPI)	
Geographic Area	HPI Percentile Score
Plumas County	55.36
Census Tract 1	45.11
Census Tract 2.01	No data
Census Tract 2.02	No data
Census Tract 3	41.72
Census Tract 4	26.55
Census Tract 5.01	55.52
Census Tract 5.02	32.21
<small>Disadvantaged Community if Census Tract is in 25th percentile or less. Source: California Healthy Places Index</small>	

Per the HPI, no census tracts in Plumas County qualify as disadvantaged, since none are in or below the HPI 25th percentile.



Table 2.9: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility

Disadvantaged Communities Free or Reduced-Price Meal Eligibility				
District	School	Enrollment, K-12	Free/Reduced-Price Eligible	
			Count	Percent
Plumas County Office of Education	Plumas Co. Community*	5	5	100%
	Plumas Co. Opportunity*	1	1	100%
	Portola Opportunity*	3	3	100%
Plumas Unified	Almanor High (Continuation)*	3	3	100%
	Beckwourth (Jim) High (Continuation)*	12	10	83%
	Plumas Charter	346	127	37%
	Chester Jr/Sr High	132	84	64%
	Greenville Jr/Sr High*	32	26	81%
	Portola Jr/Sr High	284	193	68%
	Quincy Jr/Sr High	340	164	48%
	Chester Elementary	164	103	63%
	Greenville Elementary	91	62	68%
	Quincy Elementary	345	198	57%
	C. Roy Carmichael Elementary	346	251	73%

*Disadvantaged community criterion: 75% or more of public school students are eligible for free or reduced-price lunch

Source: California Department of Education Student Poverty FRPM Data 2023-2024

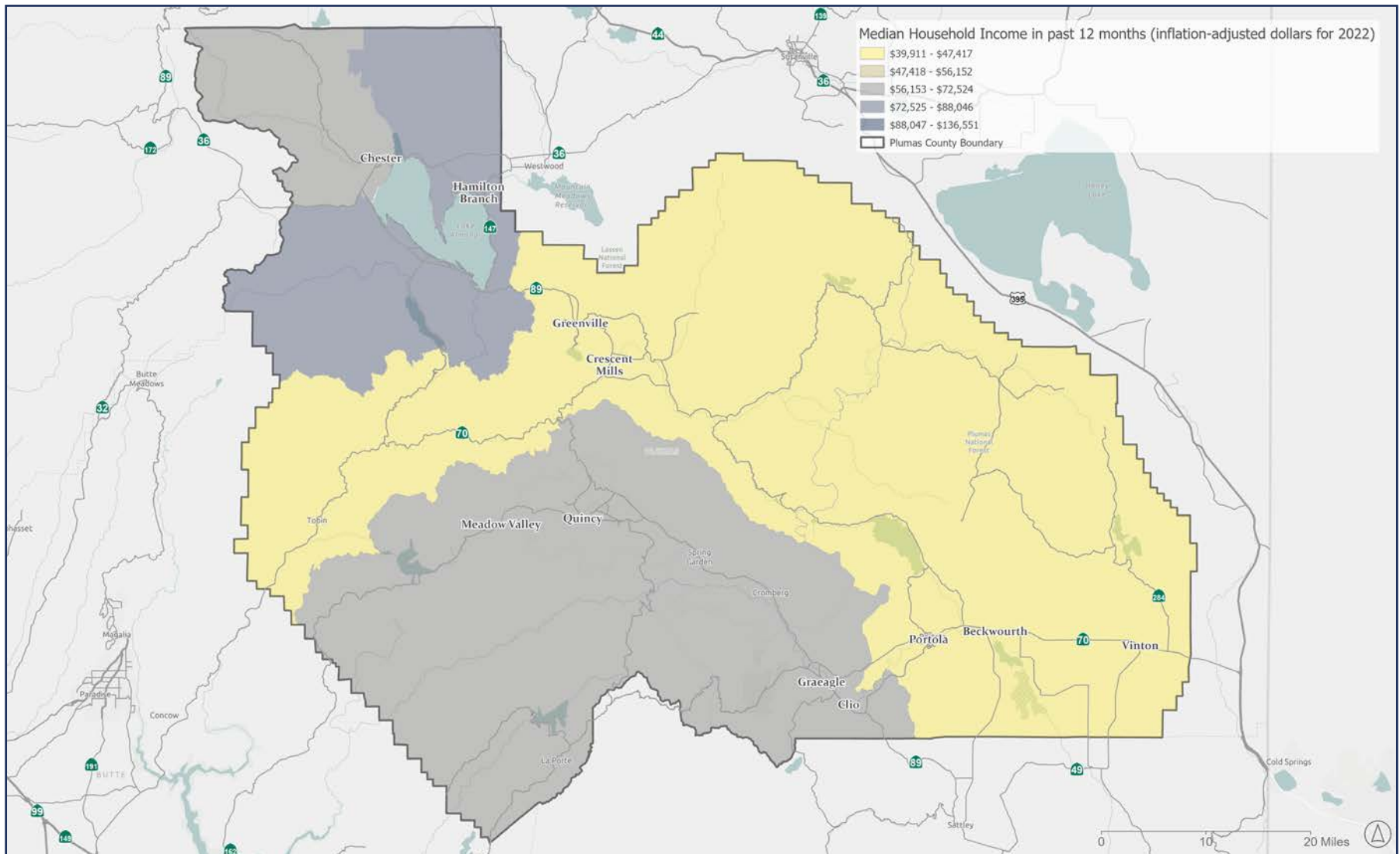


FIGURE 2.3: MEDIAN HOUSEHOLD INCOME MAP (2022)



2.6. HOUSING

2.6.1. HOUSING CHARACTERISTICS

As seen in Table 2.10, there were an estimated 15,422 housing units in Plumas County in 2021, of which 8,231 were occupied (53.4%). Among occupied units, 5,951 units (38.6%) were owner-occupied and 2,280 units (14.8%) were renter-occupied.

Table 2.10: Housing Characteristics in Plumas County

Housing Characteristics							
Place	Total Housing Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	Percent	Count	Percent	Count	Percent
City of Portola	1,257	538	42.8%	443	35.2%	276	22.0%
Unincorporated County	14,165	5,413	38.2%	1,837	13.0%	6,915	48.8%
Plumas County	15,422	5,951	38.6%	2,280	14.8%	7,191	46.6%

Source: 2021 American Community Survey 5-Year Estimates

2.6.2. HOME VALUE

The median value of housing units in Plumas County was \$268,900, just under half of the California median home value of \$648,100 (Table 2.11). Both the median home value and the median household income were far lower for the City of Portola than for Plumas County.

Table 2.11: Median Home Value

Median Home Value			
Geographic Area	Median Home Value	Median Household Income	Median Household Income as % of Home Value
Plumas County	\$268,900	\$57,885	21.5%
City of Portola	\$180,300	\$45,234	25.1%
California	\$648,100	\$84,907	13.1%
United States	\$281,400	\$69,717	24.8%

Source: 2021 American Community Survey 5-Year Estimates



2.7. TRANSPORTATION

2.7.1. VEHICLE OWNERSHIP

Plumas County had vehicle ownership rates similar to California and national vehicle ownership rates (Table 2.12), a smaller proportion of households with no vehicles, and a higher proportion of households with two or three or more vehicles. The City of Portola had a much higher proportion of households with one or fewer vehicles available than Plumas County and California. Approximately 25% of the occupied housing units in Plumas County own one vehicle. Commuter Mode Share data (Table 2.12), indicates that individuals in car-free households may opt to carpool, walk, or work from home when feasible

2.7.2. MODE SHARE

In Plumas County, like many rural areas, the automobile has been the primary mode of transportation. Over-reliance on automobile use, especially single-occupancy vehicles, contributes to climate change, congestion, and poor air quality. Alternate modes of travel, including public transit, bicycling, walking, and ride sharing, in combination with strategic land-use strategies such as mixed-use zoning, are encouraged to decrease emissions and congestion. As seen in Table 2.13, most Plumas County residents traveled to work alone (79.2%) or in a carpool (7.4%).

2.7.3. COMMUTING PATTERNS

County-to-county travel data between Plumas County and key surrounding counties as of 2020 is shown in Table 2.14. Of the 6,260 employed Plumas County residents, 3,642 commuted within Plumas County (53.5%) and 46.5% worked in other counties, most notably Sacramento County with 418 workers (6.1%), and Washoe County in Nevada with 351 workers (5.2%).

Table 2.12: Vehicle Ownership for Occupied Housing Units

Vehicle Ownership for Occupied Housing Units				
Vehicles Available	Plumas County	City of Portola	California	United States
0	5.5%	9.9%	6.8%	8.0%
1	25.3%	32.7%	30.6%	32.9%
2	38.6%	37.8%	36.7%	37.1%
3+	30.6%	19.6%	25.9%	21.9%
Source: 2021 American Community Survey 5-Year Estimates				

Table 2.13: Commuter Mode Share

Commuter Mode Share				
Mode of Travel	Plumas County	City of Portola	California	United States
Drove alone	79.2%	68.3%	63.7%	67.8%
Carpool	7.4%	7.5%	8.4%	7.8%
Public transportation (excluding taxicab)	1.1%	0.0%	2.1%	2.5%
Walked	4.8%	13.5%	2.1%	2.2%
Bicycle	1.3%	1.7%	2.1%	0.4%
Taxicab, motorcycle, or other means	0.4%	1.4%	0.6%	1.5%
Worked from home	6.7%	7.6%	1.7%	17.9%
Source: 2021 American Community Survey 5-year Estimates				



Table 2.14: Commuting Patterns

Commuting Patterns								
		Destination						
		Plumas	Sacramento	Washoe	Placer	Butte	Lassen	Other
Origin	Plumas	3,642	418	351	250	230	210	1,703
	Sacramento	-	403,373	-	48,315	-	-	200,981
	Washoe	-	900	177,524	2,460	-	-	32,478
	Placer	-	50,577	-	61,431	-	-	50,608
	Butte	-	3,330	-	1,454	50,792	-	19,819
	Lassen	187	257	-	-	193	3,851	2,214

Source: American Community Survey: Longitudinal Employer-Household Dynamics

2.7.4. AIR QUALITY

The California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS) set standards for air quality at the State and federal levels, respectively. The California Air Resources Board (CARB) is the lead agency in California for climate programs and oversees all air pollution control efforts to maintain air quality standards. For effective regional management and monitoring of air quality, CARB divides California into 15 air basins, and Plumas County is located within the Northern Sierra Air Quality Management District (AQMD). The primary responsibility of the Northern Sierra AQMD is to achieve and maintain NAAQS and CAAQS. CARB sets State area designations for 10 criteria pollutants (ozone, suspended particulate matter [PM10], fine suspended particulate matter [PM2.5], carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles) while the U.S. EPA sets federal area designations for 6 criteria pollutants (ozone, PM10, PM2.5, carbon monoxide, nitrogen dioxide, and sulfur dioxide). Figures detailing the area designations for State Ambient Air Quality Standards for PM2.5 and PM10 can be found in the Appendix F.

Air quality in Plumas County is generally good due to low population density, a limited number of industrial and agricultural installations, and low levels of traffic congestion. However, Plumas County has been an area in non-attainment for PM2.5 since 2015. CARB approved the Portola Fine Particulate Matter (PM2.5) Attainment Plan in 2017 and subsequently approved the Proposed Portola PM2.5 Plan Contingency Measure SIP Submittal in the fall of 2020. The predominant source of PM2.5 pollution in this area is residential wood combustion from space heating, rather than transportation. The district established the Greater Portola Wood Stove Change-Out Program to incentivize residents to replace their inefficient stoves. According to the 2021 Progress Report, 2021 emission reductions were 11% above the 2022 emission reduction goal.



2.8. STREETS AND ROADS

Streets and roads are the primary means of local and through travel in the region, and are essential for mobility, goods movement, public transit, pedestrians, and cyclists, as well as airport ground access. The term “roadways” includes highways, streets, and unpaved roads.

2.8.1. CURRENT SYSTEM

The Plumas County road network is comprised of 1,137 paved lane miles. The majority of which are managed by Plumas County, the U.S. Forest Service, and the State of California (see Table 2.15). Plumas County maintains almost two-thirds (approximately 730) of all lane miles, followed by the U.S. Forest Service with approximately 20% of lane miles, and the City of Portola with 2% of lane miles in the County.

State Highways

Plumas County contains six major State Highways: SR-36, SR-49, SR-70, SR-89, SR-147, and SR-284. Travel throughout Plumas County primarily occurs on the State Highway System which is described in more detail here:

- State Route 36

SR-36 is an east-west highway that traverses from U.S. Route 101 in Humboldt County on the Pacific Coast to U.S. Route 395 east of Susanville in Lassen County. SR-36 connects the California coast to the State interior and provides access to Reno, Nevada. SR-36 passes through Humboldt, Trinity, Shasta, Tehama, Plumas, and Lassen Counties and has a total length of 248.9 miles. In Plumas County, SR-36 consists of 18.4 miles and crosses through the northern portion of the County, providing east-west access to Lake Almanor.

- State Route 49

SR-49 is a north-south highway that passes through historic

Table 2.15: Roadway Mileage and Jurisdiction

Roadway Mileage and Jurisdiction		
Jurisdiction	Lane Miles	% Total Miles
City of Portola	22.99	2%
State Highways (Caltrans)	181.47	16%
State Park Service	0.25	>1%
Bureau of Indian Affairs	0.08	>1%
U.S. Forest Service	203.07	18%
Plumas County	729.47	64%
Total	1137.33	100%
Source: 2021 California Public Road Data		

mining communities in the Sierra Nevada foothills. With a total length of 295 miles, SR-49 originates at SR-41 in Madera County and traverses north to its terminus at SR-70 in Plumas County. SR-49 passes through Madera, Mariposa, Tuolumne, Calaveras, Amador, El Dorado, Placer, Nevada, Yuba, Sierra, and Plumas Counties. In Plumas County, SR-49 consists of 7.5 miles of roadway and provides access to U.S. 395.

- State Route 70

SR-70 originates at SR-99 north of Sacramento and generally traverses north before heading east and terminating at U.S. 395 in Lassen County. SR-70 connects the Sacramento area and SR-99/I-5 to the historic gold rush communities in the Sierra Nevada foothills and provides access to Reno, Nevada. SR-70 has a total length of 178.5 miles and passes through the counties of Sutter, Yuba, Butte, Plumas, and Lassen. In Plumas County, SR-70 consists of 96.0 miles and traverses the County in an east-west direction, connecting many communities within Plumas County.

- State Route 89

SR-89 is a north-south highway originating at U.S. Route 395 in Mono County and traveling north to its terminus at I-5



near Mt. Shasta in Siskiyou County. SR-89 connects the Sierra Nevada foothill communities to far northern California and I-5, providing the gateway to travel northbound to Oregon. SR-89 has a total length of 243 miles and passes through Mono, Alpine, El Dorado, Placer, Nevada, Sierra, Plumas, Butte, Shasta, and Siskiyou Counties. In Plumas County, SR-89 consists of 42.2 miles and traverses the County in a north-south direction.

- State Route 147

SR-147 is a short north-south highway that runs along the eastern side of Lake Almanor in Plumas County and serves as a bypass to connect SR-89 and SR-36. The total length of SR-147 is 11.7 miles.

- State Route 284

SR-284 is a short highway located in Plumas County. Originating at SR-70 in southeastern Plumas County and acting as a connector to Frenchman Lake, the total length of SR-284 is 8.3 miles.

2.8.2. COUNTY MAINTAINED ROADWAYS

Roadways are classified based on functionality that use criteria such as roadway design, speed limit, capacity, and relationship to future development and land use. Roadways in Plumas County can be categorized as local roads, minor collectors, major collectors, and minor arterials. There are no major arterials in Plumas County. Over half of the maintained roadway mileage in Plumas County is classified as local roads (see Table 2.16 and

Figure 2.4). Roadway classifications are defined as follows:

Arterials

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. In Plumas County the arterial road system consists of the minor arterial State Routes (SRs) 36, 49, 70, 89, 147, and 284.

Collectors

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The Federal Highway Administration further identifies collectors as major or minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. These roads are designed to provide access for regional traffic between highways, minor collectors, and local roads.

Local Roads

Local roads provide access to adjoining properties and primary residences. There is virtually no through traffic as they serve to primarily provide access to adjacent arterials and collectors. Local roads constitute the remaining roadway mileage not classified as arterial or collector in Plumas County.

Table 2.16: Road Mileage by Functional Classification

Road Miles by Functional Classification					
	Maintained Mileage*	Minor Arterial	Major Collector	Minor Collector	Local Road
Plumas County	1,137.32	173.17	140.20	242.05	581.90
Source: 2021 California Public Road Data					
*Includes all jurisdictions/roads within Plumas County					

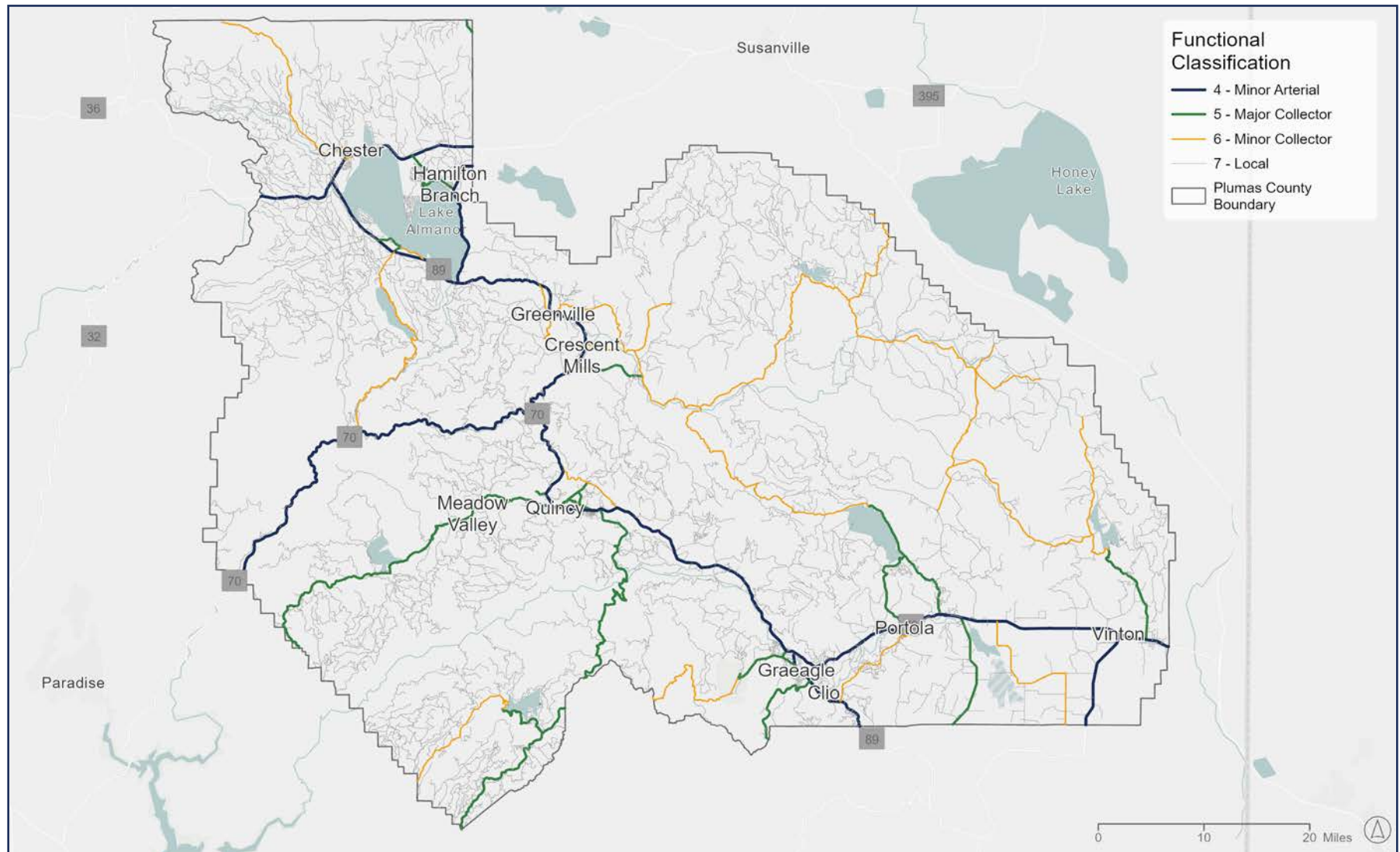


FIGURE 2.4: MAP OF ROADWAY CLASSIFICATIONS



2.8.3. PAVEMENT CONDITIONS

The Pavement Conditions Index, or PCI, is a numerical rating system used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being best and 0 being worst. Table 2.17 denotes the roadway PCI in Plumas County, and the associated PCI score necessary to achieve good to excellent roadway conditions. As pavement conditions decrease, the cost of maintenance escalates exponentially.

The California Statewide Local Streets and Roads Needs Assessment reported Plumas County’s average PCI to be 69 in 2021, putting the region in a “risk” category which is a setback from 2020 with a average PCI of 71 which is a non-risk category (see Table 2.17). The PCTC has reported that the PCI for Portola has been around 40 since 2016, putting the City in a “poor” category for many years.

Table 2.17: Pavement Conditions Index (PCI)

Pavement Conditions Index (PCI)						
Agency	2020 PCI	2021 PCI	2022 PCI	2023 PCI	2024 PCI	Change
City of Portola	40	53	50	47	45	12.50%
Plumas County	71	69	67	64	65	-8.45%
Legend	Good to Excellent (71-100)	At Risk (51-70)	Poor (25-50)	Failed (0-25)		

Source: California Statewide Local Streets and Road Needs Assessment

2.8.4. BRIDGES

There are 91 bridges within the County and there are two bridges in the City of Portola for a total of 93 bridges. Table 2.18 lists 90 bridges as the source data is from the year 2020. A sufficiency rating (SR) value is assigned to each bridge. Bridges with SR values less than 80 and above 50 are considered eligible for rehabilitation; bridges with a rating under 50 are considered structurally deficient or functionally obsolete and require replacement. The average SR reported by Plumas County has fluctuated from 70 to 73 between 2012 and 2020. Of the 90 bridges in Plumas County, 44 are eligible for rehabilitation and 12 are in need of replacement (Table 2.18). In 2020, the estimated cost for bridge needs in the County was \$13 million. . Construction of the Gulling Street Bridge is estimated to cost \$5,018,400 with 88.53% (\$4,442,789.52) Federal Match and the remaining 11.47% (\$575,610.48) from RTP STIP funds. Maintaining bridges for movement of regular passengers traffic effective and efficient transportation of goods is essential to the rural transportation network and remaining competitive in today’s economy.



Table 2.18: Bridge Sufficiency Rating (SR)

Bridge Sufficiency Rating (SR)					
	2012	2014	2016	2018	2020
Number of Bridges	89	89	90	91	92
Average SR	70	70	73	73	71
Structures with SR \leq 80	41	41	34	34	62
Structures with SR \leq 50	16	16	15	15	12
Total Bridge Need (Millions)	\$34	\$34	\$45	\$50	\$71

Source: California Public Road Data 2012, 2014, 2016, 2018, 2020

2.8.5. TRAFFIC VOLUMES

Traffic volumes indicate the utilization of roadway facilities. Hourly or daily levels of utilization can then be evaluated relative to the ability of a particular roadway to accommodate traffic, yielding an assessment of the quality of service experienced by motorists who use the facility.

The annual average daily traffic (AADT) for the six State Highways located in Plumas County is shown in Table 2.19. AADT is calculated by dividing the total traffic volume for the year by 365 days. AADT is necessary in presenting an overall picture of traffic flow, evaluating traffic trends, computing collision rates, planning and design highways, and more. The highest County's highest AADT volumes in 2021 occurred on SR-70 in Quincy and Portola.

As also seen in Table 2.19, County traffic volumes have decreased minimally on most segments of highway between 2017 and 2021. Traffic on SR-70 experienced the greatest changes between 2017 and 2021. Traffic decreased by 8% on SR-70 at the junction of Route 89 South, the largest decrease reported on Plumas County highways. Traffic increased on half of segments on SR-70, however, ranging up to a 4% increase on County Hospital Road. Traffic on SR-89 generally decreased, with the largest reported decrease on this route (5%) occurring at the intersection of Arlington Road and at the intersection of Stampfli Lane, both located in Greenville. Traffic on SR-36 and SR-147 generally decreased in small amounts (2% to 4%). Traffic increases were minor on SR-49 and SR-284, ranging between 1% and 3%.

A projection rate of no more than 1% per year was used to forecast traffic conditions in Plumas County. Although the population in Plumas County is not expected to increase, population in surrounding counties as well as freight increases are expected to cause a rise in through traffic. Forecasted AADT for the State Highways in Plumas County are shown in Table 2.20.

Table 2.19: Historic and Existing Annual Average Daily Traffic (AADT)

Historic and Existing Annual Average Daily Traffic						
Roadway Segment	2018	2019	2020	2021	2022	Avg. Annual Change
State Route 36						
Tehama/Plumas County Line	2,000	2,150	2,000	1,900	2,350	4%
Jct. Rte. 89	3,250	3,200	3,000	2,850	3,500	2%
Farrar Dr.	3,850	3,800	3,550	3,350	4,100	1%
Feather River Bridge	5,100	5,200	4,850	4,600	5,600	2%
Chester, Melissa Ave.	4,000	3,900	3,650	3,450	4,200	1%
Big Springs Rd to Jct. Rte. 70	2,000	2,050	1,900	1,800	2,200	2%
State Route 49						
Sierra/Plumas County Line	710	700	710	750	720	0%
Dyson Ln. to Jct. Rte. 70	1,100	1,100	1,050	1,150	1,100	0%
State Route 70						
Butte/Plumas County Line	1,250	1,150	1,150	990	990	-4%
Jct. Rte. 89 North	2,550	2,550	2,350	2,450	2,500	0%
County Hospital Road	4,300	5,400	4,950	5,200	5,300	5%
Lawrence Street, Begin Couplet	3,000	3,300	3,050	3,150	6,500	23%
Quincy, Main Street At Court Street/Bucks Lake Road	3,750	3,950	3,700	3,850	3,900	1%
Quincy, On Main Street At Railway Avenue	4,450	4,650	4,300	4,500	4,600	1%
Wb Couplet Via Lawrence	3,000	3,300	3,050	3,150	6,500	23%
Quincy, On Lawrence Street At Railway Avenue	4,300	4,550	4,200	4,400	4,450	1%
Quincy Junction Road	10,300	10,700	9,900	10,400	10,600	1%
Quincy State Highway Maintenance Station	8,000	8,000	7,400	7,700	7,800	-1%
La Porte Road	3,000	3,000	2,750	2,900	2,950	0%
Jct. Rte. 89 South	4,650	3,300	3,000	3,150	3,050	-7%
Portola, West City Limits	5,800	5,400	4,850	5,100	4,950	-3%
Gulling Street	7,300	7,000	6,400	6,700	6,500	-2%
Portola, Meadow Way	4,350	3,850	3,500	3,700	3,550	-4%
Beckwourth, Calpine Road	3,550	3,500	3,350	3,750	3,600	0%
Jct. Rte. 49 South	4,200	4,150	3,950	4,400	4,250	0%
Jct. Rte. 284 North	4,550	4,450	4,250	4,750		-20%



Table 2.19 Continued

Roadway Segment	2018	2019	2020	2021	2022	Avg. Annual Change
State Route 89						
Sierra/Plumas County Line	830	810	730	780	770	-1%
Gold Lake Rd.	4,150	4,050	3,650	3,800	3,800	-2%
Blairsden, Jct. Rte. 70	2,100	2,000	1,800	1,900	2,400	3%
Arlington Rd.	2,200	2,000	1,800	1,850	2,000	-2%
Stampfli Ln.	2,500	2,200	2,000	2,050	2,550	0%
Greenville, Grand St.	2,750	2,850	2,600	2,650	2,850	1%
Greenville, Beckwourth Rd.	1,900	2,000	1,800	1,850	2,000	1%
Jct. Rte. 147 N	970	960	900	910	910	-1%
Almanor to Plumas/Tehama County Line	1,750	1,750	1,650	1,650	1,800	1%
State Route 147						
Canyon Dam, Jct. Rte. 89	900	970	830	790	960	1%
Big Springs Rd. to Plumas/Lassen County Line	1,450	1,050	1,350	1,250	1,550	1%
State Route 284						
Jct. Rte. 70 to Frenchman Reservoir	760	690	660	740	710	-1%

Source: Caltrans Traffic Census 2018-2022

*All AADT traffic counts are taken as Ahead AADT which represents traffic North or East of the count location and is the total volume for the year divided by 365 days.

Table 2.20: Forecasted Annual Average Daily Traffic (AADT)

Forecasted Annual Average Daily Traffic						
Roadway Segment	Projected Growth Rate	2026	2031	2036	2041	2046
State Route 36						
Tehama/Plumas County Line	-33%	2,168	1,959	1,771	1,601	1,447
Jct. Rte. 89	-33%	3,228	2,918	2,638	2,384	2,155
Farrar Dr.	-46%	3,630	3,117	2,677	2,299	1,974
Feather River Bridge	-33%	5,165	4,669	4,220	3,815	3,448
Chester, Melissa Ave.	-46%	3,718	3,193	2,742	2,355	2,022
Big Springs Rd to Jct. Rte. 70	-33%	2,029	1,834	1,658	1,499	1,355
State Route 49						
Sierra/Plumas County Line	22%	749	787	828	870	914
Dyson Ln. to Jct. Rte. 70	49%	1,191	1,315	1,451	1,602	1,769
State Route 70						
Butte/Plumas County Line	-46%	876	753	646	555	477
Jct. Rte. 89 North	-18%	2,401	2,284	2,172	2,065	1,964
County Hospital Road	81%	5,965	6,915	8,017	9,294	10,774
Lawrence Street, Begin Couplet	-18%	6,244	5,938	5,647	5,370	5,107
Quincy, Main Street At Court Street/Bucks Lake Road	0%	3,900	3,900	3,900	3,900	3,900
Quincy, On Main Street At Railway Avenue	81%	5,177	6,002	6,958	8,066	9,351
Wb Couplet Via Lawrence	0%	6,500	6,500	6,500	6,500	6,500
Quincy, On Lawrence Street At Railway Avenue	81%	5,009	5,806	6,731	7,803	9,046
Quincy Junction Road	0%	10,600	10,600	10,600	10,600	10,600
Quincy State Highway Maintenance Station	-18%	7,493	7,125	6,776	6,444	6,128
La Porte Road	-33%	2,721	2,460	2,223	2,010	1,817
Jct. Rte. 89 South	-64%	2,484	1,922	1,487	1,151	891
Portola, West City Limits	-33%	4,566	4,127	3,731	3,372	3,048
Gulling Street	-18%	6,244	5,938	5,647	5,370	5,107
Portola, Meadow Way	-33%	3,274	2,960	2,675	2,418	2,186



Table 2.20 Continued

Roadway Segment	Projected Growth Rate	2026	2031	2036	2041	2046
State Route 70						
Beckwourth, Calpine Road	49%	3,897	4,302	4,750	5,245	5,790
Jct. Rte. 49 South	49%	4,600	5,079	5,608	6,191	6,836
Jct. Rte. 284 North	49%	5,142	5,677	6,268	6,920	7,640
State Route 89						
Sierra/Plumas County Line	-46%	682	585	503	432	371
Gold Lake Rd.	-46%	3,364	2,889	2,481	2,130	1,829
Blairsden, Jct. Rte. 70	-46%	2,125	1,825	1,567	1,345	1,155
Arlington Rd.	-46%	1,771	1,520	1,306	1,121	963
Stampfi Ln.	-46%	2,257	1,939	1,665	1,430	1,228
Greenville, Grand St.	-18%	2,738	2,604	2,476	2,355	2,239
Greenville, Beckwourth Rd.	-46%	1,771	1,520	1,306	1,121	963
Jct. Rte. 147 N	22%	947	995	1,046	1,099	1,155
Almanor to Plumas/Tehama County Line	-46%	1,594	1,368	1,175	1,009	867
State Route 147						
Canyon Dam, Jct. Rte. 89	-46%	850	730	627	538	462
Big Springs Rd. to Plumas/Lassen County Line	-46%	1,372	1,178	1,012	869	746
State Route 284						
Jct. Rte. 70 to Frenchman Reservoir	81%	799	926	1074	1245	1443
Source: Caltrans Traffic Census 2018-2022						



2.8.6. *VEHICLE MILES TRAVELED*

Vehicle miles traveled (VMT) is a general but robust measure of vehicle activity. It measures the extent of utilization of a transportation network experienced by motorists. Although it is not a good indicator of congestion, it is a great indicator of overall vehicle activity and identifies bottlenecks or high-delay “hotspot” locations. VMT is commonly applied on a per-household or per capita basis and is a primary input for regional air quality analyses and for developing roadway vehicle capacity targets. Per SB 743 (Steinberg, 2013), VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize level of service as a primary metric. Future RTP updates will be consistent with the County General Plan and will promote new developments adjacent to existing developments to reduce VMT and travel time.

VMT data is annually reported as part of the federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts stratified by functional classification of roadways by volume groups to produce sample-based geographic estimates of VMT. HPMS VMT estimates are reported for each county by local jurisdiction. Population data is gathered from the California Department of Finance.

Estimates of daily VMT for Plumas County and State Highways are shown in Table 2.21. VMT decreased by 4% overall in Plumas County between 2017 and 2021, although a significant increase of VMT (10%) occurred on State Park Service roadways and a decrease of 6% occurred on U.S. Forest Service roadways. City of Portola roadways experienced a large decrease (7%) of VMT between 2017 and 2021.

VMT has been projected over the 20-year lifetime of the RTP in Table 2.22. A variable formula was used to forecast VMT based on the annual average change from 2017-2021. Roadway segments with minor increases or decreases in this period were projected at a matching constant rate of increase or decrease. Roadways with significant average VMT increases were projected at a higher rate of increase in proportion to VMT increases experienced between 2017 and 2021. Road segments that experienced no change between 2017 and 2021 have been projected to remain constant. Overall, VMT on Plumas County roadways are not expected to change drastically from 2021 to 2041.



Table 2.21: Vehicles Miles Traveled (VMT), 2017-2021

Vehicles Miles Traveled, 2017-2021					
Place	2017 Daily VMT	2018 Daily VMT	2020 Daily VMT	2021 Daily VMT	Annual Avg. Change
City of Portola	20.75	14.82	14.19	13.16	-7%
Plumas County	363.06	327.88	255.43	299.22	-4%
Bureau Of Indian Affairs	0.01	0.01	0.00	0.01	0%
State Highways	434.76	429.28	395.70	406.26	-1%
State Park Service	0.02	0.02	0.02	0.03	10%
U.S. Forest Service	52.76	28.78	23.28	36.52	-6%

Source: California Public Road Data 2017, 2018, 2020, and 2021

Table 2.22: Forecasted Vehicle Miles Traveled (VMT)

Forecasted Vehicle Miles Traveled (VMT)					
Place	2021 Daily VMT	2026 Daily VMT	2031 Daily VMT	2036 Daily VMT	2041 Daily VMT
City of Portola	13.16	10.73	8.75	7.13	5.82
Plumas County	299.22	256.95	220.65	189.48	162.71
Bureau Of Indian Affairs	0.01	0.01	0.01	0.01	0.01
State Highways	406.26	386.35	367.41	349.41	332.28
State Park Service	0.03	0.04	0.05	0.06	0.08
U.S. Forest Service	36.52	29.78	24.28	19.80	16.14
Total	755.20	683.86	621.15	565.89	517.05

Source: California Public Road Data 2017, 2018, 2020, and 2021

2.8.7. TRUCK TRAFFIC

The truck traffic as a percentage of total traffic across the years 2017-2021 can be seen in Table 2.23. Most truck traffic in Plumas County occurs on SR-70, SR-89, and SR-36. Truck traffic relative to all traffic in the county in 2021 ranged from 0.04% on SR-284 to 17.84% on SR-89. The proportion of truck traffic has stayed relatively steady on SR-70 and SR-89 from 2017 to 2021 but has fluctuated more significantly on all other State Highways.

Table 2.23: Truck Traffic as a Percentage of Total Traffic

Truck Traffic as a Percentage of Total Traffic					
Segment	2018	2019	2020	2021	2022
State Route 36					
Jct. Rte. 89	9.43%	10.19%	11.07%	10.99%	15.79%
Farrar Drive	4.74%	10.21%	10.21%	11.01%	15.80%
Feather River Bridge	3.50%	9.42%	9.42%	5.81%	5.81%
Chester, Melissa Avenue	3.85%	9.38%	9.38%	5.81%	5.81%
Big Springs Road	8.55%	9.41%	9.41%	5.78%	5.81%
Plumas/Lassen County Line	9.40%	9.41%	9.41%	5.81%	5.81%
State Route 49					
Sierra/Plumas County Line	10.00%	7.71%	7.71%	11.41%	11.41%
Dyson Lane	6.20%	7.64%	7.64%	8.61%	8.57%
Jct. Rte. 70	6.20%	7.74%	7.74%	8.57%	8.57%
State Route 70					
Butte/Plumas County Line	10.12%	10.26%	10.26%	10.17%	10.17%
Jct. Rte. 89 North	10.85%	10.15%	10.15%	10.15%	10.15%
Jct. Rte. 89 North	10.15%	10.86%	10.86%	10.86%	10.85%
County Hospital Rd	6.86%	8.29%	8.29%	8.91%	8.91%
County Hospital Rd	8.29%	6.85%	6.85%	6.85%	6.85%
Lawrence St, Begin Couplet	5.03%	5.02%	5.02%	5.43%	5.43%
Quincy, End Couplet On Main St At Lawrence St	3.06%	3.07%	3.07%	3.35%	3.35%
Quincy Junction Rd	1.98%	2.00%	2.00%	2.15%	2.15%
La Porte Rd	6.05%	6.03%	6.03%	6.49%	6.48%
La Porte Rd	5.98%	6.13%	6.13%	6.65%	6.65%
Jct. Rte. 89 South	4.70%	7.45%	7.45%	5.83%	5.83%
Jct. Rte. 89 South	6.18%	8.15%	8.15%	5.68%	5.70%
Portola, West City Limits	3.89%	3.91%	3.91%	4.35%	4.35%
Gullina St	2.98%	2.99%	2.99%	2.99%	2.99%



Table 2.23 Continued

Segment	2018	2019	2020	2021	2022
State Route 70					
Portola, Meadow Way	3.71%	3.71%	3.71%	4.08%	4.08%
Portola, Meadow Way	3.85%	3.85%	3.85%	4.22%	4.22%
Beckwourth, Calpine Rd	4.39%	7.63%	8.09%	8.40%	7.58%
Beckwourth State Highway Maintenance Station	8.23%	7.63%	7.63%	8.40%	7.28%
Jct. Rte. 49 South	5.44%	5.42%	5.42%	5.70%	5.70%
Jct. Rte. 284 North	5.44%	5.42%	5.42%	5.70%	5.70%
Plumas/Lassen County Line	5.36%	5.37%	5.37%	5.62%	5.62%
State Route 89					
Sierra/Plumas County Line	14.11%	14.11%	14.11%	14.10%	14.03%
Gold Lake Rd	3.24%	3.24%	3.24%	3.23%	3.23%
Blairsden, Jct. Rte. 70	6.48%	7.41%	7.41%	6.07%	6.07%
Blairsden, Jct. Rte. 70	10.21%	13.20%	13.20%	10.42%	10.42%
Arlington Rd	9.53%	9.55%	9.55%	9.56%	9.56%
Greenville, Grand St	6.03%	6.00%	6.00%	6.00%	6.00%
Greenville, Beckwourth Rd	8.50%	5.92%	5.92%	5.89%	5.89%
Greenville, Beckwourth Rd	5.92%	8.45%	8.45%	8.46%	8.46%
Jct. Rte. 147 North	17.84%	13.64%	13.64%	10.87%	10.87%
Jct. Rte. 147 North	12.77%	17.84%	17.84%	17.84%	17.84%
Almanor	15.65%	15.73%	15.73%	15.82%	15.77%
Jct. Rte. 36	7.54%	10.40%	10.40%	7.99%	7.99%
State Route 147					
Canyon Dam, Jct. Rte. 89	8.56%	14.74%	14.74%	14.89%	14.89%
Big Springs Rd	6.70%	6.70%	6.70%	6.77%	6.70%
Plumas/Lassen County Line	6.36%	6.29%	6.29%	6.23%	6.27%
State Route 284					
Jct. Rte. 70	3.11%	3.11%	3.11%	0.12%	0.12%
Frenchman Reservoir	2.40%	2.31%	2.31%	0.04%	0.04%

Source: Caltrans Traffic Census 2018-2022

2.8.8. SAFETY

Traffic collision data is collected by the Transportation Injury Mapping System developed by UC Berkeley and contains collision data from the Statewide Integrated Traffic Records System. This database collects and processes data from traffic collisions across California. The most recent data available is from 2022 and the summary table below provides information for the entire State, State Highways, and individual counties and cities. Accident totals are provided for collisions resulting in injuries, fatalities, and property damage, in addition to other accident information such as whether pedestrians or bicyclists were involved.

Traffic collision data for Plumas County between 2018 and 2022 is included in Table 2.24. Of the 127 total collisions in Plumas County in 2018, six were fatal. Of the 110 collisions in 2021 (110), 7% were fatal. In 2022, the total number of collisions dropped to 90, and fatal collisions dropped to four. Figure 2.5 displays a visual representation of the spatial distribution of collisions in Plumas County, and Figure 2.6 portrays City of Portola collisions.

Table 2.24: Collision History

Collision History					
Place	Total Collisions	Highway Collisions	Fatal Collisions	Pedestrian Collisions	Bicycle Collisions
2018					
City of Portola	1	1	0	1	0
Unincorporated County	126	79	6	4	6
Total Plumas County	127	80	6	5	6
2019					
City of Portola	1	0	0	0	1
Unincorporated County	116	84	3	4	5
Total Plumas County	117	84	3	4	6
2020					
City of Portola	0	0	0	0	0
Unincorporated County	91	70	3	1	2
Total Plumas County	91	70	3	1	2
2021					
City of Portola	0	0	0	0	0
Unincorporated County	110	75	7	2	2
Total Plumas County	110	75	7	2	2
2022					
City of Portola	0	0	0	0	0
Unincorporated County	90	59	4	1	4
Total Plumas County	90	59	4	1	4

Source: University California, Berkeley Transportation Injury Mapping System 2018-2022.

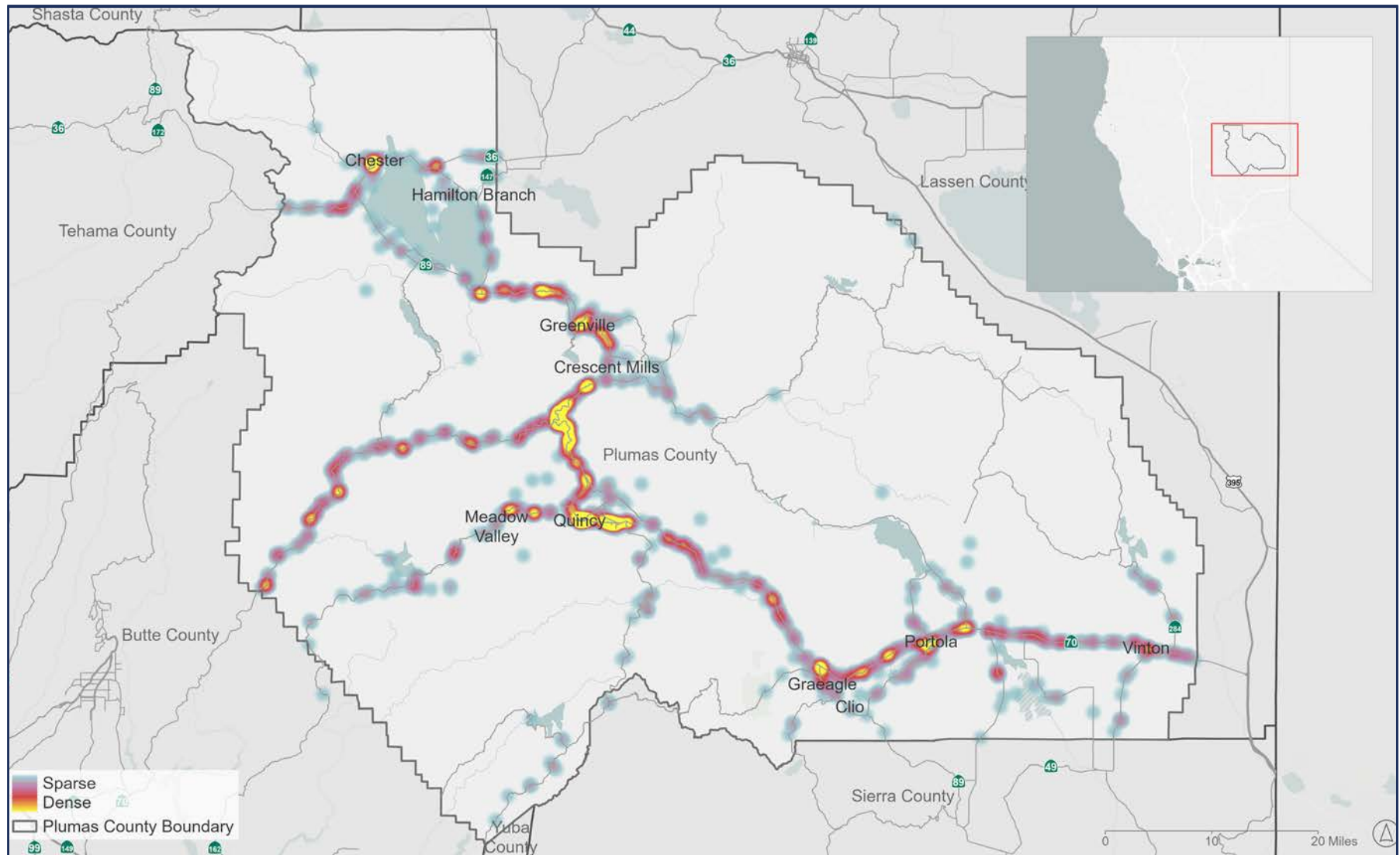


FIGURE 2.5: HEATMAP OF COLLISIONS IN PLUMAS COUNTY, 2013-2022

City of Portola Collisions (CHP Data 2013 - 2022)

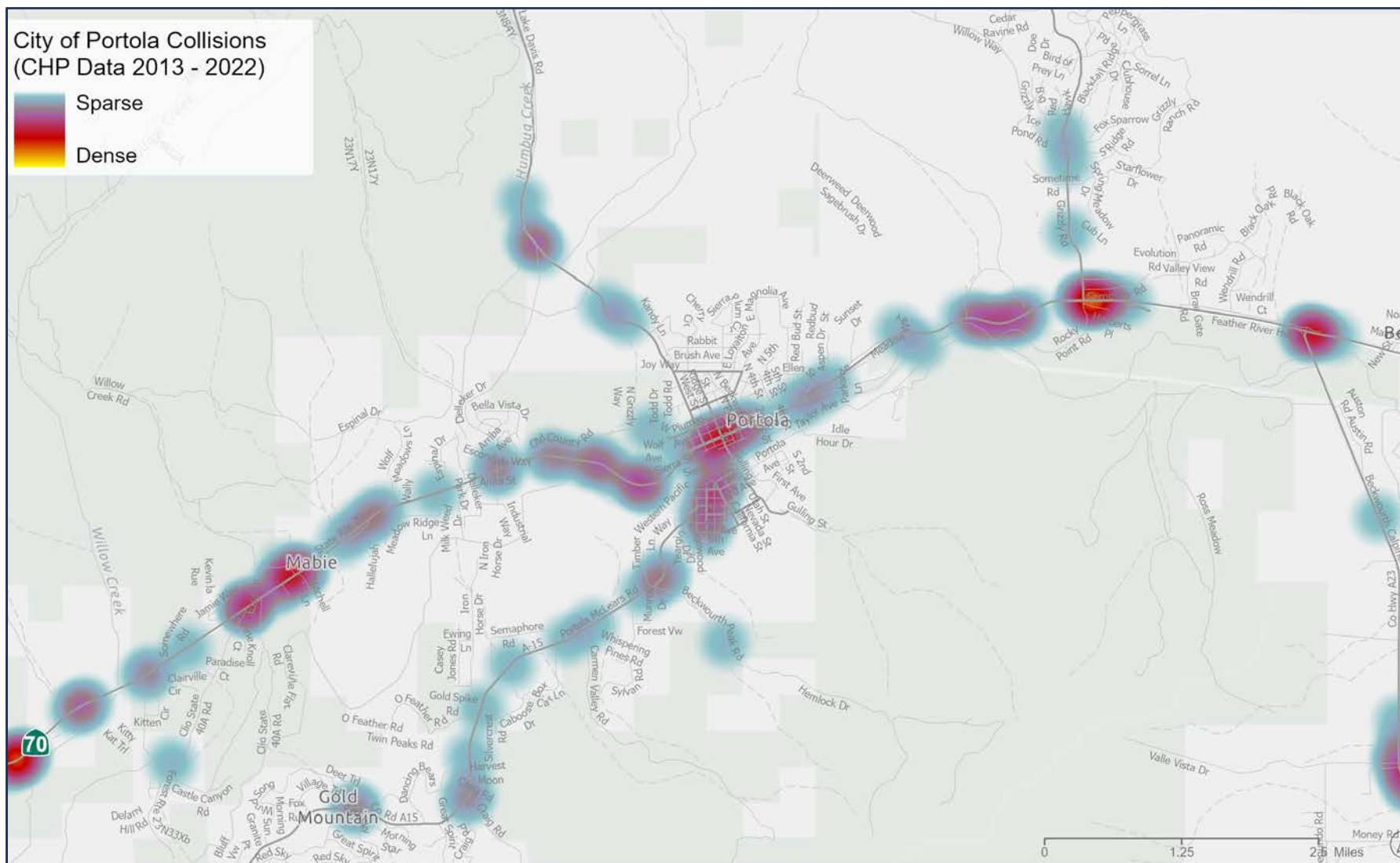


FIGURE 2.6: HEATMAP OF COLLISIONS IN PORTOLA, 2013-2022



2.9. PUBLIC TRANSIT

2.9.9. PLUMAS TRANSIT SYSTEMS

Plumas Transit Systems is the division of Plumas Rural Services that provides a modified fixed-route service to residents of Plumas County, Mondays through Fridays. An overview of the existing routes is described here, and a detailed transit schedule and map are shown in Table 2.26 and Figure 2.7.

Quincy

- Quincy Local – Daytime: 5 morning departures, 5 afternoon departures

Chester/ Greenville

- Southbound Chester/Greenville to Quincy: 2 morning departures, 2 afternoon departures
- Northbound Quincy to Greenville/Chester: 1 morning departure, 4 afternoon departures

Portola/ Graeagle

- Westbound Portola/Graeagle to Quincy: 2 morning departures, 1 afternoon departure
- Eastbound Quincy to Graeagle/Portola: 1 morning departure, 3 afternoon departures

Plumas County Connection to Hallelujah Junction

- Monday, Wednesday, and Friday, passengers can transfer

from Plumas Transit at Hallelujah Junction with the Modoc Sage Stage bus to connect to Reno or Susanville.

Quincy Evening On-Demand Systems Trial

- Since May 15th, Quincy evening routes switched to an on-demand service from 5:00pm-6:30pm and 7:30pm-8:45pm using the application “Ride Pingo.”
- Quincy Local – Evening: 6 round trips from 1987 E. Main (Sav Mor)

Fares

As of October 2022, Plumas Transit Systems has offered a free-fare program through funding provided by the Low-Carbon Transit Operations Program. PCTC intends to continue using this funding to provide free transit fares to riders.

2.9.10. RIDERSHIP

Transit ridership declined from 2019 to 2021, from 6.0 to 3.2 passengers per revenue hour. However, ridership started to increase again in 2022, to 4.28 passengers per revenue hour by 2023 (Table 2.25). Transit ridership declined from 2019 to 2021, from 6.0 to 3.2 passengers per revenue hour. This decrease can be largely attributed to the COVID-19 pandemic causing a sharp reduction in transit demand. However, ridership started to increase again in 2022, to 4.28 passengers per revenue hour by 2023 (Table 2.25). Indicating a gradual return to pre-pandemic levels as conditions improved.

Table 2.25: Transit Ridership

Transit Ridership						
	2019	2020	2021	2022	2023	2019–2023 Change
Total Ridership	35,932	29,000	18,596	17,579	24,699	-31%
Passengers per Revenue Hour	6.0	4.8	3.2	3.0	4.2	-30%

Source: National Transit Database Agency Profiles 2019-2023



Table 2.26: Transit Schedule

Transit Schedule					
Quincy					
Quincy Local - Daytime			Quincy Local - Evening - On - Demand		
First and Last Stops	First Departure	Last Departure	First and Last Stops	First Departure	Last Departure
529 Bell Lane	7:10 AM	4:35 PM	1987 E. Main (Sav Mor)	5:15 PM	8:31 PM
Hwy 70 at Mill Creek Road	7:43 AM	5:08 PM	1987 E. Main (Sav Mor)	5:35 PM	8:52 PM
Chester / Greenville					
Southbound - Chester/Greenville to Quincy			Northbound - Quincy to Greenville/Chester		
First and Last Stops	First Departure	Last Departure	First and Last Stops	First Departure	Last Departure
Marie Road at Lorraine Drive	6:05 AM	10:00 AM	1987 E. Main (Sav Mor)	7:16 AM	9:06 PM
1987 E. Main (Sav Mor)	7:42 AM	8:10 AM	Marie Road at Lorraine Drive	8:46 AM	6:50 PM
Portola / Graeagle					
Westbound Portola/Graeagle to Quincy			Eastbound Quincy to Graeagle/Portola		
First and Last Stops	First Departure	Last Departure	First and Last Stops	First Departure	Last Departure
Hwy 70 & 395 (Hallelujah Junction)	11:00 AM	2:45 PM	270 Hospital Rd (Courthouse Annex)	12:40 PM	5:03 PM
332 Crescent St. FRC (Fitness Center)	7:24 AM	4:27 PM	349 E Sierra Ave (Sierra Energy)	10:22 AM	9:15 PM

Source: plumastransit.com

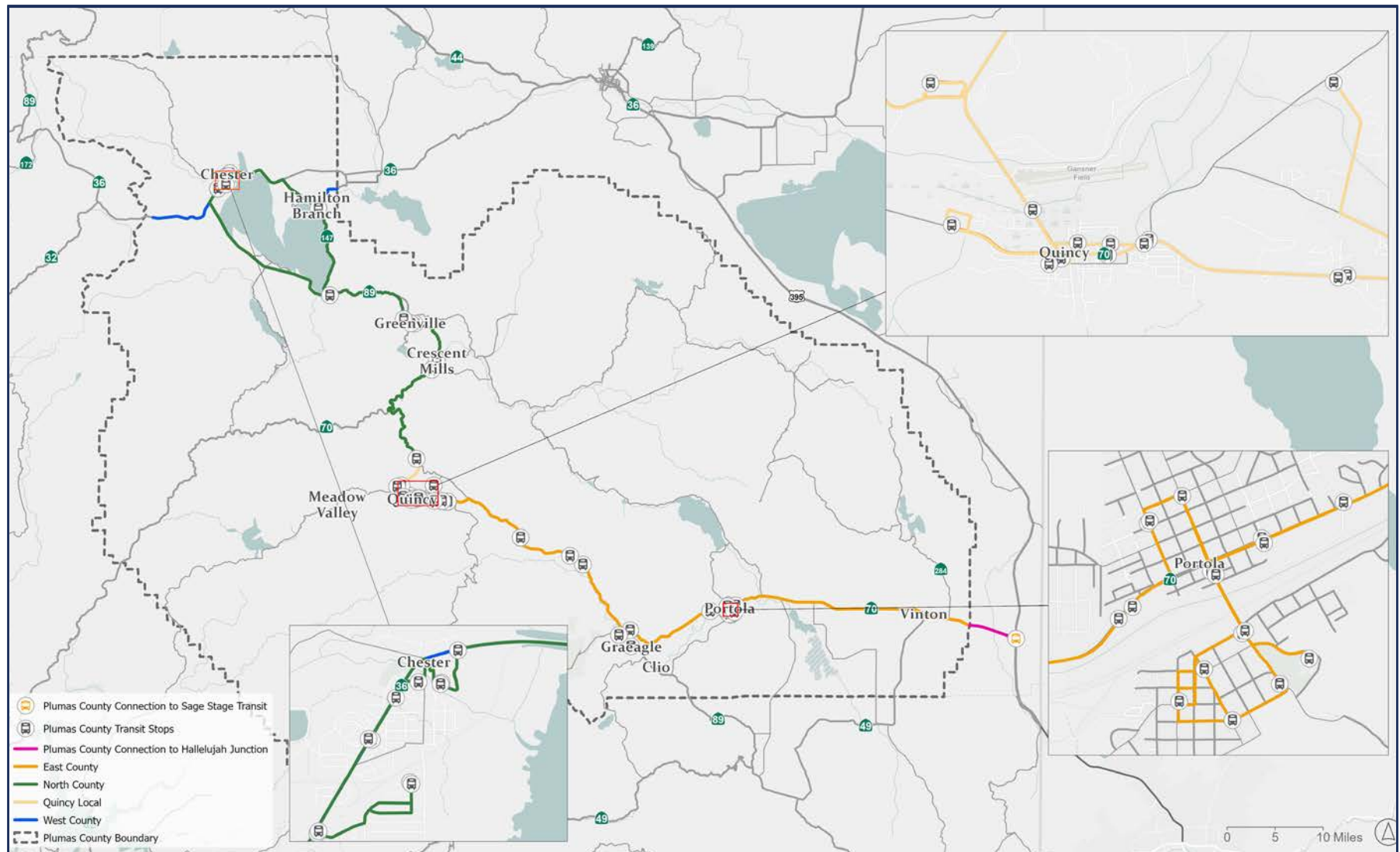


FIGURE 2.7: MAP OF PLUMAS COUNTY TRANSIT SERVICE



2.9.11. *PARATRANSIT*

Under Department of Transportation (DOT) Americans with Disabilities Act (ADA) regulations at 49 C.F.R. Section 37.131(a) (1)(i), transit entities must “provide complementary paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route.” The measurement to destinations within the three-fourths of a mile corridor on each side of a fixed route is measured “as the crow flies” and does not vary based upon driving distance. Plumas Transit Systems uses fixed-route service vehicles to provide ADA complementary paratransit service. Plumas Transit Systems deviates off route to provide base curb-to-curb service with door-to-door assistance as needed for those who are ADA paratransit-eligible within the service area.

2.9.12. *SUSANVILLE INDIAN RANCHERIA PUBLIC TRANSPORTATION*

This service was discontinued due to the COVID-19 pandemic. In previous years of operation, Susanville Indian Rancheria Public Transportation operated a bus from Susanville to Red Bluff and Redding via SR-36 and I-5 with a stop in Chester. The bus ran on Mondays, Wednesdays, and Fridays, excluding legal holidays. The service discontinuation has left Plumas County residents without an important intercity transit connection. However, the Plumas Transit Services provides connection to Reno and Redding through connections with the Lassen Rural Bus Route and Sage Stage service.

2.9.13. *SOCIAL SERVICE TRANSPORTATION PROVIDERS*

Plumas County Senior Services

Plumas County Senior Services includes a transportation service that provides rides for senior residents in Plumas County who are bound for doctors’ appointments, hairdressers’

appointments, nutrition centers, shopping outings, and more. Plumas County Senior Transportation provides in- and out-of-town trips for the communities of Chester, Quincy, Portola, Greenville, and Blairsden, with a reservation placed 24 hours in advance. Accommodations can also be made for medical or other trips to Reno, Truckee, Chico, Sacramento, San Francisco, as well as Greyhound and Amtrak stations.

Plumas Rural Services

Plumas Rural Services operates ALIVE (“Adults for Learning and growing, Integration in the community, Vocations of choice, Enthusiasm for life”), which provides training and support for adults with developmental disabilities and special needs. Plumas Rural Services provides client transportation to and from programs in Quincy, regional events around the County, and transportation for errands. Plumas Rural Services family support services also include transportation, such as transportation support for participants in the Child Abuse Treatment Program, which provides no-cost counseling to children and teens.

Plumas County Veterans Services

The Plumas County Veterans Services provides advocacy for and assistance to veterans, widows or widowers of veterans, children of deceased veterans or veterans with a disability, and parents who have lost a child in military service. The Department of Veterans Affairs van is available for transport services and travel from Quincy to the VA Medical Center in Reno, Nevada twice a week, at 7:00 a.m. on Tuesdays and Thursdays. The VA’s Veterans Transportation Service van also travels to the VA Medical Center in Reno, with more flexible pickup locations and times on Monday through Friday. Both services require reservations 3 days in advance, and scheduled appointments.



Plumas County Department of Social Services

The Plumas County Department of Social Services maintains its own transportation program, as well as providing Plumas Transit Systems day passes when needed; some monthly passes are provided to parents in the Child Protective Services program. The department's fleet of cars are occasionally used to coordinate Child Protective Services visits and to help individuals get to pre-scheduled court dates.

California Work Opportunity and Responsibility to Kids (CalWORKS) is a program of the California Department of Social Services, which is administered locally by the Plumas County Department of Social Services. CalWORKS helps Californians who receive temporary cash assistance to prepare for employment. The program provides families with minor children, who have income and property below State maximum limits for their family size, with services such as childcare, transportation, and work-related or training-related expenses. Participants in the CalWORKS program may be issued bus passes or can be reimbursed for travel costs.

Plumas County Behavioral Health

Plumas County Behavioral Health provides mental health and substance use disorder services as well as suicide prevention and crisis lifelines. The department also provides transportation access to their services through community partnerships such as with Plumas County Senior Transportation.

Plumas Crisis Intervention and Resource Center

The Plumas Crisis Intervention and Resource Center provides services such as a 24/7 crisis line, emergency utility programs, emergency housing, and sexual assault crisis support, among other programs; they also provide transportation services to clients who need it to travel to Center-affiliated programs or services.

The Greenville Rancheria Tribal Health Program

The Greenville Rancheria Tribal Health Organization provides a variety of transportation services for Tribal members and the public, including medical trips to Greenville, Red Bluff, Chico, Reno, Redding, and Davis. Fees vary for non-Native Americans.

The health program has nine vehicles, including four-wheel drive SUVs and passenger vans. Program funding comes from the Indian Health Service, CalWORKS, and general Tribal funds. Service is individualized; most trips are made on a one-on-one basis and have drivers staying with patients, including overnight stays on long-distance trips.

The California Tribal TANF (Temporary Assistance for Needy Families) Partnership

The California Tribal TANF Partnership was established in 2003 to provide educational training, career, and employment opportunities to Native American Tribes. Services to eligible families include job training, GED training, technical skills training, job search and readiness training, as well as transportation to and from these services. In Plumas, the Partnership serves the Greenville Rancheria of Maidu Indians and off-reservation members, families, and descendants of federally recognized Tribes.

The Roundhouse Council

The Roundhouse Council is a local nonprofit corporation that provides after-school programs in Indian Valley. It has an eight-passenger van to transport mainly pre-K–12 student participants to educational, cultural, and recreational programs.

Other Providers

Environmental Alternatives Family Services provides trips for foster children, and the American Cancer Society and Sierra Hospice offer volunteer driver programs for out-of-County medical trips.



2.9.14. CONNECTIONS TO OTHER TRANSIT SYSTEMS

Modoc Sage Stage

The Sage Stage Local and Regional Bus Service provides public transportation throughout Modoc County. Plumas County Transit Systems East County Route now connects to the Sage Stage Reno Route at the Hallelujah Junction station on Mondays, Wednesdays, and Fridays. This connection provides service to Reno, Nevada, as well as destinations in Modoc and Lassen Counties.

Lassen Transit Service Agency

The Lassen Transit Service Agency administers and operates the Lassen Rural Bus system, which provides public transportation services throughout Lassen County. Plumas County Transit Systems connects to the agency's West County Route at the Chester Holiday Market Station; it provides service to Susanville and connections to other destinations in Lassen County as well as to Reno, Nevada.

Greyhound

There is currently no Greyhound service in Plumas County. The closest Greyhound route goes from Sacramento, California to Reno, Nevada and also has a station in Truckee, California. The Greyhound station in Reno can be accessed via the East County Route that connects to the Modoc Sage Stage at Hallelujah Junction (on Mondays, Wednesdays, and Fridays) or the Chester Route that connects to the Lassen Rural Bus Route and then to Sage Stage service in Susanville. The Greyhound station in Redding can only be accessed from Chester by traveling to Susanville via the Lassen Rural Bus Route and then connecting through Alturas via Sage Stage service, which would be a 21-hour trip. Note, Sage Stage service is only provided to Redding on Tuesdays.

Amtrak

There is currently no Amtrak service in Plumas County. Nearby Amtrak stations include those in Colfax, Redding, and Truckee in California and in Reno and Sparks, Nevada. The Amtrak station in Reno can be accessed via the East County Route that connects to the Modoc Sage Stage at Hallelujah Junction (on Mondays, Wednesdays, and Fridays) or the Chester Route that connects to the Lassen Rural Bus Route and then to Sage Stage service in Susanville. The Amtrak station in Redding is served by the Coast Starlight long-distance service and Thruway buses to Sacramento.

2.9.15. ZERO-EMISSION BUSES

Innovative Clean Transit Regulation Overview

CARB's Innovative Clean Transit regulations set a goal for public transit agencies in California to transition from conventional buses to zero-emission buses (ZEBs) by 2040. The regulations require a gradual increase of an agency's percentage of bus procurements, to meet the ZEB criteria. For Small Transit agencies, 25% of all new bus purchases must be zero-emission by 2026 and 100% by 2029. Agencies can request waivers that allow purchase deferrals in the event of economic hardship, or if zero-emission technology cannot meet the service requirements of a given route.

Plumas County is has developed a Zero-Emission Bus (ZEB) Rollout Plan in compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. This initiative is part of a collaborative effort with the Lassen Transit Service Agency to create an Electric Vehicle (EV) Electrification Feasibility Study, serving as the ZEB Rollout Plan required by CARB's ICT regulation. Plumas County's proactive approach in developing this ZEB Rollout Plan aligns with CARB's ICT regulation and demonstrates a commitment to sustainable



and equitable transportation solutions. The collaborative effort with Lassen Transit Service Agency exemplifies a strategic approach to addressing the unique challenges faced by rural transit agencies in transitioning to zero-emission technologies.

Challenges in Plumas County

The ZEB Rollout Plan identified significant infrastructure needs, including the installation of charging stations and potential grid upgrades, which are critical for supporting ZEB operations. The financial analysis revealed a substantial funding gap, highlighting the necessity for securing external funding sources to cover the costs associated with vehicle procurement and infrastructure development. The transition to ZEBs requires targeted training programs to equip the existing workforce with the necessary skills for operating and maintaining new technologies. Initial community engagement efforts indicate strong public support for the transition to zero-emission buses, particularly due to anticipated improvements in air quality and public health.

The PCTC faces several challenges in converting to an all-ZEB fleet, especially with respect to the CARB Innovative Clean Transit regulations purchasing requirements and schedule. Considerable funding will be required to accomplish the ZEB transition, which presents one significant challenge. ZEBs are more expensive to purchase than conventional vehicles and new infrastructure will be required to operate and maintain the vehicles. Continued financial support at the local, state, and federal level to offset the capital cost of this new infrastructure is imperative.

Beyond cost barriers, PCTC must also ensure that available zero-emission technologies can meet basic service requirements. Plumas County Transit operates lengthy inter-community routes exacerbated by mountains, extreme weather, and frequent construction delays, increasing the performance

and range required of ZEBs. Currently, PCTC is planning for a transition based on existing service and ZEB technology. Due to range limitations, current battery-electric technology may present a challenge for PCTC's current transit service. Fuel cell electric buses have a higher range, but their capital and operation costs are substantially more.

PCTC will also need to consider resiliency as ZEBs are deployed. Battery-electric buses rely on electric charging, where a power outage at the depot could mean that providing scheduled service for those who depend on it might become impossible. In addition, in recent years, Plumas County has experienced an increase in power outages year-round due to storms, high winds, heat waves, and wildfires. If those trends continue, as expected, this will only heighten the need for PCTC to have a strategy to charge buses during power outages.

2.9.16. TRANSIT PLANNING EFFORTS

In 2015, the PCTC passed and adopted a resolution approving its ADA (Americans with Disabilities Act) Paratransit Plan. In 2021, Plumas County updated the Coordinated Public Transit – Human Services Plan to meet coordinated planning requirements and improve transportation for persons with disabilities, older adults, and persons with low incomes. The most recent short-range transit plan was completed in 2023 to guide changes to Plumas Transit over the next five years.



2.10. ACTIVE TRANSPORTATION

In January of 2018, the PCTC adopted the Plumas County Active Transportation Program's Pedestrian/Bicycle Plan. The primary goal of the plan is to help achieve safe, effective, efficient, balanced, and coordinated transportation systems that serve the needs of bicyclists and pedestrians within the County and City of Portola, at a reasonable cost. The Plan includes a list of over 250 recommended projects. Those undertakings represent a total bicycle and pedestrian need of \$102.5 million in Plumas County and consist of bikeway improvements, pedestrian improvements, and future studies that cover projects for crossing, sidewalk, bikeways, safe routes to school, and signage. For a map of existing pedestrian and bicycle facilities, see Figures 2.8 - 2.13.

2.10.1. BIKEWAYS

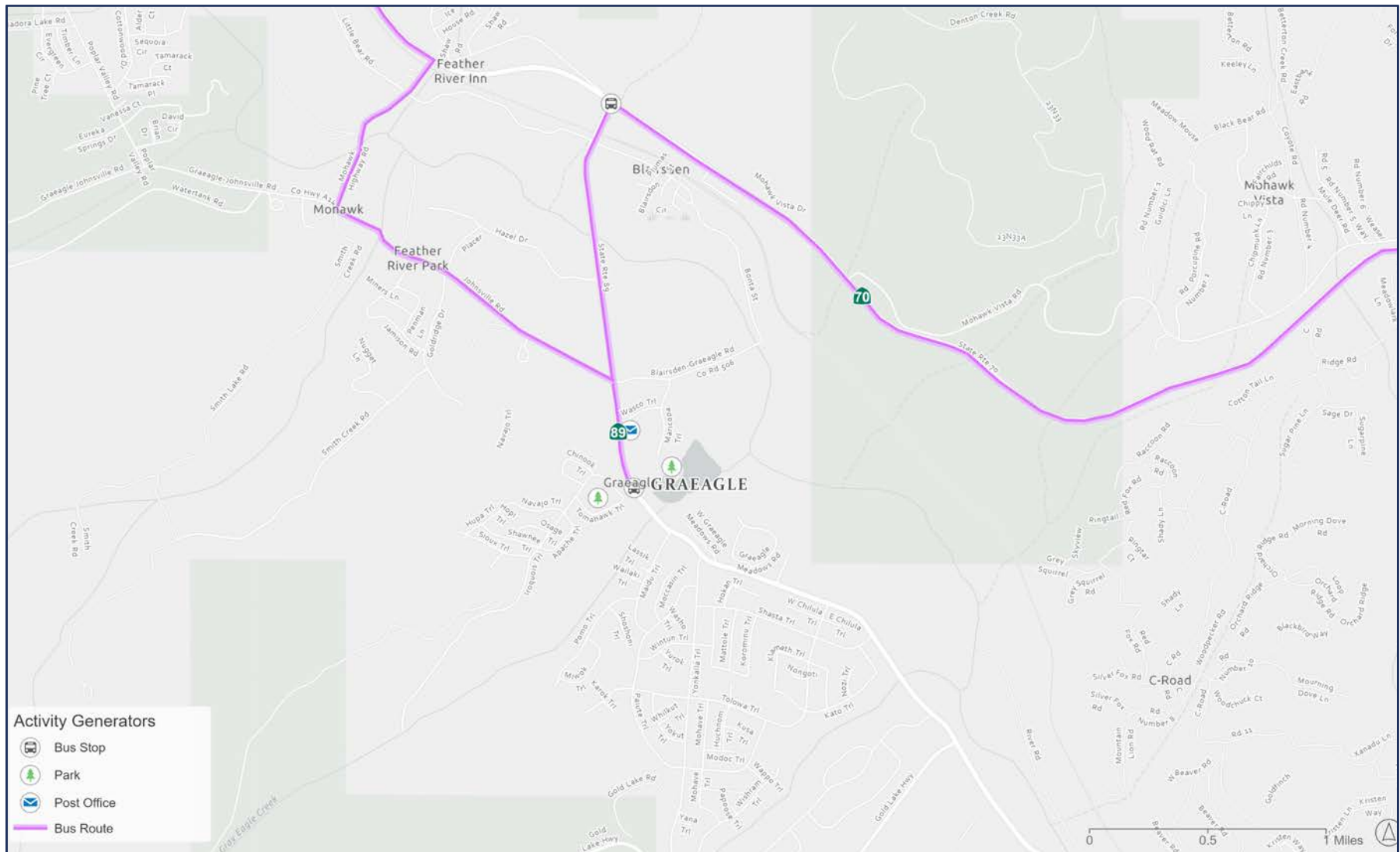
Bicycle facilities in the County include a Class I style bicycle route on the west side of Lake Almanor that connects recreational activity centers, and a Class I style route that connects Quincy to Feather River College. Some sporadic Class II bicycle lanes exist in the communities of Chester, Quincy, Graeagle, and Beckwourth. Plumas County encompasses a total of 15 miles of Class I paths and 3.7 miles of Class II bicycle lanes (see Figures 2.8-2.13).

2.10.2. PEDESTRIAN ACCESS AND TRAILS

Pedestrian facilities in the County are sporadic and even lacking in many areas, including sidewalks, crosswalks, ADA-compliant curb ramps, traffic calming measures, and signage. There has not been an updated pedestrian facilities inventory since the adoption of the last RTP in 2020. In the community of Chester, a few segments of sidewalk exist on SR-36 near Chester Elementary School, along with four marked crosswalks. A rehabilitation project along SR-89 in Greenville was completed

in 2017 that constructed sidewalks, pedestrian crossings, and a bicycle lane along the roadway. In addition to the new facilities on SR-89, some sidewalks exist on Main Street, Bush Street, and Grand Street in Greenville. In the City of Portola, sidewalks exist along SR-70, sidewalks and frequent crossings exist on Commercial Street, Gulling Street and 3rd Avenue, and wayfinding tools are present throughout the city. Sidewalks exist throughout downtown Quincy, with curb extensions and accessible ramps along Main Street. Some sidewalks are intermittently present in residential neighborhoods and around Pioneer Quincy Elementary School in the community of Quincy. In East Quincy, sidewalks are found along both sides of SR-70 with some gaps on the western side of town, and there are three marked crosswalks along SR-70 through East Quincy.





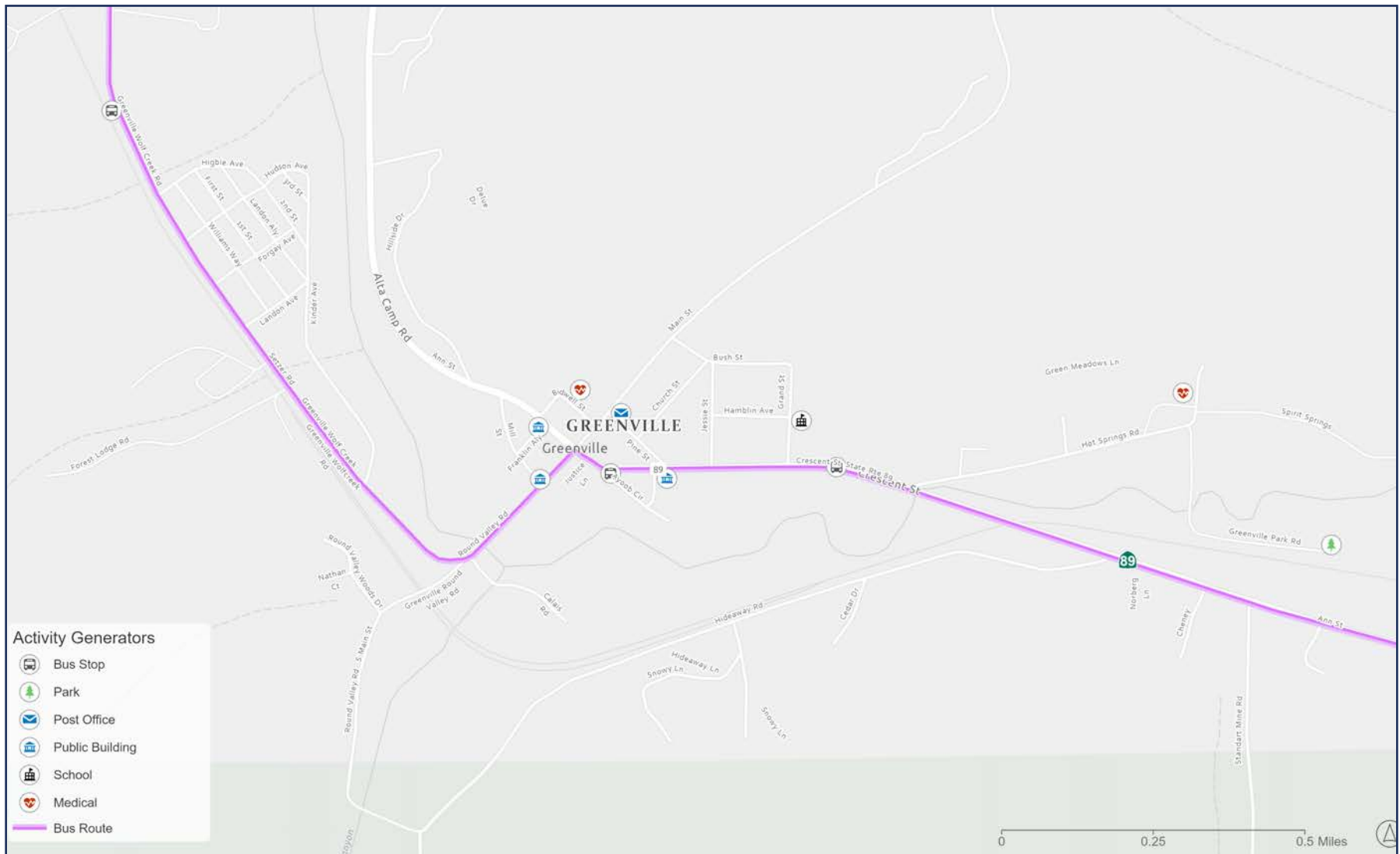


FIGURE 2.10: BICYCLE ROUTES IN PLUMAS COUNTY – GREENVILLE

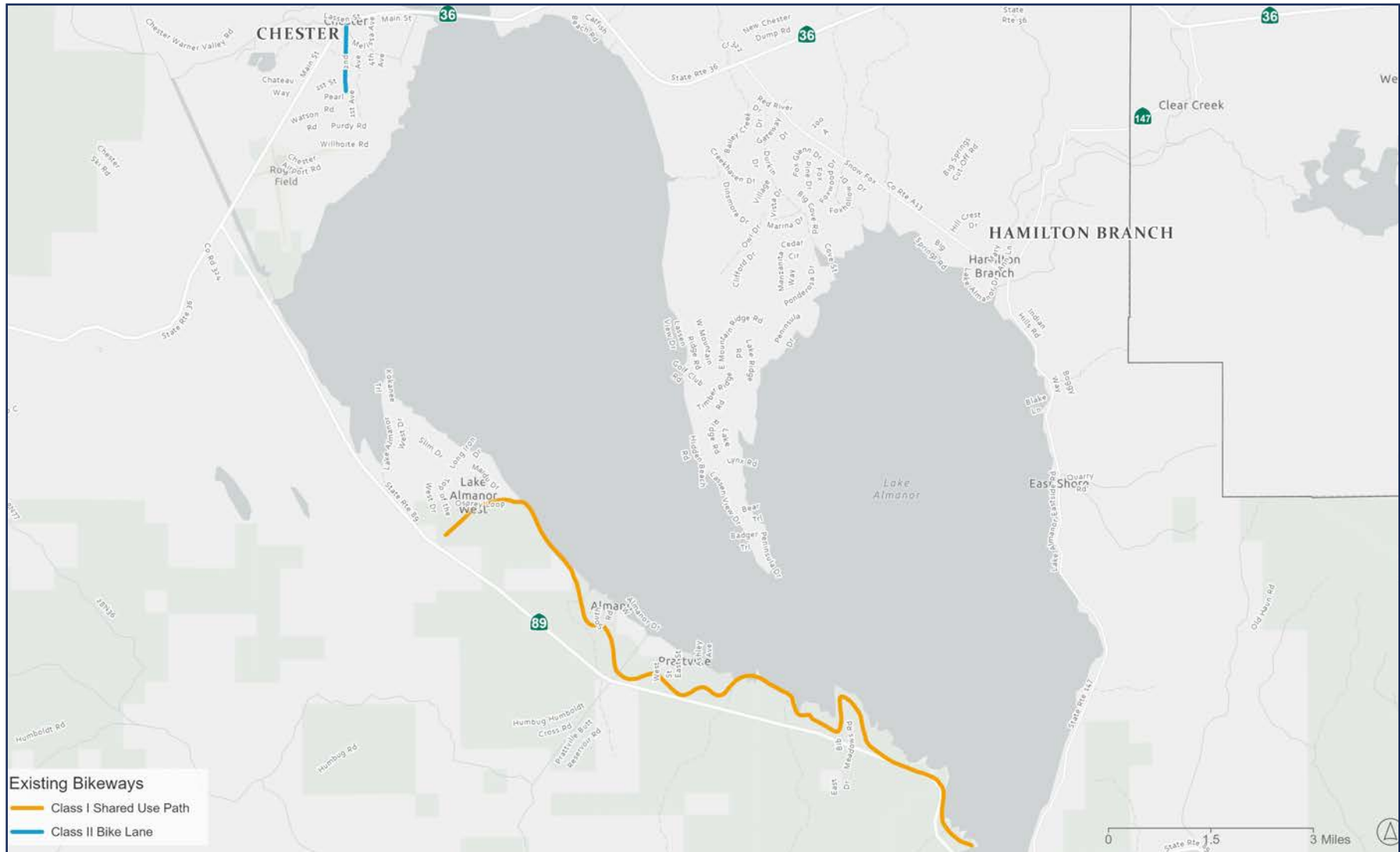


FIGURE 2.11: BICYCLE ROUTES IN PLUMAS COUNTY – LAKE ALMANOR

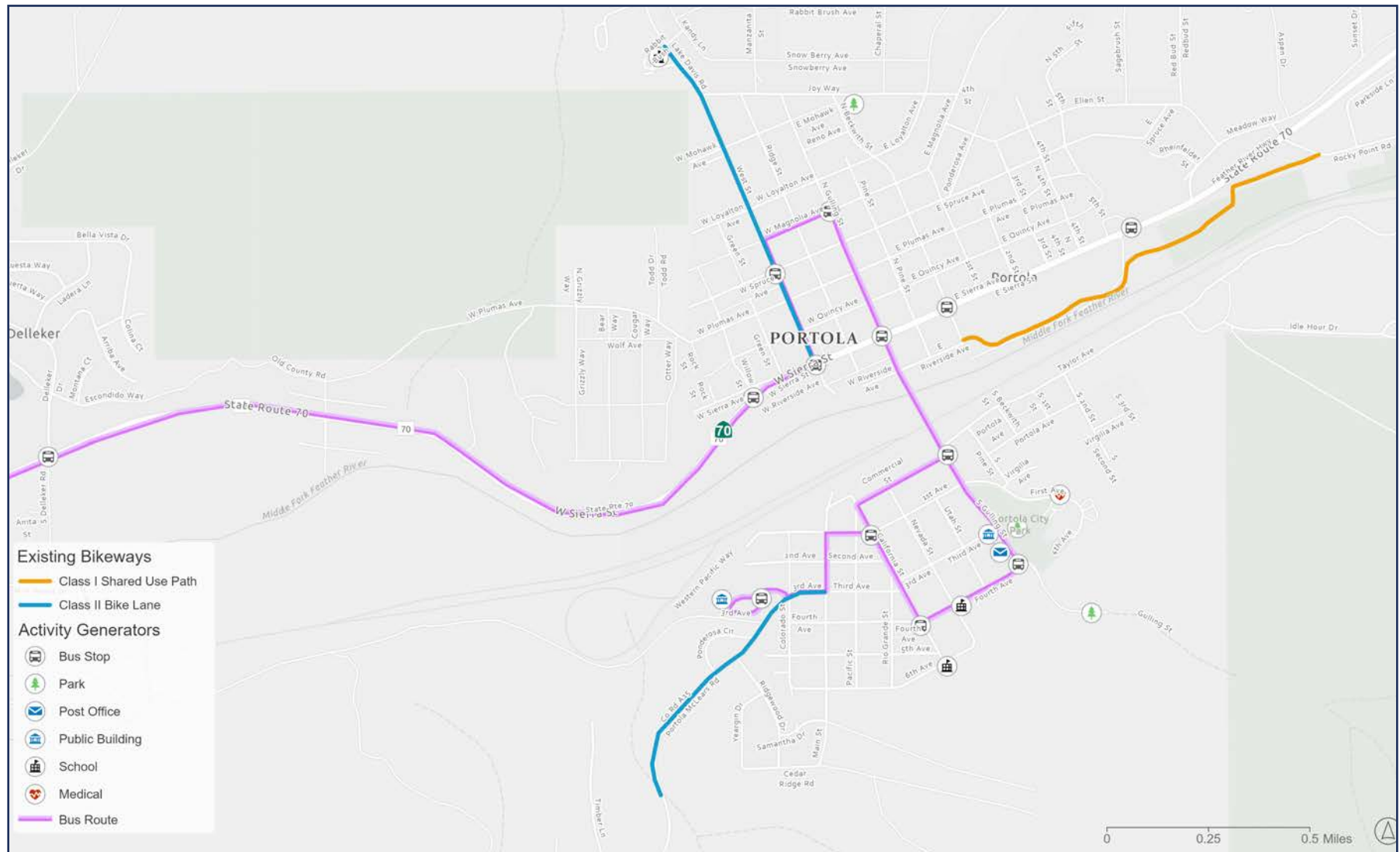


FIGURE 2.12: BICYCLE ROUTES IN PLUMAS COUNTY – PORTOLA

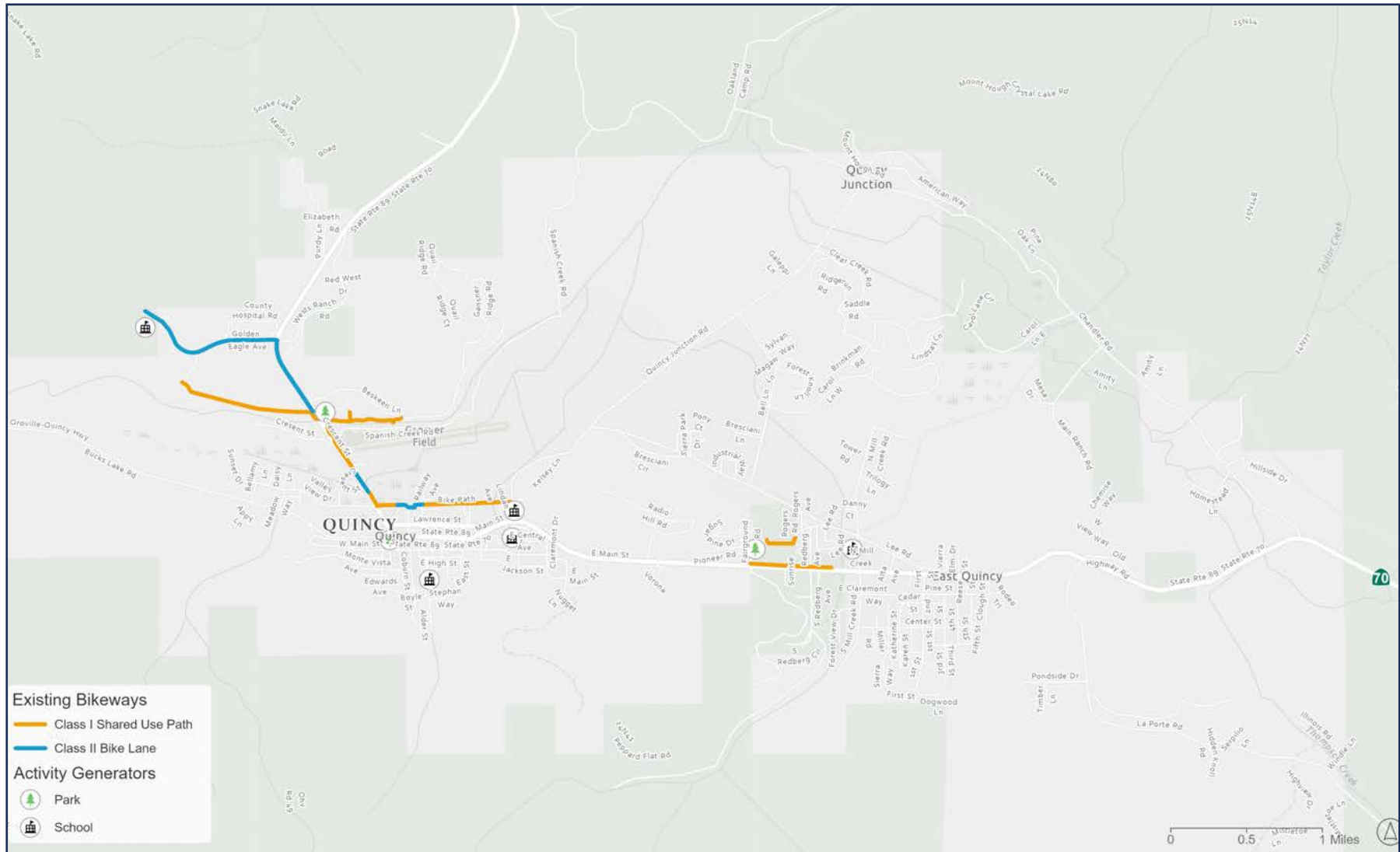


FIGURE 2.13: BICYCLE ROUTES IN PLUMAS COUNTY – QUINCY



2.11. AVIATION

While there are no commercial airports in Plumas County, the three airports owned and operated by Plumas County are Gansner Field in Quincy, Rogers Field in Chester, and Nervino Airport in Beckwourth (Figure 2.9). The closest commercial airport is Reno–Tahoe International Airport in Reno, which is approximately 90 miles from Quincy and 48 miles from Portola. There are heliports at the Plumas District Hospital in Quincy, the Indian Valley Health Care District in Greenville, and the Eastern Plumas Hospital in Portola.

2.11.1. GANSNER AIRPORT

Gansner Airport is located 1 mile north of Quincy; publicly owned by Plumas County, it is maintained by Plumas County Facility Services. Fifteen aircraft are based at Gansner Airport: 14 single-engine planes and one ultralight. Aircraft operations average 25 flights per day. In 2017, 47% of flight traffic at Gansner Airport was local general aviation, 46% was transient general aviation, approximately 7% was air taxi, and approximately 1% was military.

2.11.2. ROGERS FIELD AIRPORT

Rogers Field is located 2 miles southwest of Chester and is publicly owned by Plumas County and maintained by Plumas County Facility Services. Aircraft operations average 43 flights per day. In 2017, 54% of flight traffic at Rogers Field was transient general aviation, 41% was local general aviation, and 4% was air taxi.

2.11.3. BECKWOURTH NERVINO AIRPORT

Nervino is located 1 mile east of Beckworth and is publicly owned by Plumas County and maintained by Plumas County Facility Services. Fifteen aircraft are based at Nervino: 14 single-engine planes and one ultralight. Aircraft operations average

33 flights per day. In 2017 67% of flight traffic at Nervino Airport was transient general aviation and 33% was local general aviation.

2.12. RAILROADS

The Union Pacific Railroad and Burlington Northern and the Santa Fe (BNSF) Railroad are the two major rail lines that operate in Plumas County. Union Pacific runs along SR- 70 and connects Oroville and Roseville to the west with Salt Lake City to the east. The BNSF line travels north along Lake Almanor into Lassen County, intersecting the Union Pacific rail line near Keddie. The rail lines are entirely dedicated to carrying freight and the local service is limited to shipping lumber products at the Sierra Pacific Industries mill in Quincy. Nonetheless, the rail line through the Feather River Canyon is a major trans-Sierra route.

An Almanor railroad line previously operated a spur rail connecting the Collins Pine Mill in Chester to the BNSF line at Clear Creek in Lassen County. No longer cost-effective to maintain, the rails between Chester and Clear Creek were removed, offering the potential for a future recreational trail site. The important and historical rail transportation in the County draws tourists interested in how it shaped the development of the area.

2.13. GOODS AND FREIGHT MOVEMENT

The movement of goods in and out of the region represents a major component of overall regional travel demand. Commodities flow in and out of the region via different transportation modes, but primarily through trucking and rail.

Critical corridors in Plumas County include SR-70, SR-89, and SR-36. SR-70 connects Plumas County to Sacramento and Reno; SR-36 connects Plumas County to Sacramento as well as U.S. 101

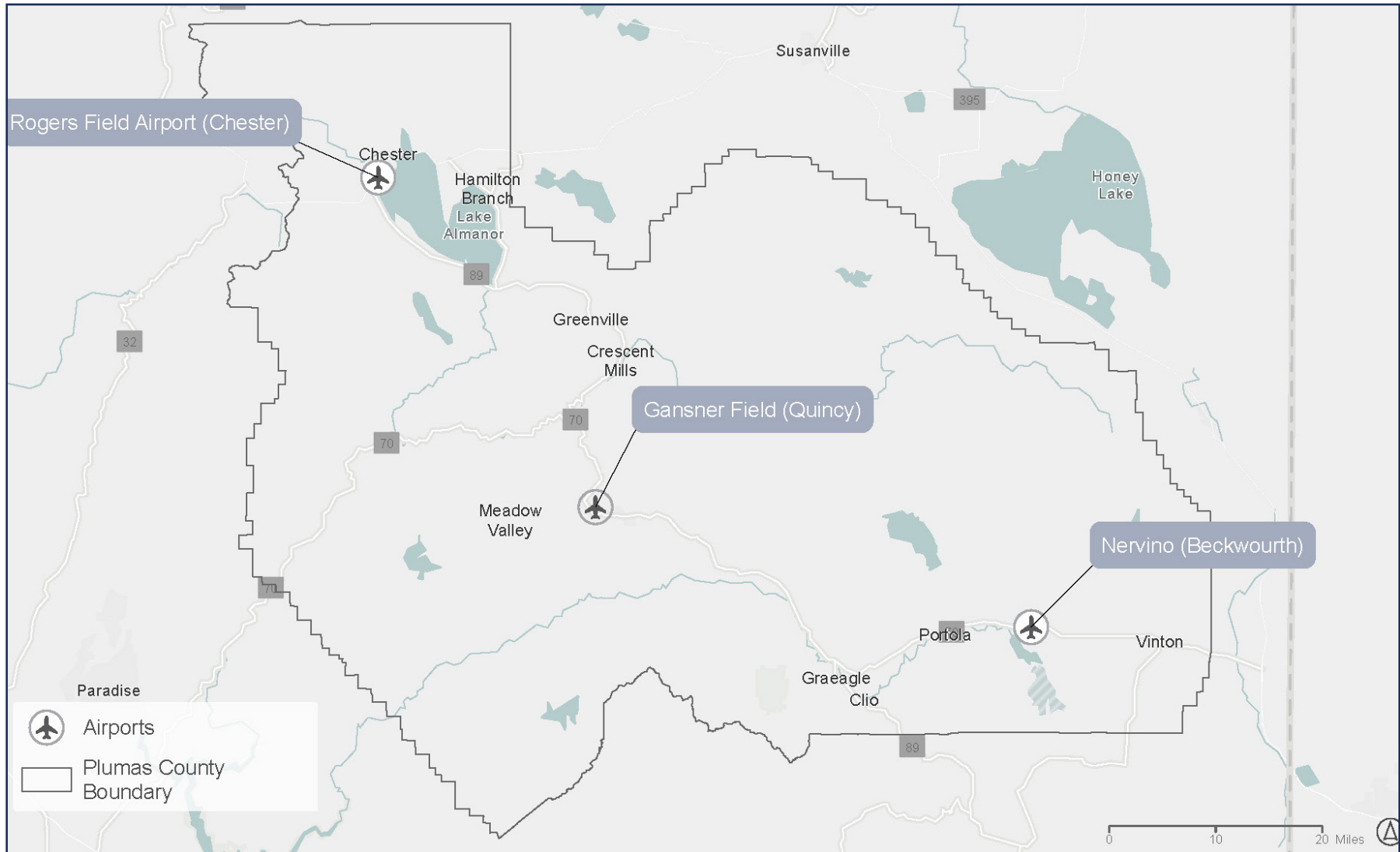


FIGURE 2.14: PLUMAS COUNTY AIRPORTS



and the California coast; SR-89 connects Plumas County north to communities in far-northern California including Redding, and provides access to Oregon. SRs-70 and 36 have been identified by the U.S. Department of Transportation as “High Emphasis Routes” critical to interregional travel. The Union Pacific and BNSF Railroads also serve as important conduits of goods movement through the Sierras. See Section 2.15.4 for more information on goods movement.

2.13.1. TRUCK PARKING

There are three Caltrans designated Safety Roadside Rest Areas (SRRA) that are currently operational and provide semi-truck parking: the Lake Almanor rest area along SR-36 (4.3 miles east of Chester), Massack rest area along SR-70 (6.5 miles east of Quincy), and the L.T. Davis rest area along SR-70 (3 miles east of Portola). Note, the Massack SRRA and Lake Almanor SRRA are closed during the winter.

2.14. WATER RESOURCES

Most of Plumas County (98%) lies within the Upper Feather River watershed, an important source of surface water supply. The State Water Project supplies 3.2 million acre-feet per year from this watershed to 29 agencies for urban, industrial agricultural uses. Antelope Lake, Frenchman Lake, and Lake Davis all sit at the top of the State Water Project and offer fishing, camping, and boating through the U.S. Forest Service. Of the watershed’s four main branches, the North and South Fork of the Feather River contribute a yearly average flow of roughly 2.5 million acre-feet to Lake Oroville in neighboring Butte County. Plumas County contains 14 groundwater basins, of which nine are monitored for water quality.

2.15. INTERCONNECTIVITY ISSUES

Plumas County’s rural and mountainous topography contributes to connectivity challenges for roadways, transit,

aviation, rail, goods movement, and active transportation. The geographic characteristics of this region, such as the Plumas National Forest, the Cascade and Sierra Nevada Mountain ranges, and many lakes and rivers add complexity to the creation of a robust transportation network throughout the County as well as the rest of California and the United States.

2.15.1. ROADWAYS

Roadways for interregional travel connect Plumas County to surrounding areas including Susanville and Lassen County, and Red Bluff and Tehama County, as well as major thoroughfare systems that take residents to the coast and even up to Oregon. The Chester-to-Graeagle drive is 70 miles long on SR-89. From Graeagle to Portola is another 11 miles along SR-70, and then there are another 5 miles to Beckwourth. Elevations vary as one travels through Plumas County: SR-70 sits at an elevation of 2,423 feet in Quincy, rising to 4,860 feet in Portola and ultimately to 5,228 feet in Beckwourth. SR-89 sits at 4,534 feet in Chester, descending to 3,528 feet in Indian Falls and rising back to 4,396 feet when it resumes near Blairsden. The weather in Plumas County can change quickly at any time of the year, causing unpredicted road closures and travel restrictions with very little notice. Lane closures due to weather-related events or construction or utility work can cause extended delays anyone traversing the roadways due to the limited travel alternatives.

2.15.2. TRANSIT

Plumas Transit Systems provides public transit services in Plumas County. Transit interconnectivity issues exist in Plumas County, between interregional transit systems as well as between Plumas County transit and other modes. Due to inadequate bicycle and pedestrian facilities in most Plumas County communities, first/last mile travel issues exist for current transit users and may create a barrier for future transit users. In addition, transit connections to interregional destinations outside of the County are inadequate for convenient travel



for the average user. A transit connection exists between the Plumas Transit System and Lassen Rural Bus in Chester, where Plumas County residents can be transported to Susanville and Red Bluff. A transit connection has recently been re-established between Plumas Transit System and Modoc Sage Stage at Hallelujah Junction, where Plumas County residents can be transported to Reno, Nevada and other destinations. However, no direct connection to Sacramento exists, although that city's airports are generally utilized by Plumas County residents for aviation travel. The discontinuation of the Susanville Indian Rancheria Public Transportation Program left Plumas County residents without a critical connection to Redding and other locations west of Plumas Transit Systems services.

2.15.3. AVIATION

Plumas County's three major airports are Gansner Field in Quincy, Rogers Field in Chester, and Nervino Airport in Beckwourth. The nearest commercial airport is the Reno-Tahoe International Airport, approximately 90 miles from Quincy and 48 miles from Portola. These distances create first- and last-mile challenges for travelers who need to access commercial flights. Current prices for a round-trip flight from Reno-Tahoe to San Francisco International Airport range from \$138 to \$762.

2.15.4. GOODS MOVEMENT

Goods movement in and through Plumas County is subject to disruption by weather-related events such as wildfires, landslides, flooding, and winter conditions. Other unforeseen circumstances such as traffic collisions and roadway construction can also create access issues. There are limited alternative truck routes that run through Plumas County; if SR-89 and SR-70 are closed, trucks would have to travel from Chester to Susanville (35 miles) to take U.S. Route 395 down before heading west on SR-70 to reach Portola.

2.15.5. NON-MOTORIZED TRANSPORTATION

A primary deficiency of active transportation circulation issues is the lack of safe crossings locations on high-volume roadways, particularly State routes. For example, the wide travel lane coupled with the five-lane configuration of SR-70 through portions of Quincy creates challenging and potentially unsafe conditions for pedestrians. Barriers like these often dissuade people from the option of walking. Crossing in these types of areas is even more difficult for the elderly, children, or people with disabilities.

2.16. DIXIE AND BECKWOURTH FIRE RECOVERY

The Beckwourth Complex Fire (2021) started on July 4, 2021, and reached 100% containment on September 22, 2021. The Dixie Fire (2021) was the second largest fire in California history. It started on July 13, 2021, and reached 100% containment on October 25, 2021 after blazing through 963,309 acres of land. In addition to the one life that was lost, over 1,300 structures were destroyed and nearly 15,00 cubic feet (a unit of measurement for volume that indicates how much space an object takes up in three dimensions: length, width, and height) of asphalt in Greenville and Indian Falls were damaged. There were \$15 million in total verified business losses and an estimated 1,611 net job losses.

As part of recovery efforts, Plumas County initiated the 2021 Plumas County Wildfires Dixie Fire and Beckwourth Complex Long-Term Recovery Plan in collaboration with the Dixie Fire Collaborative. A summary report of their April 2023 community meetings detailed priorities for potential wildfire recovery projects including Dixie Fire Footprint Roadway Repairs and Needs. It will be important to examine evacuation routes, use of transit vehicles as emergency evacuation vehicles, and the resiliency of the Plumas County transportation network in the coming years to ensure the safety of residents in the event of any other emergency.

3. POLICY ELEMENT

The purpose of the Policy Element is to provide guidance to regional transportation decision-makers and promote consistency among State, regional, and local agencies. Consistent with the 2024 RTP Guidelines, the Policy Element is intended to:

- Describe the transportation issues in Plumas as a region.
- Identify and quantify regional needs expressed within both short-term (up to 10 years) and long-term (11-20 years) planning horizons.
- Maintain internal consistency with the Financial Element and fund estimates.

3.1. TRANSPORTATION ISSUES

3.1.1. FEDERAL ISSUES

Federal transportation policy and programming provides the direction through which transportation planning decisions are made at the State, regional, and local levels.

Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the bipartisan infrastructure law. The IIJA allocated \$550 billion for new initiatives repairing and upgrading U.S. infrastructure, including to repair roads and bridges, improve public transit, and deliver clean drinking water and high-speed internet, among other provisions. It also reauthorized federal spending on long-standing infrastructure programs for funding highway maintenance, electrical grid upgrades, and water reclamation projects, among others, through 2026.

3.1.2. STATEWIDE ISSUES


California is dedicated to reducing GHG emissions through sustainable land use and transportation planning. In 2016, the California legislature passed SB 32, codifying a 2030 GHG emissions reduction target of 40% below 1990 levels. The transportation sector accounts for 37% of California's goals of GHG emissions reductions, such as SB 743, described in the following section, which has an impact on the RTP Guidelines and RTP development process. In 2017, transportation funding increased with the passage of California SB 1, a \$52 billion transportation program funded by increased State gas taxes and vehicle license fees.

Senate Bill 391 and the California Transportation Plan

SB 391 (2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan, by December 2015, to reduce GHG emissions and VMT. The Plan directed that GHG emissions be reduced to 1990 levels from then-current levels by 2020, and 80% below the 1990 levels by 2050 as described by AB 32 and Executive Order (EO) S-03-05. CTP 2050 is a road map for making equitable, transparent, and transformable transportation decisions in California. The CTP 2050 is a long-range policy plan that provides a collective vision for major metropolitan areas, rural areas, and State agencies to achieve critical statewide goals, policies, and recommendations to guide transportation decisions and investments in the twenty-first century that meet future multimodal mobility needs and reduce GHG emissions.

Senate Bill 1 and the Impact on Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were debated within the State Legislature. The results of those



legislative efforts culminated in the Governor's signing of SB 1 on April 28, 2017. In November of 2018, California Proposition 8, which proposed a repeal of SB 1, was defeated.

SB1 is a \$52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use public roads. The fund is used exclusively for transportation purposes, including maintenance, repair, and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under CTC guidelines:

- Active Transportation Program (ATP) – \$100 million added annually for bicycle and pedestrian projects
- Local Streets and Roads – \$1.5 billion added annually for road maintenance and rehabilitation
- State Highway Operation and Protection Program (SHOPP) – \$1.9 billion added annually for projects on State Highways
- State Transportation Improvement Program (STIP) – This funding source was stabilized; the funds historically received by the PCTC will be restored for eligible projects

Senate Bill 743

In 2013, then-Governor Brown signed SB 743, which created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer considered a significant impact under CEQA. Transportation impacts related to air quality, noise, and safety

must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of level-of-service standards within certain infill areas. The updated 2024 RTP Guidelines established VMT as the primary metric to document vehicular travel. PCTC has reported existing VMT and projected future VMT on critical regional roadways in the region in this document and will continue to be committed to supporting State and national GHG reduction goals.

California Electric Vehicle Mandate

On September 23, 2020, Governor Newsom signed EO N-79-20, establishing a State goal for 100% of in-state sales of new passenger vehicles and trucks in the State to be zero-emission by 2035. The EO establishes that 100% of new medium- to heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible, and by 2035 for new drayage trucks. Transit fleets are also subject to CARB's Innovative Clean Transit Rule, which requires that 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles must meet that standard by 2029. Plumas County has developed a Zero-Emission Bus (ZEB) Rollout Plan in compliance with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, which mandates a full transition to zero-emission bus fleets by 2040.

Senate Bill 960

On September 27, 2024, Governor Newsom Signed SB 960, requiring targets and performance measures that are adopted to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system.



3.1.3. REGIONAL AND LOCAL ISSUES

Even with new funding guaranteed by SB 1 (the Road Repair and Accountability Act of 2017), primary local and regional issues revolve around a shortage of funding for maintenance of existing facilities. Additional issues at the local and regional levels include the need for transportation modes other than the automobile, which can enhance accessibility and connectivity between communities and health services, retail, recreational destinations, and employment centers. The following general categories of transportation issues have been identified as:

- Maintenance and improvement of road systems
- Improvements of non-auto transportation modes and programs that lower vehicle emissions, including establishment of an adequate electric grid for use by electric transit vehicles, personal electric vehicles, and electric bicycles
- Adherence to climate GHG reduction targets
- Promotion of economic development within the region

Economic development efforts should include transportation planning agencies in their planning decisions to ensure that transportation infrastructure and programs adequately account for any increased demand on the systems. The PCTC will maintain roadways to enable recreational tourism and industrial and commercial activity, and work with partners to promote recreational activities such as hiking, camping, bicycling, and general tourism, including such infrastructure elements as:

- Road systems with adequate structural strength to support goods movement on a regular basis
- Adequate road width to support the travel and tourism industry

3.1.4. CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

In 2006, the California State Legislature adopted AB 32, known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill established a cap on statewide GHG emissions and set forth the regulatory framework to achieve corresponding reductions in statewide emissions levels. The updated 2017 RTP Guidelines document provides several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have been applied towards small counties:


- Emphasize transportation investments in areas where desired land uses as indicated in a city or county general plan may result in VMT reduction or other lower-impact use
- Recognize rural contribution towards GHG reduction for counties that have policies that support development within their cities, and protect agricultural and resource lands
- Consider transportation projects that increase connectivity or provide means to reduce VMT without imposing negative effects on tourism or access to public lands

SB 246 – Climate Change Adaptation

SB 246 (Chapter 606, Statutes of 2015) established the Integrated Climate Adaptation and Resiliency Program under the Office of Planning and Research. This program aims to coordinate local and regional efforts to adapt to climate change with statewide strategies.

SB 350 – Clean Energy and Pollution Reduction Act of 2015

SB 350 (Chapter 547, Statutes of 2015), known as the Clean Energy and Pollution Reduction Act of 2015, emphasizes the



critical role of widespread transportation electrification in achieving climate goals and federal air quality standards. It underscores the importance of ensuring equitable access to zero-emission and near-zero-emission vehicles, particularly for disadvantaged and low-to-moderate-income communities. This legislation directs agencies to incorporate these goals into regulations, guidelines, plans, and funding programs aimed at reducing GHG emissions.

Pursuant to PUC 740.12(a)(2), it is the policy of the State and the intent of the legislature to encourage transportation electrification to help achieve ambient air quality standards and the State's climate goals. Agencies designing and implementing regulations, guidelines, plans, and funding programs to reduce GHG emissions are directed to take the findings described in paragraph (1) of PUC Section 740.12 into account. RTPAs may incorporate the directives from SB 350 in their planning processes.

Executive Orders on Climate Change Issues

Fighting climate change by cutting GHG emissions is one of California's most important goals. In July 2021, the California State Transportation Agency introduced CAPTI. The 2024 RTP Guidelines require that RTPs be consistent with the CAPTI goals. This plan outlines suggestions for using discretionary transportation funds to address climate change. CAPTI is rooted in EOs N-19-19 and N-79-20, issued in 2019 and 2020 respectively, which set the framework for these efforts.

EOs regarding climate change establish a crucial framework for RTPAs. Although EOs primarily target State agencies, integrating climate change policies within RTP planning processes supports California's goals of lowering per capita GHG emissions and mitigating the impacts of climate change.

Since the last update in 2017, two EOs have been issued to address climate change. EO N-19-19, issued on September

20, 2019, advocates for using the State's investment portfolio to advance climate leadership and establish a framework for climate investments. CAPTI was formulated in response to this EO (Appendix to be included). EO N-79-20, dated September 23, 2020, mandates that all in-state sales of passenger cars and trucks are to be zero-emission by 2035. Additionally, it sets a goal for medium- and heavy-duty vehicles in California to be zero-emission by 2045.

3.2. REGIONAL GOALS, OBJECTIVES, AND STRATEGIES

The goals, objectives and policies for the 2025 RTP remain unchanged from the 2020 RTP but have been reordered to indicate a shift towards the increased prioritization of multimodal travel, including public transit, bicycling, and walking.

The RTP goals, objectives, and policies were developed to ensure that the Plumas County Region can uphold a regional transportation system within the financial constraints of State, federal, and local funding sources.

3.2.1. STATE HIGHWAYS AND REGIONAL ROADWAYS

With traffic volumes low and population growth minimal, expanding the traffic capacity of roadways is not now a priority. Of primary importance are safety and operational improvements: According to the Transportation Injury Mapping System, 802 crashes were reported on State Highways between 2012 and 2023. Reducing collision and fatality rates is an important step to address overall safety in the region. As well as safety, of critical concern for the region is the maintenance of regional roadways and connectivity to Butte, Lassen, Sierra, Tehama, Shasta, and Washoe Counties.



GOAL 1: MAINTAIN A SAFE, EFFICIENT ROADWAY SYSTEM.

Objective 1.1: Provide levels of road maintenance that minimize unnecessary vehicle wear and more costly road reconstruction.

Policy 1.1.1: Establish a priority list based on the impact of maintenance; rehabilitation and reconstruction of the existing highway system will receive the highest consideration for available funds.

Objective 1.2: Maintain roadways at acceptable safety standards.

Policy 1.2.1: Use traffic analysis or other studies to assess whether roadways are operating at the required safety standards. If the required safety standards are not met, strategies or improvements to roadway conditions should be prioritized.

Policy 1.2.2: Provide road and weather condition information to the traveling public.

3.2.2. ACTIVE TRANSPORTATION

There is a need to enhance Plumas County bicycle and pedestrian facilities for recreational users, tourists, and residents. Wider shoulders, bike lanes, and paths will greatly increase safety, while wayfinding signage and safe crossing areas will improve connectivity between community and tourist destinations. The public input process indicated that providing additional facilities for bicyclists and pedestrians is an important regional transportation need.

GOAL 2: ENCOURAGE A SAFE AND CONVENIENT NON-MOTORIZED TRANSPORTATION SYSTEM.

Objective 2.1: Encourage the development of active transportation that will be convenient to use, easy to access, continuous, safe, and integrated into a multimodal transportation network. Facilities should serve as many segments of the population as possible.

Policy 2.1.1: Include active transportation as part of a complete street transportation program.

Policy 2.1.2: Plan for and provide a continuous and easily accessible bikeway system within the region.

Policy 2.1.3: Seek discretionary funding to implement identified active transportation projects.

Policy 2.1.4: Promote the County as a safe and enjoyable destination for bicycling and pedestrian use. This may include bicycle and pedestrian-related intelligent transportation systems (ITS) applications.

3.2.3. TRANSIT


Plumas Transit Systems operates fixed-route services for Plumas County. This service is heavily used by clients of social service agencies and Feather River College students. According to the ACS, in 2022, only 0.3% of residents 16 years or older took public transportation to get to work, highlighting the need for a more expansive transit system in Plumas County that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone trip.

GOAL 3: SUPPORT AN EFFECTIVE AND ACCESSIBLE PUBLIC TRANSPORTATION SYSTEM.

Objective 3.1: Financially support public transportation.

Policy 3.1.1: Identify transit facilities, including bus shelters, staging areas, and transit hubs, and advocate for potential funding sources, such as Transportation Development Act funds, to support improvements to transit-related projects and services.

Policy 3.1.2: Encourage and support the use of public transportation grants from State and federal programs to the maximum extent possible.



Objective 3.2: Provide accessible transportation service and facilities responsive to the needs of passengers with disabilities or who are young, elderly, and/or with limited means.

Policy 3.2.1: Support and promote accessibility in public transportation to the maximum extent practicable. Implement recommendations from transit plans in the County.

Objective 3.3: Develop a transit system that will be accessible, convenient, dependable, economical, and safe; pursue alternative fuels; and will be sensitive to environmental impacts (e.g. air quality).

Policy 3.3.1: Cooperatively develop short- and long-range plans with transit operators that provide guidance and assistance in determining capital and operating requirements.

Policy 3.3.2: Encourage interregional and intercity bus lines to provide more useful schedules into and within Plumas County. This may include ITS applications such as transit/ paratransit links and new equipment.

Objective 3.4: Make efforts to raise awareness, encourage ridership, and create an understanding of how to use transit systems.

Policy 3.4.1: Promote public transportation through social media, personal contact, and other marketing techniques; improve marketing and information programs to assist current ridership and attract potential riders. This may include ITS applications such as the Caltrans Division of Data Services's Cal-ITP program.

Objective 3.5: Encourage the use and implementation of zero-emission buses.

Policy 3.5.1: Identify barriers and limitations of zero-emission buses.

Policy 3.5.2: Purchase and use zero-emission buses in Plumas County.

Policy 3.5.3: Promote the use of renewable and alternatively fueled transportation.

3.2.4. AVIATION

Promote general and commercial aviation facilities and services already in place that complement the countywide transportation system. Three airport facilities, Quincy Gansner Airport, Chester Rogers Field, and Beckwourth's Nervino, are necessary for the pursuit of economic and development opportunities, including goal of increasing tourism. At a minimum, maintenance of general aviation facilities is essential.

GOAL 4: PROMOTE AVIATION FACILITIES.

Objective 4.1: Maintain and enhance existing airports and air strips.

Policy 4.1.1: Seek all available funding sources for airport maintenance and enhancement and implement capital improvement plans and projects identified as part of the California Aviation System Plan, System Needs Assessment Element.

Policy 4.1.2: Promote land use compatibility with the surrounding environment for each airport, through cooperation with the Airport Land Use Commission.

Policy 4.1.3: Encourage and foster effective and efficient use of existing airport facilities including new partnerships with third-party agencies and regional services, including commercial aviation and shuttle services.

3.2.5. RAIL

Railroad operations have long been a part of the Plumas County landscape and transportation infrastructure. Railroad operations in the County remain used solely for freight movement. While an interest in interregional railroad service for personal travel and for tourism has been noted, the benefit-to-cost ratio remains low.



GOAL 5: ENCOURAGE IMPROVEMENT TO RAIL SERVICES.

Objective 5.1: Encourage maintenance, improvement, and use of railroad facilities.

Policy 5.1.1: Support preservation of railroad rights-of-way in the County for future uses.

Policy 5.1.2: Encourage railroad corridor studies in the County for appropriate public uses.

3.2.6. CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE

In California, transportation accounts for 37% of GHG emissions. Transportation strategies to reduce GHG emissions include reducing, managing, and eliminating non-essential trips, through smart land use, ITS, demand management, and market-based manipulation strategies. It is important that the regional transportation and land use decision-makers pursue projects that adhere to adopted State strategies and regional efforts to meet GHG emissions reduction targets.

GOAL 6: ENSURE SENSITIVITY TO THE ENVIRONMENT IN ALL TRANSPORTATION DECISIONS.

Objective 6.1: Improve the transportation system's resiliency to climate-related impacts.

Policy 6.1.1: Prioritize grant opportunities that provide funding for projects to identify and implement climate change adaptation strategies.

Policy 6.1.2: Encourage agencies to prioritize climate change adaptation strategies when designing improvements or additions to transportation networks.

Policy 6.1.3: Encourage coordination to develop adaptation strategies that address wildfire events in the Plumas region.

GOAL 7: INCLUDE STATE CLIMATE CHANGE STRATEGIES IN TRANSPORTATION INVESTMENT DECISIONS.

Objective 7.1: Ensure consistency with SB 743 legislation and the Climate Action Plan for Transportation Infrastructure (CAPTI).

Policy 7.1.1: Use VMT analyses as required statewide under CEQA and support State and national goals to reduce GHG emissions.

Policy 7.1.2: Prioritize transportation projects assumed to meet the SB 743 goals, including rehabilitation and maintenance of existing facilities, and investments in multimodal infrastructure to reduce vehicle dependence.

Policy 7.1.3: Follow CAPTI policies such as Complete Street design protocols, "fix it first" strategies, and VMT reduction strategies.


Objective 7.2: Actively invest in transportation projects and prioritize planning efforts that will help the Plumas region proportionately contribute to the California GHG reduction targets established by AB 32 and SB 375.

Policy 7.2.1: Evaluate transportation projects based on their ability to reduce GHG emissions within the Plumas region.

Policy 7.2.2: Promote projects that can be demonstrated to reduce GHG emissions and air pollution, such as active transportation projects, transit improvements, and alternative fuel programs.

Policy 7.2.3: Meet the standards of the California Clean Air Act and the Federal Clean Air Act and amendments in coordination with the local Air Pollution Control District when developing plans.

Policy 7.2.4: Observe new technologies and opportunities to implement energy efficient and alternative transportation infrastructure.



Policy 7.2.5: Make alternative transportation such as active transportation and transit a priority.

Policy 7.2.6: Encourage private and public investment in an electric vehicle charging station networks that can be utilized by transit vehicles, personal vehicles, and electric bicycles in the Plumas region and seek funding to fill gaps in the current network.

Objective 7.3: Reduce GHG emissions from transportation-related sources in the Plumas region.

Policy 7.3.1: Comply with State and federal climate change regulations and standards.

Policy 7.3.2: Consider GHG emissions as part of every transportation capital improvement project decision.

Policy 7.3.3: Pursue projects with positive GHG impacts that are realistic given the rural nature of the Plumas region, including transit programs, zero-emission vehicle investments, ride-sharing programs, bicycle and pedestrian improvements, ITS strategies, and maintenance of existing roadways to reduce vehicle emissions.

Objective 7.4: Promote transportation policies and projects that minimize impacts to the natural environment.

Policy 7.4.1: Conduct environmental review consistent with the CEQA and the National Environmental Protection Act for individual projects as they advance to the implementation stages.

Policy 7.4.2: Avoid areas that include sensitive habitats for plants and wildlife when constructing transportation facilities, whenever feasible.

3.2.7. TRIBAL TRANSPORTATION

There are multiple active Tribes within the Plumas region including the Greenville Rancheria, Maidu Summit Consortium, Auburn Rancheria, Estom Yumeka Maidu Tribe, Mooretown

Rancheria, Susanville Rancheria, Tsi Akim Maidu Tribe, and Washoe Tribe. The PCTC maintains frequent communication with these Tribes, especially when considering transportation decisions, and recognizes the importance of a collaborative process to ensure that policies, projects, and implementation methods reflect the needs and desires of Tribes that may be affected by these decisions.

GOAL 8: TRIBAL RESIDENTS WITHIN THE PLUMAS REGION WILL HAVE SAFE, EFFECTIVE, FUNCTIONAL TRANSPORTATION SYSTEMS, INCLUDING STREETS, ROADS, PEDESTRIAN, AND BICYCLE FACILITIES, AND TRANSIT.

Objective 8.1: Implement activities and plans knowledgeably and sensitively, in a manner respectful of Tribal sovereignty.

Policy 8.1.1: Consult with and involve Tribes during the development of planning documents.

Policy 8.1.2: Provide Tribes with information regarding federal, State, and local transportation grant programs for which they may qualify.

Objective 8.2: Establish clear, ongoing, and open communication with Tribes.

Policy 8.2.1: Meet with Tribes to review the status of the government-to-government relationships and exchange information as appropriate.

Objective 8.3: Provide a transportation network that safely **and sufficiently provides access between Tribal lands and** their surrounding communities.

Policy 8.3.1: Coordinate with Tribes to consider financial partnership on projects and grants that serve Tribal lands.

Policy 8.3.2: Coordinate with Tribes and surrounding communities to identify safety concerns within the region.

4. ACTION ELEMENT

The Action Element presents a plan to address the needs of and issues surrounding each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element also highlights the programs, policies, technical assistance, investments, and other actions to support RTP strategies and goals.

In the Action Element, projects and programs are categorized as short- or long-range improvements, consistent with identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions, and transportation needs discussed in the first three sections of this RTP. The project capacity of the RTP has not been increased since the issuance of the 2020 Plumas RTP.

4.1. PROJECT PURPOSE AND NEED

The RTP Guidelines and supplement to the RTP Guidelines adopted by the CTC require that an RTP “provide a clearly defined justification for its transportation projects and programs.” This requirement is often referred to as either the “project intent statement” or “project purpose and need.” A project’s “need” is an identified transportation deficiency or problem, and its “purpose” is the set of objectives that will be met to address the transportation deficiency. Each table of projects included in the Action Element contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. The intent of improvements in each category is described below.


The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for 10-year (2035) and 20-year (2045) planning horizons. The 10-year planning blocks allow for consistency with the STIP, which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system.

The broad categories of system preservation, capacity enhancement, safety, and/or multimodal enhancements capture the intended outcome for projects during the life of the RTP and serve to enhance and protect “livability” for residents in the County. Projects and funding listed in this Action Element are consistent with the Interregional Transportation Improvement Program and the Regional Transportation Improvement Program.

4.2. REGIONAL PRIORITIES

4.2.1. MAINTENANCE AND IMPROVEMENT EMPHASIS

In Plumas, the limited available funding is focused on maintaining existing facilities across all modes. Multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality, and help accommodate future travel demand in the region. Should a capacity-increasing project become a regional priority, it would be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has limited capacity to fund and implement large projects due to funding and staffing constraints.



4.2.2. MAINTAIN CONNECTIVITY TO LASSEN, BUTTE, SHASTA, YUBA, AND TEHAMA COUNTIES

Maintaining the connections to Lassen County via SR-70 and SR-36, Butte County via SR-191 and SR-70, Shasta County via SR-89 and SR-44, Yuba and Tehama Counties via SR-49, and Plumas County via SR-89 and SR-49 is necessary to provide access to key destinations outside of Plumas County. These connections are critical for the economy, health, and safety of the residents and visitors to Plumas County.

4.2.3. REGIONALLY SIGNIFICANT PROJECTS

Chester Main Street Community Connectivity Plan

The Chester Main Street Community Connectivity Plan will provide a road map to fund and implement transportation infrastructure improvements along the Main Street corridor through the community of Chester in Plumas County. This Plan was initiated by the PCTC and was funded by the Caltrans Sustainable Transportation Planning Grant Program, specifically the Sustainable Communities Grant. The Plan will examine existing limitations of the function of highway SR-36 as a vibrant Main Street and make recommendations to reconfigure the roadway to better utilize the existing right-of-way for pedestrian and bicycle facilities, transit stops, and public spaces for community activity.

SB 125 Transit Funding

The PCTC allocated over \$2.8 million of SB 125 funding through the Transit and Intercity Rail Capital Program (TIRCP) to various transit improvement projects, such as the Arlington Park and Ride, bus shelter installations, and battery-electric buses with charging infrastructure. The funds also support free fares and cover transit operating expenses.

4.3. TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can enhance the health, economic, and quality-of-life outcomes for residents of and visitors to Plumas County. In response to safety issues, Caltrans crafted a Strategic Highway Safety Plan with one primary safety goal: to reduce roadway fatalities to less than one fatality per one hundred million VMT. The Plan concentrates on 15 “Challenge Areas” concerning transportation safety in California. For each Challenge Area, it provides background data, establishes specific goals, considers strategies to achieve those goals, and discusses institutional issues that could affect goal implementation. The policy aspect of this RTP incorporates safety goals and objectives that are in line with the California Strategic Highway Safety Plan, and addresses regional safety needs.

4.4. PLUMAS COUNTY STRATEGIES TO PREPARE FOR CLIMATE CHANGE

The Plumas region faces more hazardous weather and weather-related events in the coming decades as a result of climate change. Potential hazards to the transportation infrastructure include increased severity and frequency of storms, droughts, and wildfires, which may have direct and/or indirect impacts on the transportation system in Plumas County. PCTC is taking proactive approaches to mitigate any such impacts, one example being the Wildfires Long-Term Recovery Plan, which identifies priority projects and recovery values after the devastating Dixie Fire. Some projects include:

- Health and Social Services
 - Indian Valley Public Safety Center
 - Greenville Rancheria Medical Campus
 - Greenville Town Center

- Infrastructure
 - Indian Valley Conceptual Infrastructure Master Plan
 - Countywide Broadband and Electrical Power Capacity and Resiliency: Improvements and Developments of Electric Vehicle Charging Stations
 - Dixie Fire Footprint Roadway Needs and Repairs
- Natural and Cultural Resources
 - Tribal Integration and Needs
 - Habitat, Forest, and Watershed Restoration
 - Greenville Community Park and Wolf Creek Community Park and Trail System Enhancements
 - Historical and Cultural Sites Restoration for Social Engagement
- Economic
 - Sacred Waters of Greenville Wellness Center
 - Biomass Product and Wood Utilization Innovation
 - Connected Communities Project
 - Gathering Places as Economic Drivers – Elevate Existing and Create New
 - Indian Valley Disaster Academy
 - Tourism Strategy – Leveraging Partnerships with Like Minded Organizations
- Housing and Commercial Buildings
 - Housing Recovery Grant Programs
 - Resident Attainable Workforce Housing Development
 - Tourism Visitor and Seasonal Workforce Housing Opportunities
 - Construction Trades Workforce Training Program
 - Informing Development and Land Use Patterns

4.5. TRANSPORTATION SECURITY/ EMERGENCY PREPAREDNESS

Transportation security and emergency preparedness address issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Achieving the highest levels of emergency preparedness would include maintaining and improving roadways, airport facilities, bicycle and pedestrian facilities, and public transit services. Most short- and long-range projects identified for the region have an emphasis on maintenance and operational improvements. In addition to maintaining facilities vital for the region's safe evacuation, emergency preparedness involves training and education as well as planning appropriate responses to possible emergencies.

4.6. TRANSPORTATION SYSTEMS MANAGEMENT

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. Urbanized areas can implement strategies using various combinations of techniques. Plumas County looks for the most effective and least capital-intensive solutions. On a project basis, TSM measures are in use to increase traffic flow efficiency and movement through intersections and along highways. Long-range TSM considerations can include:

- Signing and striping modifications
- Parking restrictions
- Paving and re-striping areas to facilitate off-street parking
- Installing or modifying signals to provide alternate circulation routes for residents
- Re-examining speed zones on certain streets



These types of actions will remain part of the RTP and General Plan planning process for the next 20 years.

4.7. INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS), as defined in the Code of Federal Regulations section 940.3, encompasses “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” Its use is a priority for the U.S. Department of Transportation as a key component of the nationwide implementation of the National ITS Architecture, which is a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and federal ITS applications. ITS includes technological improvements that enhance the safety and reliability of roadways. Common examples include highway advisory radio and changeable message signs that provide information on detours; delays; road closures, whether temporary or seasonal; weather conditions; and chain requirements. ITS projects complement other transportation strategies. Benefits and cost assessments need to be considered at an early stage in system or project planning to justify the deployment of technologies. As technology has changed, ITS emphasis has shifted from internal operational improvements to coordination with external agencies. Interagency cooperation that enables all agencies to achieve their missions more effectively is the major objective of the Regional ITS Architecture. The proposed ITS technologies have the potential to strengthen efforts that ensure safe, efficient, and functional transportation systems for all modes of travel in the County. Key ITS applications that exist in various locations in Plumas County are included below. In addition, PCTC continues to look for any other new or emerging ITS technologies that could be implemented.

- Transit and traveler Information (e.g., telephony and web-based travel information and mobility centers) disseminates public transportation service information to a wider variety of users across a larger network of public transportation service providers.
- Highway advisory information signage allows for coordination between the County, law enforcement agencies, and Caltrans to disseminate current highway conditions to the public.

4.8. PROJECT LISTS

Projects included in the RTP are categorized as either short- or long-range projects. The short-range projects (2025-2035) are shown in tables 4.1–4.6. Complete project tables including short- and long-range projects can also be found in **Appendix E**.

4.8.1. ROADWAY PROJECTS

Table 4.1 shows current short-range and roadway projects for agencies in Plumas County, with funding needs totaling approximately \$91 million. The long-range projects can be found in **Appendix E**.



Table 4.1: Roadway Projects

ROADWAY PROJECTS							
Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const Year
County Short-Range Years 2025-2035							
PCDPW	Quincy Junction Road Reconstruction	The addition of four-foot shoulders and the associated bridge widening and drainage structure alterations, in addition to improved sight distance along the route	Quincy Junction Road	STIP	\$ 8,500,000	\$ 9,010,000	2026
PCDPW	Graeagle-Johnsville Road Reconstruction	Repair the slide and bank failure at north of graeagle-johnsville road	Graeagle-Johnsville Road	STIP	\$ 4,050,000	\$ 4,171,500	2025
PCDPW	Graeagle-Johnsville Road Reconstruction - Phase 2	Repair the slide and bank failure at north of graeagle-johnsville road	Graeagle-Johnsville Road	STIP	\$ 3,002,000	\$ 3,272,180	2027
PCDPW	Beckwourth-Calpine Road Pavement Rehabilitation	Pavement grinding and overlay work for the construction phase for a paving contract and construction inspection and material testing by consultant	Beckworth-Calpine Road	STIP	\$ 1,616,000		2026
PCDPW	Rio Grande Street Pavement Rehabilitation	The rehabilitation scope of the project will include pulverizing the roadbed	Rio Grande Street	STIP	\$ 798,000	\$ 845,880	2026
PCDPW	Greenville Streets - Dixie Fire Pavement Restoration	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	Greenville Streets	STIP	\$ 956,000	\$ 1,042,040	2027
PCDPW	Roadway Maintenance	Maintenance and operations	Throughout County	Various	\$ 45,579,242	\$ 46,946,619	2025-35
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 1,918,000	\$ 1,975,540	2025
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 1,975,540	\$ 2,094,072	2026
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,034,806	\$ 2,217,939	2027
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,095,850	\$ 2,347,352	2028
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,158,726	\$ 2,482,535	2029
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,223,488	\$ 2,623,715	2030



Table 4.1 Continued

Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const Year
County Short-Range Years 2025-2035							
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,290,192	\$ 2,771,133	2031
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,358,898	\$ 2,925,034	2032
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,429,665	\$ 3,085,675	2033
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,502,555	\$ 3,253,321	2034
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,577,632	\$ 3,350,921	2034
County Short-Term Total					\$89,066,594	\$94,415,457	
City of Portola Short-Range Years 2025-2035							
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 50,000	\$ 51,500	2025
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 51,500	\$ 54,590	2026
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 53,045	\$ 57,819	2027
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 54,636	\$ 61,193	2028
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 56,275	\$ 64,717	2029
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 57,964	\$ 68,397	2030
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 59,703	\$ 72,240	2031
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 61,494	\$ 76,252	2032
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 63,339	\$ 80,440	2033
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 65,239	\$ 84,810	2034
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 67,196	\$ 89,370	2035
City of Portola Short-Term Total					\$ 323,420	\$ 358,216	
Short Range Total					\$89,390,015	\$94,773,672	



4.8.2. BRIDGE PROJECTS

The following table shows the short-range bridge projects planned in Plumas County. A total of \$28 million in short-range have been identified in Plumas County. The long-range bridge projects can be found in **Appendix E**.

Table 4.2: Bridge Replacement or Rehabilitation Projects

BRIDGE PROJECTS						
Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate
Short-Range						
9C0130		GULLING STREET	MIDDLE FORK FEATHER RIVER	0.2 MI S SH 70	Scour prevention and repair	\$ 575,610
9C0001	9-107	DYSON LANE	MIDDLE FORK FEATHER RIVER	2.40 MI. e/o BECKWOURTH-CALPINE RD.	Paint, approach rail, and scour prevention	\$ 1,213,000
9C0034	1-415	KEDDIE RESORT ROAD	SPANISH CREEK	0.1 MI. E. OF SR70/89	Replace with two-lane structure - min. clear width = 26'	\$ 2,979,112
9C0042	1-303	BELDEN ROAD	NORTH FORK FEATHER RIVER	0.01 MI. s/o SR70	Paint historic truss, minor concrete, rail, and scour prevention	\$ 1,246,701
9C0012	1-112	NORTH VALLEY RD.	LIGHTS CREEK - DEADFALL BRIDGE	@ I. OF DIAMOND MTN. RD.	Paint truss, repair elements, reset rollers and scour prevention	\$ 580,000
9C0061	4-306	PRATTVILLE-BUTT RESERVOIR RD.	BUTT RESERVOIR SPILLWAY	9.3 MI. s/o SR89	Replace with two-lane structure that can carry legal loads	\$ 2,000,000
9C0101	1-404A	OAKLAND CAMP ROAD	SPANISH CREEK	0.93 MI. n/o CHANDLER ROAD	Replace with two-lane structure - min. clear width = 26'	\$ 4,196,000
9C0039	2-413	SPANISH RANCH RD.	SPANISH CREEK	0.1 MI. n/o BUCKS LAKE ROAD	Replace with two-lane structure - min. clear width = 26'	\$ 1,916,000
9C0148	1-435	SNAKE LAKE ROAD	SPANISH CREEK	0.04 MI. n/o BUCKS LAKE ROAD	Replace with two-lane structure - min. clear width = 26'	\$ 3,009,063
9C0134	1-521	BLAIRSDEN-GRAEAGLE ROAD	MIDDLE FORK FEATHER RIVER	0.5 MI. e/o SR89	Bypass with new two-lane structure - min. clear width = 26'	\$ 3,640,000
9C0095	1-515	CAMP LAYMAN ROAD	MIDDLE FORK FEATHER RIVER	0.2 MI. s/o SR70	Replace with two-lane structure - min. clear width = 26'	\$ 3,000,000
9C0149	1-509B	SLOAT-POPLAR VALLEY ROAD	MIDDLE FORK FEATHER RIVER	0.25 MI. s/o SLOAT ROAD	Replace with two-lane structure - min. clear width = 26'	\$ 4,188,000
9C0057	1-115	CLIO-STATE 40A ROAD	MIDDLE FORK FEATHER RIVER	0.05 MI. n/o SR89	Paint, scour prevention, replace joint seals	\$ 316,000
Short-Range Total						\$ 28,859,486



4.8.3. BICYCLE AND PEDESTRIAN PROJECTS

The following table shows the short-range bicycle and pedestrian project planned for Plumas County. Due to a severe lack of funding, only one project is currently identified under the short-range category. Most active transportation projects do not yet have identified funding sources and will be implemented as funding permits. The long-range bicycle and pedestrian projects can be found in **Appendix E**.

Table 4.3: Bicycle and Pedestrian Projects, Safe Routes to School

BICYCLE AND PEDESTRIAN PROJECTS							
Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
County Short Range							
Chester Main Street Community Connectivity Plan	Safety and multimodal improvements to Chester main street	Chester	Main St (SR 36)	Chester Southern Gateway	Chester Northern Gateway	TBD	TBD



4.8.4. TRANSIT PROJECTS

The following table shows the short-range operating and capital transit projects planned in Plumas County. Over \$5 million in short-range transit needs have been identified in Plumas County. The long-range transit projects can be found in **Appendix E**.

Table 4.4: Transit Projects

TRANSIT PROJECTS				
Project	Description	Funding Source	Cost	Const. Year
County Short-Range (Yr 1-10)				
*Annual Operating Cost (yr. 1-10)	Annual operating costs	Fare Revenue, FTA, LTF, STA	\$ 1,181,857	Annual
Fleet Replacement	Vehicle replacement	FTA, LTF, STA	\$4,167,300	2027-2032
Arlington Park and Ride	Multimodal park and ride facility with bicyclist facilities, transit stops, vehicle parking, etc.	TIRCP	\$ 614,200	2025
Bus Shelters	Improvements such as shelters, pull outs, etc.	TIRCP	\$ 250,000	2025-2026
Bus Matching Funds	Local match requirement for bus purchases	TIRCP	\$ 100,520	2025-2026
Operating Expenses and Free Fares		TIRCP	\$ 1,552,223	2025-2026
Fleet Parking and Maintenance Facility for Non-Electric Buses				2025-2026
Battery Electric Buses and Charging Infrastructure		ZETCP (GGRF)	\$ 254,054	2031
Battery Electric Buses and Charging Infrastructure		ZETCP (PTA)	\$ 53,042	2031
Total Short-Range Transit Improvements			\$5,349,157	

4.8.5. AVIATION PROJECTS

The following table shows short-range aviation projects in Plumas County. A total of just over \$8 million in short-range needs and 4 million in long-range needs have been identified in Plumas County. The long-range aviation projects can be found in **Appendix E**.

Table 4.5: Aviation Projects

AVIATION PROJECTS				
Project	Description	Funding Source	Cost	Const. Year
Short-Range - Gansner Airport at Quincy				
Reseal pavement joints in taxiways	Construction	FAA/St/Co.	\$ 203,000	2025
Perimeter fencing	Engineering Design	FAA/St/Co.	\$ 42,000	2025
Perimeter fencing	Construction	FAA/St/Co.	\$ 418,000	2026
Snow removal equipment building	Construction	FAA/St/Co.	\$ 409,000	2026
Alp narrative and drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2027
Tee hangars development	Environmental Assessment	FAA/St/Co.	\$ 55,000	2027
Runway extension, rpz & hangar	Land Acquisition	FAA/St/Co.	\$ 297,000	2027
Hangar development	Engineering Design	FAA/St/Co.	\$ 257,000	2029
Fuel facilities	Environmental Assessment	FAA/St/Co.	\$ 44,000	2029
Short-Range - Nervino Airport near Beckwourth				
Tee hangar site development	Construction	FAA/St/Co.	\$ 476,000	2025
Alp narrative and drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2025
Two 5-unit nested tee hangars	Engineering Design	FAA/St/Co.	\$ 99,000	2026
Two 5-unit nested tee hangars	Construction	FAA/St/Co.	\$ 927,000	2027
Jet fuel tank and dispenser	Engineering Design	FAA/St/Co.	\$ 16,000	2027
Short-Range - Rogers Field at Cheste				
Develop east hangar area	Engineering Design	FAA/St/Co.	\$ 212,000	2025
Develop east hangar area (phase 1)	Construction	FAA/St/Co.	\$ 2,205,000	2025
Alp narrative and drawings	Engineering Design	FAA/St/Co.	\$ 133,000	2025
Update pmmp	Engineering Design	FAA/St/Co.	\$ 84,000	2025
Develop east hangar area (phase 2)	Construction	FAA/St/Co.	\$ 1,332,000	2026
Land	Environmental Assessment	FAA/St/Co.	\$ 107,000	2026
Update pmmp	Engineering Design	FAA/St/Co.	\$ 71,000	2026
Reseal joints in pavement	Engineering Design	FAA/St/Co.	\$ 44,000	2027
Total Short-Range			\$ 7,645,000	



4.8.6. CALTRANS STATE HIGHWAY OPERATION AND PROTECTION PROGRAM

SHOPP is a State program administered through Caltrans. A total of \$100 million in project needs has been identified for State Highways located in Plumas County.

Table 4.6: SHOPP Projects

State Highway Operation and Protection Program (SHOPP)					
Route	Activity Category	Activity Location	Target RTL FY	SHOPP Cycle	Cost (in millions)
89	Pavement	In Plumas County in and near Graeagle from the Sierra County Line to Route 70. Graeagle CAPM	2025-26	2022	\$ 33,951,000
70	Pavement	Quincy CAPM	2027-28	2024	\$ 51,061,000
147	Pavement	Almanor East Shore Pavement Plumas 147 PM 0.0/9.891 and Lassen 147 PM 0.0/1.790	2030/31	2028	-
89	Pavement	Wolf Creek Pavement Restoration. Near canyondam, from 2.5 miles north of greenville dump road to lake almanor spillway. rehabilitate pavement, improve vertical clearance at wolf creek underpass, construct shoulders, rehabilitate drainage systems, and upgrade guardrail.	2027-28	2024	\$ 15,063,000
36	Pavement	Chester Pavement Legal: In Plumas County at and near Chester on Route 36 from Tehama County line to Melissa Avenue and on Route 89 at Route 36.	2029/30	2026	-
70	Pavement	Spring Garden II Pavement	2030/31	2028	-
70	Pavement	Twain Pavement	2031/32	2028	-
70	Major Damage - Permanent Restoration	Soda Creek Fish Way Permanent Restoration Legal: In Plumas County near Paxton at 1.2 miles west of north junction of Route 89	2026/27	2024	-
Total SHOPP					\$ 100,075,000



4.9. PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force completed a study on the use of statewide performance measure indicators for the 26 RTPAs in California to evaluate their applicability to rural and small urban areas like Plumas County; the study identified and recommended measures that would best suit the unique conditions and resources available in these locales. These performance measures continue to help in the selection of RTP project priorities and in monitoring how well the transportation system functions.

The following standards guided the selection of performance measures for this RTP:

1. Performance measures align with California transportation goals and objectives.
2. Performance measures are consistent with the current goals and objectives of Plumas County.
3. Performance measures are applicable to Plumas County as a rural area.
4. Performance measures can be linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Plumas County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.

Program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system functions. The aim of each performance measure and its location within the RTP are described herewith.

4.9.1. PERFORMANCE MEASURE 1 – CONGESTION/DELAY/VEHICLE MILES TRAVELED

This performance measure monitors how well State Highways function, based on peak volume, capacity and VMT. The data is reported annually and as a trend beginning in the year 2000. Monitoring this performance measure requires minimal resources as data for the State Highway System is readily available. Not all locations are reported annually in Caltrans vehicle reports; thus, some 'current' data may be more outdated for some roadway sections. This performance measure is reasonably accurate for the State Highway System and may be used in a cost/benefit analysis that includes additional calculations such as travel time delay as a function of time-of-day directional volume/capacity ratio.

The County and incorporated cities do not track VMT. However, Caltrans does incorporate average daily traffic data from the County and is included in the Caltrans vehicle report in a table labeled "Highway Performance Monitoring System (HPMS) mileage summary by Functional Classification, Population and Net Land Area." Because rural areas contain population centers of less than 5,000 persons or have areas below a population density of 1,000 persons per square mile, VMT is not reported on local roadways.

Desired outcome and RTP/State goals:

- Measure of overall vehicle activity and use of the roadway network
- Input maintenance and system preservation
- Input to safety
- Input health-based pollutant reduction, input GHG reduction
- RTP Goals: 1, 2, 3, 6



4.9.2. *PERFORMANCE MEASURE 2 – PRESERVATION/SERVICE FUEL USE/TRAVEL USE/TRAVEL DISTANCE/TIME/COST*

This performance measure monitors the condition of the roadway in Plumas County through pavement conditions. Pavement conditions should be monitored every 2 years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/ State goals:

- Safety
- System preservation
- Accessibility
- Reliability
- Productivity
- Return on investment
- RTP goals: 1, 2, 3

4.9.3. *PERFORMANCE MEASURE 3 – MODE SHARE/ SPLIT*

This performance measure monitors transportation mode and mode share to understand how State and County roads function based on modes used. The data is reported as a trend over time from 2000 and does not require a high level of additional resource requirements. Although the data is less accurate for smaller counties, the data is reasonably accurate in Plumas County. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State goals:

- Multimodal
- Efficiency

- GHG reduction
- RTP Goals 2, 3, 4, 5, 6

4.9.4. *PERFORMANCE MEASURE 4 – SAFETY*

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for the public. There is a need to establish methods to proactively improve the safety of the transportation network.

This performance measure monitors safety through the total accident cost and should be reviewed annually. To obtain a full picture of this data, staff may be required to access secondary data sources. Reasonably accurate data can be used directly for benefit/cost analysis. The County tracks the number of collisions on local roads and compiles the data to identify locations that need safety improvements. California Statewide Integrated Traffic Records System data from CHP is used to monitor the number of fatal and injury collisions by location to identify needed improvements.

Desired outcome and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per average daily traffic on select roadways over the past three years
- Monitor the number, location, and severity of collisions. Recommend improvements to reduce incidence and severity
- Work with Caltrans to reduce the number of collisions on State Highways in Plumas County
- Completion of projects identified in TCRs and RTP
- RTP Goals: 1, 2, 3



4.9.5. *PERFORMANCE MEASURE 5 – TRANSIT*

This performance measure monitors the cost-effectiveness of transit in Plumas County, and is reported to the Plumas County Transit Agency Board. In accordance with section 99405(c) of the Public Utilities Code and the Transportation Development Act, the Transit Agency Board adopted resolution 11-2002, the alternative performance criteria for the transit system in lieu of the 10% Fare Box Recovery ratio. The criteria adopted was the actual cost per passenger which is an accurate and tangible measurement.

Desired outcome and RTP/State goals:

- Increase productivity
- Increase efficiency
- Reduce the cost per passenger
- RTP Goals: 3, 6

4.9.6. *PERFORMANCE MEASURE 6 – ROADWAY CONDITIONS*

This performance measure monitors the condition of the roadway in Plumas County, which can be used in deciding transportation system investment. Lane miles should be monitored tri-annually and this performance measure should have a high level of accuracy. This information can be used indirectly for benefit/cost analysis by estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/State goals:

- Safety
- System preservation
- Accessibility
- Reliability
- Productivity

- Return on investment
- RTP Goals: 1, 2, 3, 4, 5

4.9.7. *PERFORMANCE MEASURE 7 – LAND USE*

This performance measure monitors the efficiency of land use and is reported over time since 2000. There is a need in Plumas County to balance land preservation with land use patterns that discourage sprawl and leap-frog development. Accessing this data requires minimal resource requirements and should be reviewed every 2 years for a high level of accuracy. This kind of data is not used for benefit/cost analysis.

Desired outcome and RTP/State goals:

- Land use efficiency
- Coordinate with Caltrans on State Highway projects to maintain them at acceptable levels and reduce lane miles needing rehabilitation
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the County
- RTP Goals: 6

5. FINANCIAL ELEMENT

The financial element identifies current and expected revenue resources available to implement the short-range (2025-2035) and long-range (2036-2045) projects defined in the Action Element of the RTP. The funding in the short-range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. Long-range projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the

Financial Element is to define realistic funding constraints and opportunities.

5.1. PROJECTED REVENUES

Table 5.1 presents the expected revenue sources and funding for the next 20 years, categorized by short or long-range timelines. All estimates account for expected inflation based on the consumer price index inflation rate and adjusted to reflect the cost in year of expenditure. Long-range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation, and program and policy change.

Table 5.1: Projected Revenues from Federal, State and Local Sources for Plumas County

Projected Revenues from Federal, State, and Local Sources* for Plumas County			
Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
GRANT PROGRAMS			
Active Transportation Program (ATP) (1)	\$ 11,100,000	\$ 4,000,000	\$ 15,100,000
Highway Safety Improvement Program (HSIP) (2)	\$ 8,000,000	\$ 8,000,000	\$ 16,000,000
Subtotal	\$ 19,100,000	\$ 12,000,000	\$ 31,100,000
BRIDGE PROGRAM			
Highway Bridge Program (HBP)(3)	\$ 28,859,486	\$ 28,387,555	\$ 57,247,042
Subtotal	\$ 28,859,486	\$ 28,387,555	\$ 57,247,042
ROADWAY PROGRAMS-LOCAL			
Highway Users Tax Account (HUTA) City of Portola (4)	\$ 1,967,430	\$ 1,967,430	\$ 3,934,860
Highway Users Tax Account (HUTA) Plumas County	\$ 23,478,535	\$ 23,478,535	\$ 46,957,069
Roadway Maintenance and Rehabilitation Account (RMRA) City of Portola	\$ 430,224	\$ 430,224	\$ 860,448
Roadway Maintenance and Rehabilitation Account (RMRA) Plumas County	\$ 22,692,085	\$ 22,692,085	\$ 45,384,170
Regional Surface Transportation Program (RSTP) Plumas County	\$ 1,300,000	\$ 1,743,000	\$ 3,043,000
Receipts from Federal Lands (Secure Rural Schools, 1908 Act, et. Al.)(5)	\$ 31,866,076	\$ 31,866,076	\$ 63,732,152
State Transportation Improvement Program (STIP)(6)	\$ 32,675,000	\$ 32,675,000	\$ 65,350,000
Subtotal	\$ 114,409,350	\$ 114,852,350	\$ 229,261,699

Table 5.1 Continued

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
ROADWAY PROGRAMS-STATE			
State Highway Operation Protection Program (SHOPP)(7)	\$ 100,075,000	\$ 100,075,000	\$ 200,150,000
Subtotal	\$ 100,075,000	\$ 100,075,000	\$ 200,150,000
TRANSIT PROGRAMS			
Federal Transit Administration (FTA) (8)	\$ 5,112,000	\$ 4,908,000	\$ 10,020,000
Local Transportation Funds (9)	\$ 12,000,000	\$ 16,000,000	\$ 28,000,000
Low Carbon Transit Operations Program (LCTOP) (10)	\$ 700,000	\$ 940,000	\$ 1,640,000
State Transit Assistance (STA) State of Good Repair-PCTC (11)	\$ 3,415,000	\$ 4,560,000	\$ 7,975,000
Subtotal	\$ 121,302,000	\$ 126,483,000	\$ 247,785,000
Transit Fare Box Revenue(12)	\$ 130,000	\$ 174,000	\$ 304,000
Other Transit Revenues TIRCP (13)	\$ 2,824,039	\$ -	\$ 2,824,039
Subtotal	\$ 145,483,039	\$ 153,065,000	\$ 298,548,039
AVIATION			
Annual Distribution for Aviation (14)	\$ 200,000	\$ 200,000	\$ 400,000
Subtotal	\$ 200,000	\$ 200,000	\$ 400,000
TOTAL			
Total Transportation Revenue	\$ 408,126,875	\$ 408,579,905	\$ 816,706,780

NOTES

(1) TAC recommended.

(2) TAC recommended.

(3) Based on assumption of 100% bridge toll matching funds.

(4) Based on historic apportionments from State Controller

(5) Based on 50% of total estimated apportionments from USDA. Revised to information from Jim Graham July 2024.

(6) Estimate based on 2022 Report of STIP balances for FY 21/22 through 23/24. Then used formula distribution of \$1,219,000 and added unprogrammed \$2048500 balance for \$3,267,500 22/3 through 23/24. Then used formula distribution for next 2 years and so on.

(7) Derived from Caltrans supplied project list

(8) Based on 2023 SRTP. All years are "projected" and then averaged for 24/25 and beyond and includes 5311 and 5311(f)

(9) Based on historic estimates.

(10) State Controller LCTOP Apportionments

(11) State Controller Website

(12) Based on 2023 SRTP. All years are "projected" and then averaged for 24/25 and beyond.

(13) From Pg 30 in 2023 Short Range Transit Plan. Does not include Farebox revenue.

(14) Based on \$10K/airport



5.2. COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP, indicating its financial constraints. Estimates in parentheses represent areas where projected costs are greater than projected revenues. As can be seen, this funding constraints are an issue for many long-range projects.

Table 5.2: Revenue vs. Costs by Mode

Revenue vs Costs by Mode							
Mode	Funding Source	Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
		Short-Range	Long-Range	Short-Range	Long-Range*	Short-Range	Long-Range
Roadway-Local	RIP, HSIP, HUTA, LTF, RSTP, SRSA, STIP	\$ 114,409,350	\$ 114,852,350	\$ 89,390,015	\$ -	\$ 25,019,335	\$ 114,852,350
Roadway-State	SHOPP	\$ 100,075,000	\$ 100,075,000	\$ 100,075,000	\$ 100,075,000	\$ -	\$ -
Bridge	HBP	\$ 28,283,876	\$ 28,387,555	\$ 28,283,876	\$ 28,387,555	\$ -	\$ -
Transit	LTF, STA, FTA, LCTOP, Farebox, Other	\$ 24,181,039	\$ 26,582,000	\$ 5,349,157	TBD	\$ 18,831,882	TBD
Bicycle and Ped.	ATP, 2% LTF	\$ 11,100,000	\$ 4,000,000	\$ 11,100,000	\$ 75,560,600	\$ -	\$ (71,560,600)
Airport Capital	AICP	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ -
Total		\$100,075,000	\$274,096,905	\$100,209,323,047	\$204,223,155	\$ 43,851,217	\$ 43,291,750



5.3. REVENUE VS. COST BY MODE

5.3.1. ROADWAY

Table 5.3 compares Plumas County roadway improvement costs to the expected available revenues. Roadway revenues identified here include the STIP, Regional Surface Transportation Program, Highway Users Tax Account, receipts from federal lands, and local transportation funds. Each of these programs have different eligibility requirements, but revenues are generally used for roadway preservation, rehabilitation, reconstruction, and other improvements.

Table 5.3: Comparison of Roadway Costs to Expected Revenue

Comparison of Roadway Costs to Expected Revenue						
Roadway Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short-Range	Long-Range	Short-Range	Long-Range	Short-Range	Long-Range
	\$ 114,409,350	\$ 114,852,350	\$ 89,390,015	\$ -	\$ 25,019,335	\$ 114,852,350

5.3.2. BRIDGES

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges.

Table 5.4: Comparison of Bridge Costs to Expected Revenue

Comparison of Bridge Costs to Expected Revenue						
Bridge Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short-Range	Long-Range	Short-Range	Long-Range	Short-Range	Long-Range
	\$ 28,283,876	\$ 28,387,555	\$ 28,283,876	\$ 28,387,555	\$ -	\$ -

5.3.3. TRANSIT

Transit projects are funded under the Transportation Development Act, which provides moneys from the Local Transportation Fund and State Transit Assistance to supporting public transportation. The Local Transportation Fund is derived from a quarter cent of the state sales tax collected within Plumas County and the State Transit Assistance is generated from a statewide sales tax on motor vehicle (diesel) fuel. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration Programs. Local funds and transit fares also cover some costs.



Table 5.5: Comparison of Transit Costs to Expected Revenue

Comparison of Transit Costs to Expected Revenue						
Transit Operating and Capital	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short-Range	Long-Range	Short-Range	Long-Range	Short-Range	Long-Range
	\$ 24,181,039	\$ 26,582,000	\$ 5,349,157	TBD	\$ 18,831,882	TBD

5.3.4. BICYCLE AND PEDESTRIAN

Funding for bicycle and pedestrian projects in Plumas County will come primarily from the Active Transportation Program, a highly competitive State grant program.

Table 5.6: Comparison of Bikeway and Pedestrian Costs to Expected Revenue

Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
Bicycle and Pedestrian Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short-Range	Long-Range	Short-Range	Long-Range	Short-Range	Long-Range
	\$ 11,100,000	\$ 4,000,000	\$ 11,100,000	\$ 75,560,600	\$ -	\$ (71,560,600)

5.3.5. AVIATION

The Federal Aviation Administration allocates an annual aviation grant of \$10,000 to eligible airports.

Table 5.7: Comparison of Aviation Costs to Expected Revenue

Comparison of Aviation Costs to Expected Revenue						
Airport Capital and Maintenance	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short-Range	Long-Range	Short-Range	Long-Range	Short-Range	Long-Range
	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ -

2025 PLUMAS COUNTY

REGIONAL TRANSPORTATION PLAN ***APPENDICES***



 PRESENTED BY

GREEN DOT TRANSPORTATION SOLUTIONS

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APPENDIX A

STAKEHOLDER LIST

PROJECT TEAM	
Organization	Contact Person
Plumas County	Jim Grahm
Plumas County	John Mannle
Green DOT Transportation Solutions	Jeff Schwein
Green DOT Transportation Solutions	Sofia Lepore
Green DOT Transportation Solutions	Kailey Flynn

STEERING COMMITTEE		
Organization	Contact Person	Title
Plumas County Board of Supervisors	Dwight Ceresola	District 1 Supervisor
Plumas County Board of Supervisors	Kevin Gross	District 2 Supervisor
Plumas County Board of Supervisors	Tom McGowan	District 3 Supervisor
Plumas County Board of Supervisors	Greg Hagwood	District 4 Supervisor
Plumas County Board of Supervisors	Jeff Engel	District 5 Supervisor
City of Portola	Jon Kennedy	City Manager
City of Portola	Dan Bastian	City Engineer
Chester-Lake Almanor Chamber of Commerce	Anne Kassebaum	Executive Director
Quincy Chamber of Commerce	Cheryl Kolb	Director and Employee
Dixie Fire Collaborative	Sue Weber	Director
Sierra Butte Trail Stewardship	Gregg Williams	Executive Director
Caltrans District 2	John Maxwell	Caltrans Dist 2 Regional Planning & Transit Coordinator
Plumas County Transit	Kelly McElwain	Transit Manager

NEIGHBORING COUNTIES		
Organization	Contact Person	Title
Butte County Association of Governments (BCAG)	Jon Clark	Executive Director
Lassen County Transportation Commission (LCTC)	John Clerici	Executive Secretary
Sacramento Area Council of Governments (SACOG)	James Corless	Executive Director
Shasta Regional Transportation Agency (SRTA)	Sean Tiedgen	Executive Director, AICP
Sierra County Transportation Commission (SCTC)	Brian Davey	Director of Transportation
Tehama County Transportation Commission (TCTC)	Jessica Riske-Gomez	Deputy Director

NEIGHBORING TRIBES		
Organization	Contact Person	Title
Greenville Rancheria	Kyle Self	Chairperson
Maidu Summit Consortium	Ben Cunningham	Chairperson
Susanville Rancheria	Deana Bovee	Chairperson
Wahsoe Tribe	Serrell Smokey	Chairsperson
	Darrel Cruz	Cultural Resources
Mooretown Rancheria of Maidu Indians	Benjamin Clark	Chairperson
Estom Yumeka Maidu Tribe of the Enterprise Rancheria	Glenda Nelson	Chairperson
Tsi Akim Maidu	Don Ryberg	Chairperson
	Grayson Coney	Cultural Resources
United Auburn Indian Community of the Auburn Rancheria	Gene Whitehouse	Chairperson

STAKEHOLDERS		
Organization	Contact Person	Title
Almanor Recreation and Park District	Charles Plopper	Board Director (through 2023)
BNSF Railway	Juan Acosta	Regional Assistant VP Public Affairs - West
Bodfish Bicycles	Chuck Elliot	Owner
C Roy Carmichael Elementary School	Melissa Leal	Principal
Central Plumas Rereation and Park District	James Shipp	General Manager
Chester Elementary School	Scott Cory	Supervisor Principal
Chester Junior/Senior High School	David Andreasen	Principal
Chester-Lake Almanor Chamber of Commerce	Anne Kassebaum	Executive Director
City of Portola	Bill Powers	Mayor (through 2026)
City of Portola	Pat Morton	City Council Member
Dixie Fire Collaborative	Cheri Prior	Treasurer
Eastern Plumas Recreation District	Mimi Garner	Director
Feather River College	Kevin Trutna	Superintendent
Frontier Communications	Mel Garringer	Enigneering Planner
Greenville Junior/Senior High School	Jennifer Brockman	Principal
Indian Valley Elementary School	Jennifer Johnson	Principal
Lassen National Forest	Deb Bumpus	Ecosystem Staff Officer
Pacific Gas and Electric	Dan Blair	Local Government Relations
Pioneer Quincy Elementary School	Rachel Molsee	Principal
Plumas County Administration	Debra Lucero	County Administrative Officer
Plumas County Agricultural Comissioner	Wilo Vieira	Comissioner

STAKEHOLDERS		
Organization	Contact Person	Title
Plumas County Coordinating Council	Debra Lucero	County Administrative Officer
Plumas County Department of Public Works	John Mannle	Director
Plumas County Museum	Paul Russell	Director
Plumas County Planning Department	Tracey Ferguson	Planning Director
Plumas County Sheriff's Office	Todd Johns	Sheriff
Plumas County Social Services	Neal Caiazzo	Director
Plumas National Forest	Chris Carlton	Forest Supervisor
Plumas Rural Services	Patty Clawson	President
Plumas Rural Services (Dixie Fire Resource Center)	Regina Moffet	Coordinator
Plumas-Eureka State Park Association		Volunteer Coordinator
Plumas-Sierra Rural Electric Co-op	Jeff Blagg	Right of Way Engineer
Plumas Unified School District	William Roderick	Superintendent
Portola Junior/Senior High School	Sara Sheridan	Principal
Quincy Chamber of Commerce	Cheryl Kolb	Director and Employee
Quincy CHP		Officer
Quincy Elementary School	Lara Hollister	Principal
Quincy Junior/Senior High School	Jennifer Scheel	Principal
Region III Office of Emergency Services	Steve Sjotvedt	Assistant Chief
Sierra Butte Trail Stewardship	Gregg Williams	Executive Director
Tahoe National Forest	Eric Walker	Forest Supervisor
The Lost Sierra (Eastern Plumas) Chamber of Commerce	Tanya Funk	President
Union Pacific Railroad - Northern CA and Northern NV	Peggy Ygbuhay	Sr. Director, Public Affairs
Yuba Expeditions	Mason Werner	Shop Manager

APPENDIX B

OUTREACH

OUTREACH STRATEGY

AUGUST 2023

PUBLIC ENGAGEMENT STRATEGY



PREPARED BY

GREEN DOT TRANSPORTATION SOLUTIONS

STRATEGY OVERVIEW

A variety of tools will be used to comprise a comprehensive community outreach program for the 2025 Regional Transportation Plan (RTP). These include community workshops, individual stakeholder communication, a project specific website and many methods of comment/ input.



STAKEHOLDER ENGAGEMENT

The Project Team will work with the Plumas County Transportation Commission to develop a stakeholder list. The vetted list will constitute the stakeholder group, which will advise on the development of the RTP. The Project Team will reach out to certain stakeholders individually for one-on-one interviews and will invite stakeholders to community outreach events to solicit feedback.

PUBLIC ENGAGEMENT QUESTIONNAIRE

To facilitate participation, an online survey will be created via SurveyMonkey. The online questionnaire will be administered with questions that the PCTC and the Project Team agree upon to gauge the community's needs and desires. Data will ultimately be presented in the RTP. The questionnaire will also be distributed at community workshops in hard-copy format as well as through an online link.

COMMUNITY WORKSHOPS

Approximately four community workshops will be conducted for this RTP update. Additionally, the Project Team will present Plan updates at one Board of Supervisors meeting. Each workshop will include a presentation and interactive exercise to encourage participation. Large graphics and visuals will accompany each workshop.

INTRODUCTORY WORKSHOP (X2)

The first round of workshops will include two introductory meetings to introduce the RTP to the community. This meeting will include a presentation of the existing conditions and interactive exercises to narrow down the most important topics and issues that the community feels are pertinent. The Project Team will emphasize social equity with input from the community. We suggest these first meetings take place in the City of Portola and one other centralized location.

DRAFT PLAN WORKSHOP (X2)

Two workshops during the Public Draft review period will be used to present the Draft RTP assumptions, Policy Element, Action Element, and Financial Element. The Project Team will facilitate an interactive session to collect feedback on the Draft Plan including project recommendations. The Draft Plan will also be uploaded to the project website with the option to provide feedback.



MEDIA STRATEGY & SCHEDULE

WEBSITE

A draft website will be developed by the Project Team which will include background information on the Plan, upcoming meetings/workshops, opportunities for feedback, resources relevant to the Plan, and the survey questionnaire.

- Project Information
- PCTC Information
- Post announcements for upcoming community meetings/workshops
- Public meeting agenda
- Link to survey questionnaire
- Link to Draft Plan

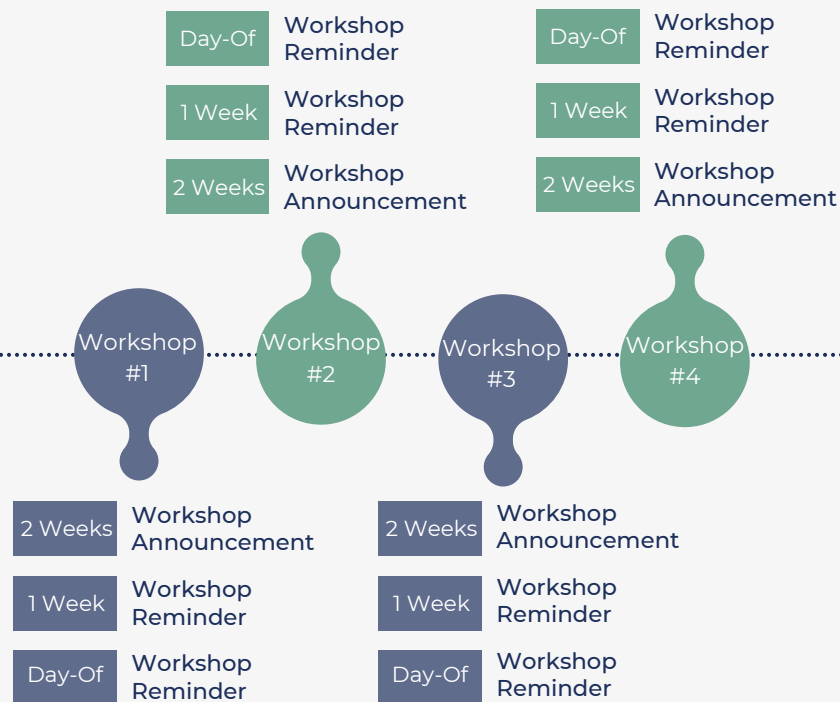
STAKEHOLDER EMAILS & FLYERS

The Project Team will use the stakeholder list to distribute information through email. A list of local businesses and community gathering spaces will be compiled for the Project Team to visit and distribute physical flyers including grocery stores, libraries, community centers, on transit buses, etc. Upcoming community workshop announcements will also be broadcast on Plumas local news including PlumasNews.com, Feather River Bulletin, and Portola Reporter.



SOCIAL MEDIA

The Project Team will develop a social media presence through Facebook, Instagram, and Twitter. The primary purpose of these accounts is to generate online discussion about the Plan and to notify the public about upcoming community workshops. A list of community groups and their social media accounts will be compiled to share RTP events and content. This will give exposure to the project, therefore encouraging collaboration from stakeholders and the public. Posts will include meeting announcements, project updates, surveys, links to the project website, etc. The posting schedule and outreach strategy will be adjusted accordingly. For each platform, the Project Team will create a post and blurb 2 weeks before any workshop, meeting, or event. Reminders will be posted 1 week before the workshop or event as well as the day-of.



DRAFT POSTS

- "Have thoughts on what transportation improvements you want to see in your community? JOIN US for an in-person community workshop to learn about the Plumas County Regional Transportation Plan."
- "Mobility! Biking! Walking! Transit! The RTP Project Team will discuss all things transportation at the upcoming community workshop. Stop by to share your thoughts!"
- "Have you ever thought of transportation system improvements as you travel across Plumas County? (Date) is your chance to share them at the Plumas County RTP community Workshop!"

OUTREACH SUMMARY

0. INTRODUCTION

This attachment details the community outreach efforts undertaken by the Regional Transportation Plan (RTP) project team to actively engage local stakeholders and gather critical feedback. Below, Table 0.1 presents a summary of the various outreach activities executed to ensure comprehensive community participation and input throughout the development of the project. These events were instrumental in developing the overall Plan and identifying the goals, policies, and transportation projects that fit the community's needs.

Table 0.1: Community Outreach Events

Community Outreach Events		
Event Type	Location	Date
Community Workshop #1	Chester	23-Oct-23
Community Workshop #2	Greenville	24-Oct-23
Community Workshop #3	Quincy	25-Oct-23
Stakeholder Interviews	Quincy / Zoom	25-Oct-23
Community Workshop #4	Portola	26-Oct-23
TAC Meeting	Quincy / Zoom	18-Nov-24

1. MATERIALS AND NOTIFICATIONS

1.1. WEB-BASED OUTREACH

1.1.1. PROJECT WEBSITE

A dedicated website was created to serve as a central hub for all information related to the Regional Transportation Plan (RTP). The website featured comprehensive details on the project's scope, the planning process, and a schedule of project milestones. It also provided information on community outreach meetings, project documents, and direct links to online surveys. The website was updated throughout the development of the Plan to reflect the latest progress and to encourage continuous community engagement.

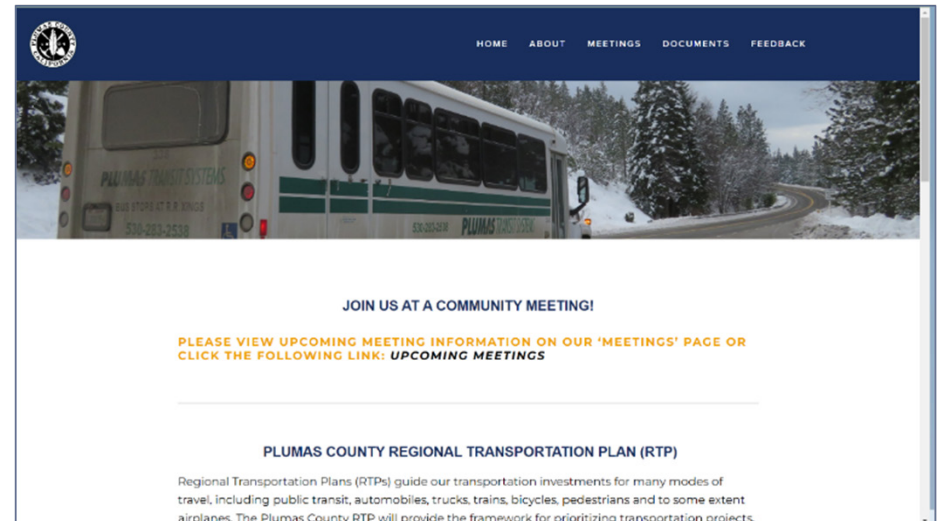
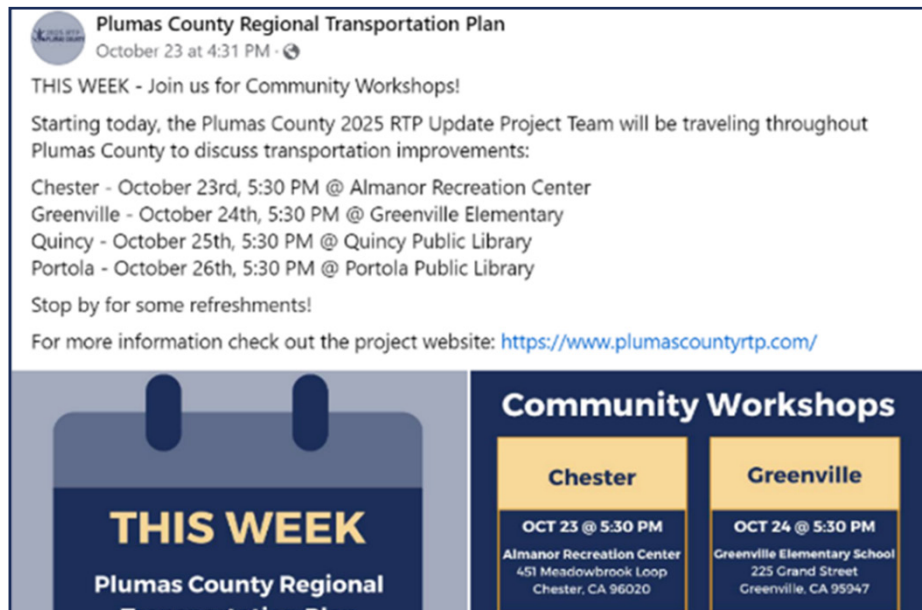


Figure 1.1: Project Website

1.1.1.2. ADVERTISEMENT AND MEDIA

Social Media

The project team employed a multifaceted approach to disseminate information about the RTP, utilizing both digital and print mediums to maximize community engagement. A Facebook and Instagram account was developed for the project, called the “Plumas County Regional Transportation Plan,” which was used to advertise project milestones and upcoming outreach events. The Facebook account was used to advertise information about the project on multiple community organizations’ Facebook pages with existing local and regional audiences that ranged from 2,000 followers to more than 20,000 followers. The Plumas Sun posted an article about the RTP and hosted an advertisement for the project on their website for four weeks.



Plumas County Regional Transportation Plan
October 23 at 4:31 PM · 🌐

THIS WEEK - Join us for Community Workshops!

Starting today, the Plumas County 2025 RTP Update Project Team will be traveling throughout Plumas County to discuss transportation improvements:

- Chester - October 23rd, 5:30 PM @ Almanor Recreation Center
- Greenville - October 24th, 5:30 PM @ Greenville Elementary
- Quincy - October 25th, 5:30 PM @ Quincy Public Library
- Portola - October 26th, 5:30 PM @ Portola Public Library

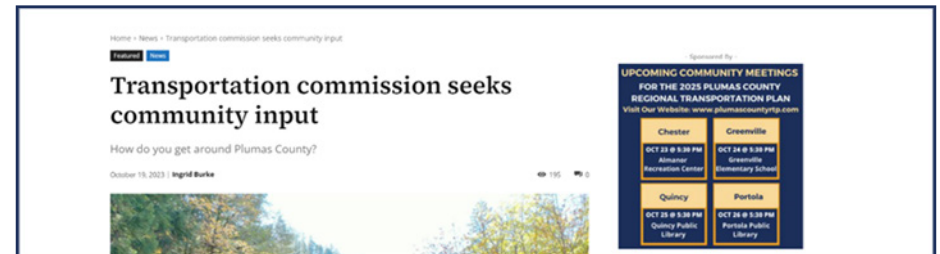
Stop by for some refreshments!

For more information check out the project website: <https://www.plumascountyrtp.com/>

Community Workshops	
Chester	Greenville
OCT 23 @ 5:30 PM	OCT 24 @ 5:30 PM
Almanor Recreation Center 451 Meadowbrook Loop Chester, CA 96020	Greenville Elementary School 225 Grand Street Greenville, CA 95947

THIS WEEK
Plumas County Regional

Figure 1.2: RTP Social Media



Home » News » Transportation commission seeks community input

Transportation commission seeks community input

How do you get around Plumas County?

October 19, 2023 | Ingrid Burke

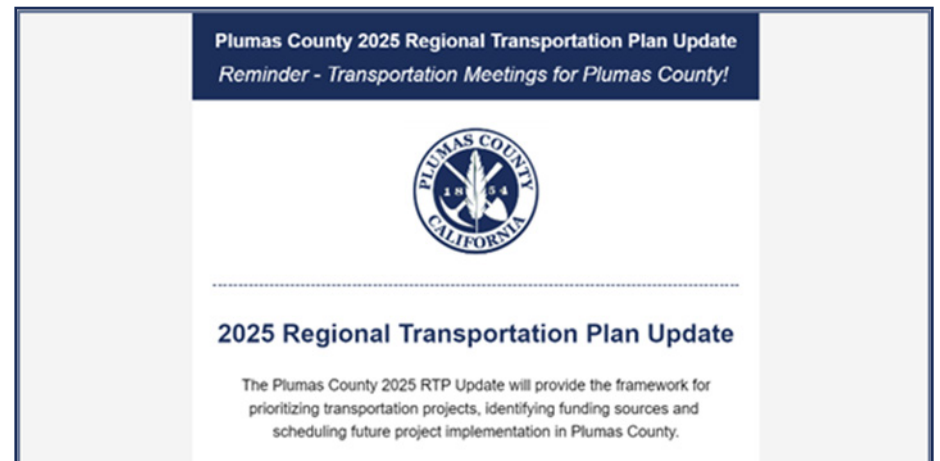
UPCOMING COMMUNITY MEETINGS FOR THE 2025 PLUMAS COUNTY REGIONAL TRANSPORTATION PLAN
Visit Our Website: www.plumascountyrtp.com

Location	Date & Time
Chester	OCT 23 @ 5:30 PM
Greenville	OCT 24 @ 5:30 PM
Quincy	OCT 25 @ 5:30 PM
Portola	OCT 26 @ 5:30 PM

Figure 1.3: Plumas Sun Advertisement and Article

Email-Blasts

A Plan stakeholder contact list was developed at the beginning of the project, which included key stakeholders from relevant State and regional governmental agencies, local community organizations, and local businesses. For any important Plan update and prior to any community workshop, an email was sent to the Plan stakeholder list. This was an effective way to reach an existing engaged audience and directly solicit their feedback.



Plumas County 2025 Regional Transportation Plan Update
Reminder - Transportation Meetings for Plumas County!

2025 Regional Transportation Plan Update

The Plumas County 2025 RTP Update will provide the framework for prioritizing transportation projects, identifying funding sources and scheduling future project implementation in Plumas County.

Figure 1.4: Stakeholder Email Blasts

Flyering

In addition to the digital outreach, the team implemented a traditional engagement strategy through the distribution of physical flyers. These were strategically placed at prominent community locations in the weeks prior to the scheduled community meetings. The advanced distribution was designed to ensure that community members had ample time to organize their schedules and participate effectively in the planning process.

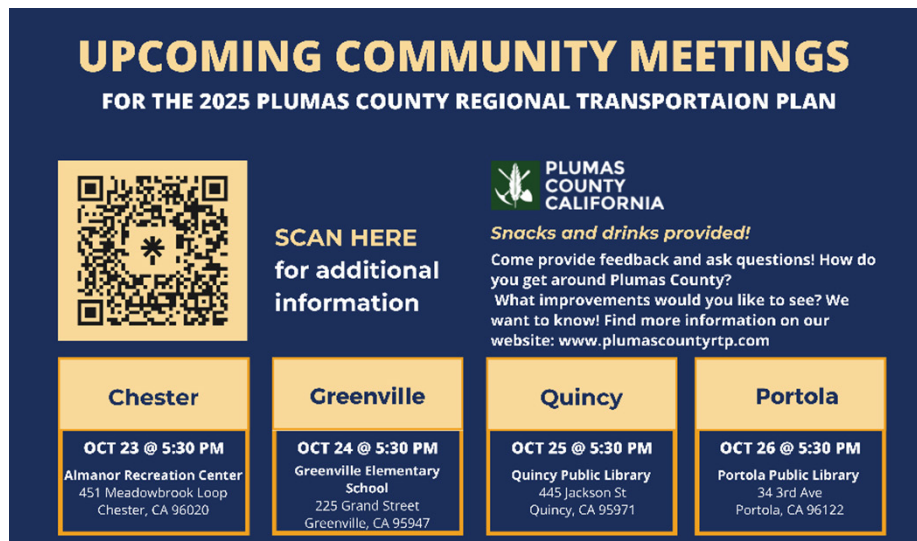


Figure 1.5: RTP Flyers

1.1.3. SURVEY

To enhance community engagement and gather valuable input from local stakeholders in Plumas County, a user-friendly survey was developed. The primary objective of this survey was to capture the transportation-related concerns and suggestions from the community, and use the feedback to identify key areas for potential improvements within the County.

The survey was crafted to be concise yet comprehensive, ensuring that participants could complete it within a short timeframe, between three to five minutes. This brevity was intentional to encourage higher participation rates by respecting the time constraints of community members.

To facilitate easy access and participation, the survey was hosted online. The survey link was prominently posted on the project's official website and was also disseminated through various communication channels to reach a broad audience within the community. This strategic placement ensured optimal visibility and accessibility, inviting extensive community participation, and ensuring that a diverse range of voices was heard in the planning process.

For a summary of survey results please refer to Section 4-Public Participation results.



SURVEY FORM FOR PLUMAS COUNTY

2025 REGIONAL TRANSPORTATION PLAN

(Write in the blank)
What community do you live in? Quincy

What are your most frequent out-of-county destinations?

☒ Chico ☐ Redding ☐ Sacramento
☐ Oroville ☒ Reno ☐ Susanville

QUESTIONS:

How frequently do you travel out-of-county?

How often do you drive a vehicle, on average?

Approximately how often do you use public transit in Plumas County?

Approximately how often do you ride a bicycle in Plumas County (including recreational or utilitarian)? Buying an E-Bike within the next year

Approximately how often do you walk in Plumas County (including recreational or utilitarian)?

RATING SCALE:

Daily Weekly Monthly Yearly Not at all

Please rank the following transportation needs in order of priority (1 is highest priority & 5 is lowest priority)

Invest in road maintenance

Invest in transit options

Invest in walking and bicycling Bicycles

Improve roadway safety

Increase recreational opportunities

(Write in the blank)
Where do you work or travel to most in the county? Quincy


 **PLUMAS COUNTY CALIFORNIA**

Figure 1.6: In-Person Survey Form

2. STAKEHOLDER ENGAGEMENT

2.1. STAKEHOLDER ADVISORY COMMITTEE

The Stakeholder Advisory Committee (SAC) was established to provide a comprehensive governance and advisory structure for the Plan. The SAC was comprised of staff from local government agencies, County staff, County District Supervisors, Chamber of Commerce members, Tribal members, non-profit organizations, Caltrans District 3, and prominent community members. These stakeholders brought a wide range of perspectives and expertise that was crucial to developing a Plan that addresses the diverse needs of the community. The inclusion of educational and emergency services leaders, along with the library director, ensured that the committee could consider and integrate broader community concerns such as safety, access to educational facilities, and public resources. See Table 2.1 for a complete list of Stakeholders.

- Alman Dixie Fire Collaborative
- Eastern Plumas Recreation District
- Feather River College
- Frontier Communications
- Greenville Junior/Senior High School
- Indian Valley Elementary School
- Lassen National Forest
- Pacific Gas and Electric
- Pioneer Quincy Elementary School
- Plumas County Administration
- Plumas County Agricultural Commissioner



- Plumas County Coordinating Council
- Plumas County Department of Public Works
- Plumas County Museum
- Plumas County Planning Department
- Plumas County Sheriff's Office
- Plumas County Social Services
- Plumas National Forest
- Plumas Rural Services
- Plumas Rural Services (Dixie Fire Resource Center)
- Plumas-Eureka State Park Association
- Plumas-Sierra Rural Electric Co-op
- Plumas Unified School District
- Portola Junior/Senior High School
- Quincy Chamber of Commerce
- Quincy CHP
- Quincy Elementary School
- Quincy Junior/Senior High School
- Region III Office of Emergency Services
- Sierra Butte Trail Stewardship
- Tahoe National Forest
- The Lost Sierra (Eastern Plumas) Chamber of Commerce
- Union Pacific Railroad Co - Northern California and Northern Nevada
- Yuba Expeditions

2.1.4. STAKEHOLDER INTERVIEWS

On October 25th, 2023, the project team held an open house for stakeholders to stop by and provide their input. This was

held during the day at the Plumas County Department of Public Works office and via zoom to ensure that there was accessibility to those who might not be able to make it in person. One stakeholder, representing Plumas County Transit, attended and left input on challenges such as road conditions, driver retention, and routes.

2.2. NEIGHBORING COUNTIES AND TRIBES' CONSULTATION LETTERS

Formal consultation letters were mailed to neighboring counties and tribes including:

- Butte County Association of Governments (BCAG)
- Lassen County Transportation Commission (LCTC)
- Sacramento Area Council of Governments (SACOG)
- Shasta Regional Transportation Agency (SRTA)
- Sierra County Transportation Commission (SCTC)
- Tehama County Transportation Commission (TCTC)
- Estom Yumeka Maidu Tribe of the Enterprise Rancheria,
- Greenville Rancheria of Maidu Indians,
- Mooretown Rancheria of Maidu Indians
- Susanville Indian Rancheria
- Tsi Akim Maidu
- United Auburn Indian Community of the Auburn Rancheria
- Washoe Tribe of Nevada and California
- Washoe Tribe of Nevada and California

There was no response for further consultation from anyone who was contacted.



3. PUBLIC EVENTS

3.1. COMMUNITY WORKSHOPS

The Plumas County Transportation Commission and project team hosted 4 workshops to introduce the 2025 Regional Transportation Plan Update and collect feedback from the community. The workshops were advertised and promoted to encourage community members to attend and provide input. Each meeting included a presentation introducing the Regional Transportation Plan, purpose of the plan, outreach process, funding challenges, community needs, and elements in the RTP. After the presentation, community members were able to ask questions or give comments to the project team. Community members were given the opportunity to determine priority projects and identify concerns with existing transportation conditions. In addition, sign in sheets, maps, surveys, and comment cards were made available at the meeting to help attendees identify specific areas within the County that are a community concern for safe travel. For a summary of feedback received at the events, please refer to Section 4-Public Participation results.

3.1.1. CHESTER - OCTOBER 23, 2023

The Chester Community Workshop was held at the Almanor Recreation Center on October 23rd, 2023, from 5:30 – 7:00 PM. There were no attendees at the formal meeting, however one person stopped by and provided responses to a semi-structured interview about transportation challenges and needs. The project team was able to gather some detailed comments to better understand mobility in Chester.



3.1.2. GREENVILLE - OCTOBER 24, 2023

The Greenville Community Workshop was held at Greenville Elementary School on October 24th, 2023, from 5:30 – 7:00 PM. There were three attendees present and all of them were heavily involved in the recovery of Greenville after the Dixie Fire.

3.1.3. QUINCY – OCTOBER 25, 2023

The Quincy Community Workshop was held at the Quincy Public Library in their Public Meeting Room on October 25th, 2023, from 5:30 – 7:00 PM. There were two attendees who were part of affiliations such as Search and Rescue, PCT Trail Angel Organization, Plumas County Agricultural Commission, and Greenville Streetscape Committee.

3.1.4. PORTOLA – OCTOBER 26, 2023

The Portola Community Workshop was held at the Portola Public Library in their Public Meeting Room on October

26th, 2023, from 5:30 – 7:00 PM. There were no attendees at the formal meeting, however many people going to the library stopped in the public meeting room. We were able to gather some comments from passersby to better understand mobility in Portola.

3.2. TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

On November 18th, the project team attended the Plumas County Technical Advisory Committee (TAC) Meeting to present the Draft Plan. THERE WERE X COMMENTS. After the presentation, the 30-day review period began. THERE WERE X COMMENTS during the review period.

3.3. EXHIBITS

3.3.1. PRESENTATIONS

The project team developed a presentation to deliver to attendees that described the purpose and goals of a Regional Transportation Plan and included important context to Plumas County. Throughout the presentation there were opportunities for the public to interject and comment on the Plan or process.

3.3.2. COMMUNITY MAPS

At each community workshop, there were two maps provided, one displayed routes around the County (see Figure 3.2) and one displayed routes around the specific community. Attendees were able to write or draw on the map to provide location specific feedback. This exercise allowed the attendees and the project team to collaborate on where potential improvements would be functional and practical based on the community's knowledge of the area.

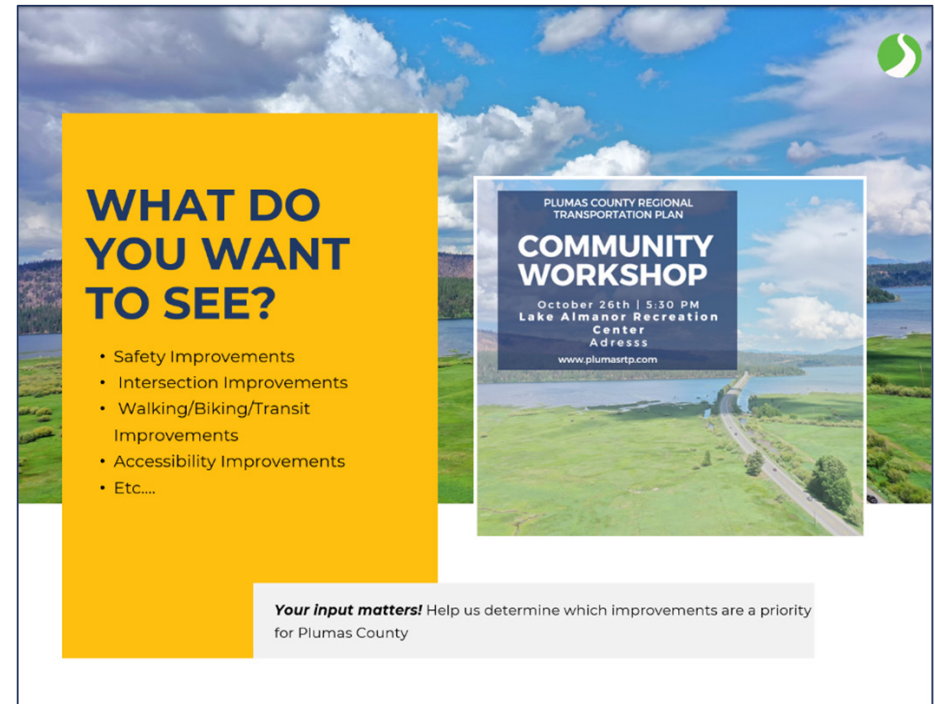


Figure 3.1: Presentation Slide

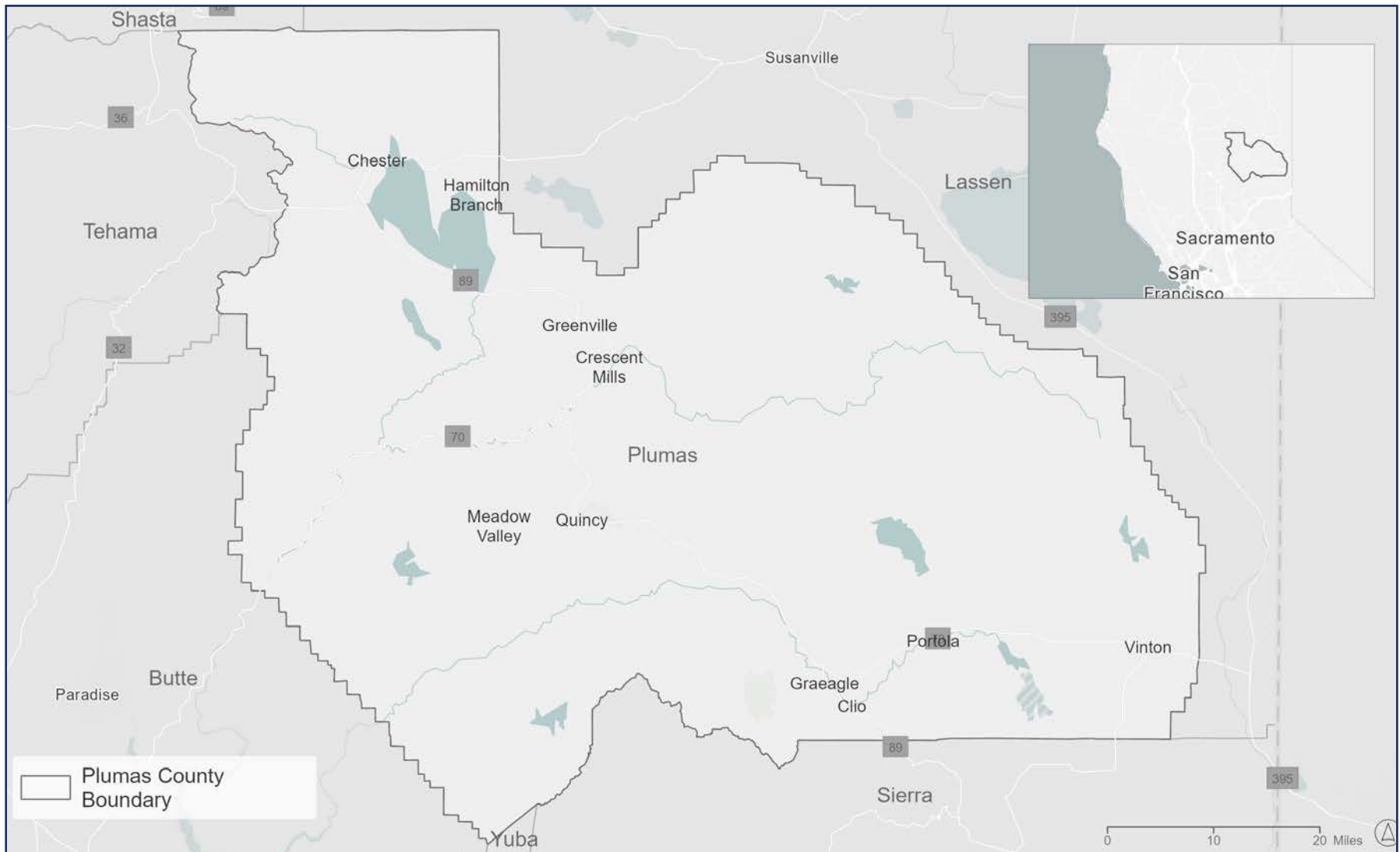


FIGURE 3.2: COUNTY MAP EXHIBIT

4. PUBLIC PARTICIPATION RESULTS

4.1. COMMUNITY WORKSHOP FEEDBACK

Extensive notes were taken at each community meeting to understand what factors are affecting the community and to record any relevant potential improvements. A summary of community input is displayed to the below.

Table 4.1: General Discussion and Suggestions

General Discussion and Suggestions
Transit to Reno for medical services.
Better Main Street conditions.
EV charging hubs to bolster Main Street economy.
Intersection improvements.
Safer routes to schools.
Improve PCT hiker assistance through transit.
High speeds on Cemetery Hill.
Pedestrian lighting improvements.
Security of bicycle facilities.

4.2. COMMUNITY SURVEY FEEDBACK

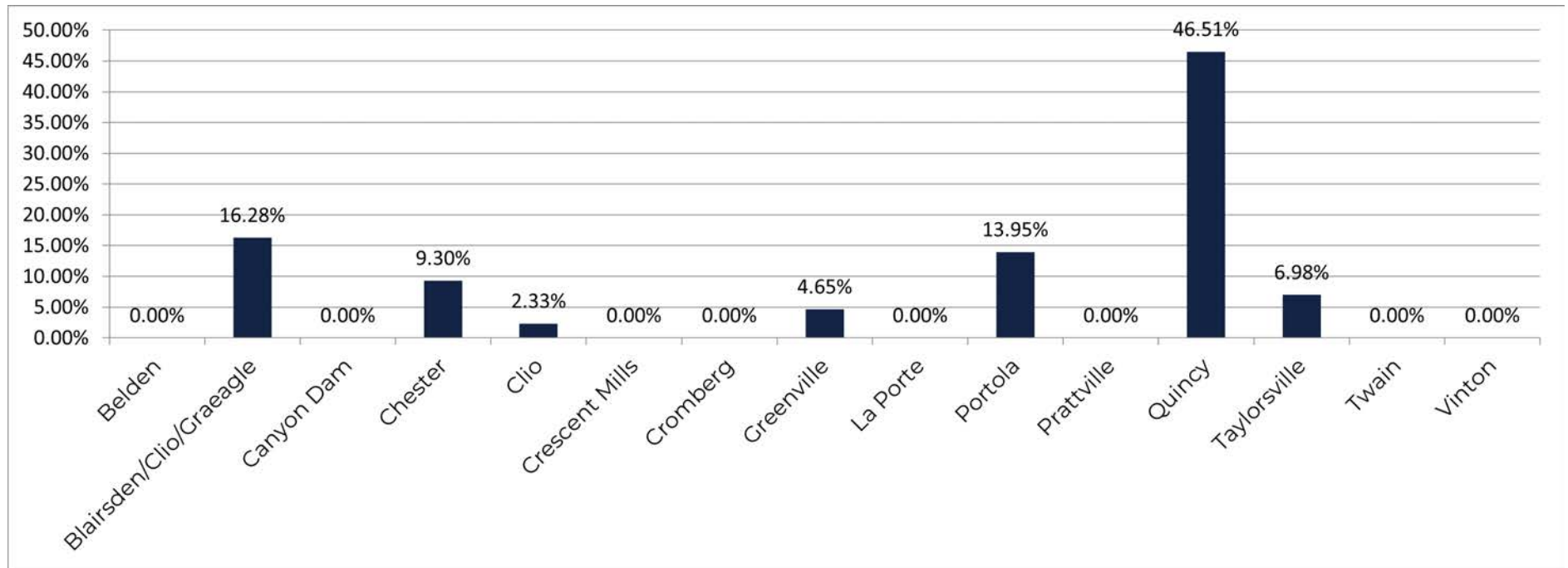
The community survey received 58 responses overall; however, not all respondents answered every question. The following are the results of the quantitative survey questions. For comprehensive survey results that include qualitative responses, please contact the Plumas County Transportation Commission. Responses to qualitative questions included the following themes:

Table 4.2: General Themes

General Themes
Road conditions (and winter maintenance)
Congestion concerns (and logging trucks)
Improved stop signs or speed stops at intersections
Walking and cycling for recreation/exercise
Improve/more pedestrian/cycling facilities
New/ Improved transit connections to Reno, Truckee, & Chico
Improved transit service in Meadow Valley
Improved guard rails along SR 89 and SR 70

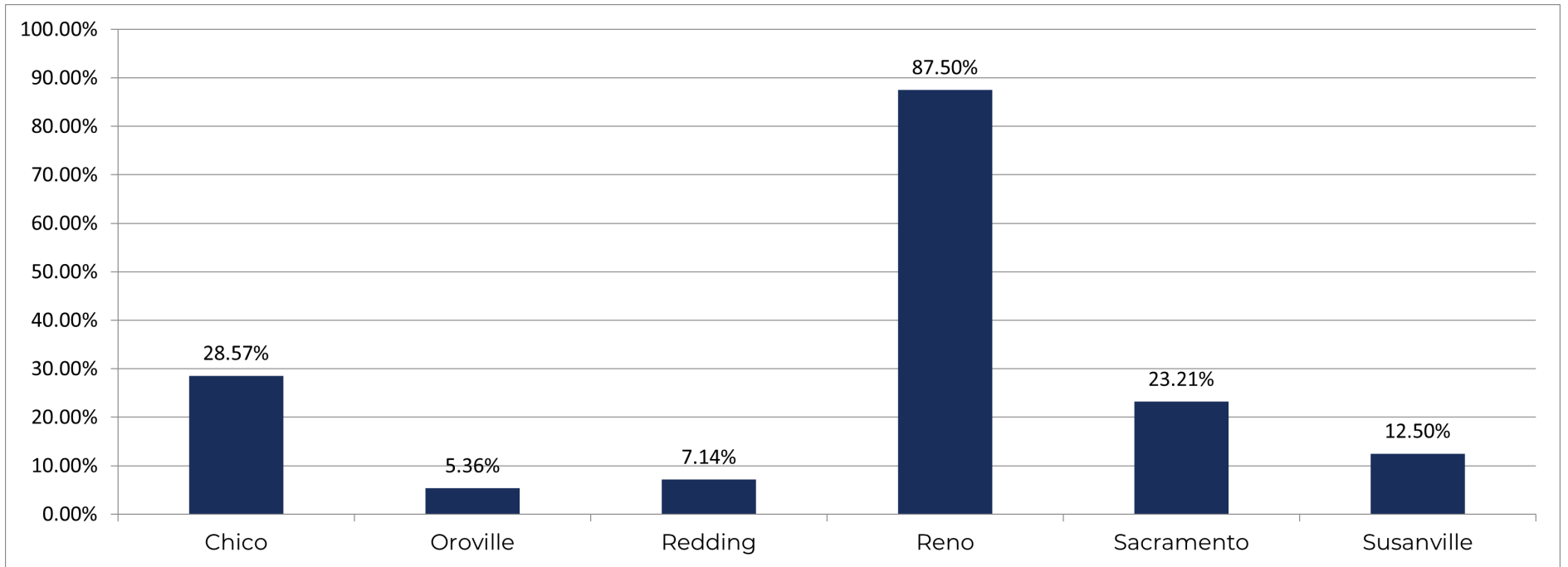


4.2.1. QUESTION 1: WHAT COMMUNITY DO YOU LIVE IN? (N=43)

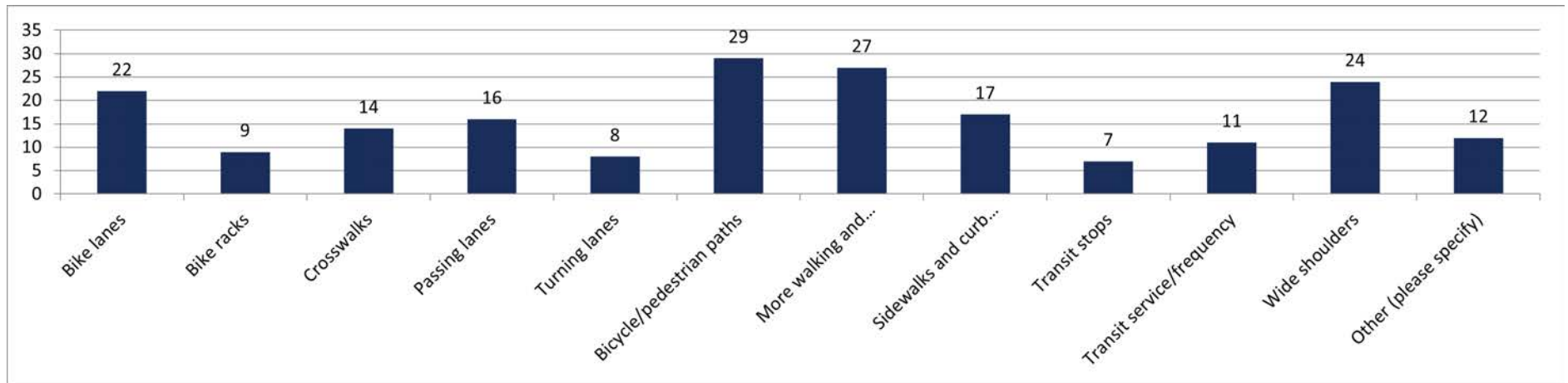




4.2.2. QUESTION 2: WHAT ARE YOUR MOST FREQUENT OUT-OF-COUNTY DESTINATIONS? (N= 56)

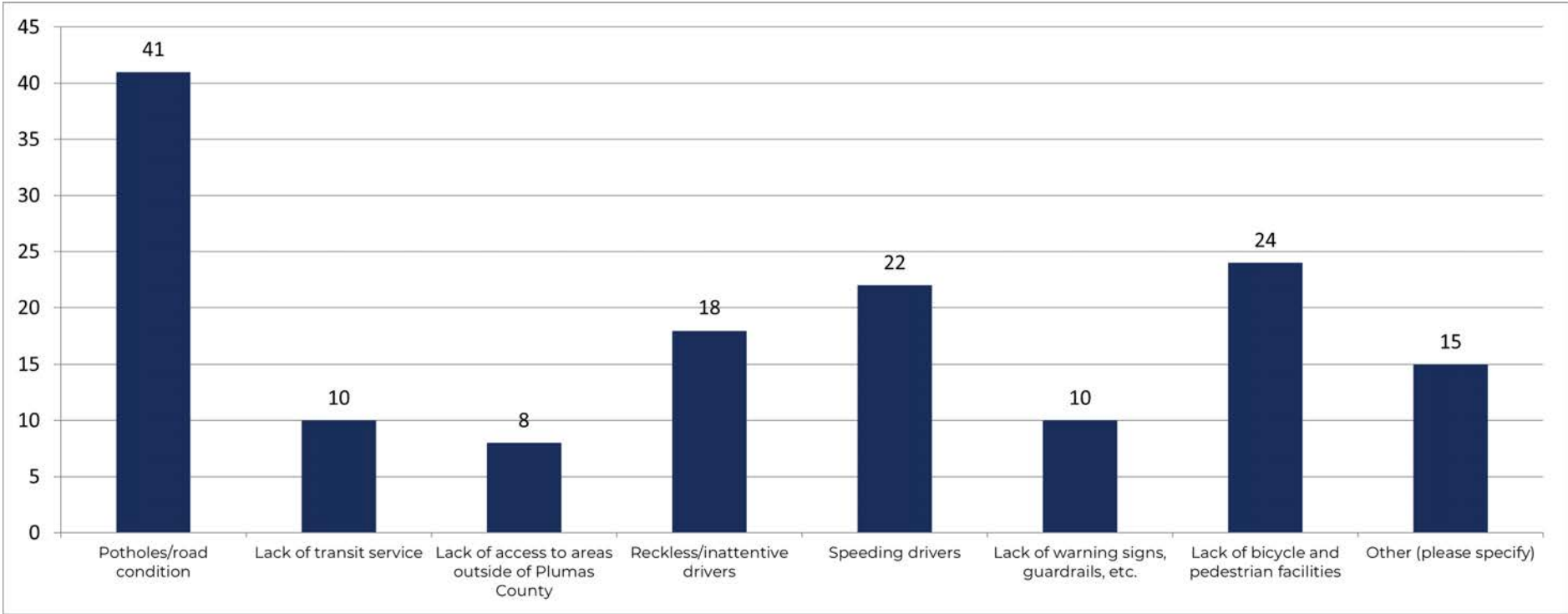


4.2.3. QUESTION 12: WOULD YOU LIKE TO SEE MORE OF THE FOLLOWING? CHECK ALL THAT APPLY. (N=56)



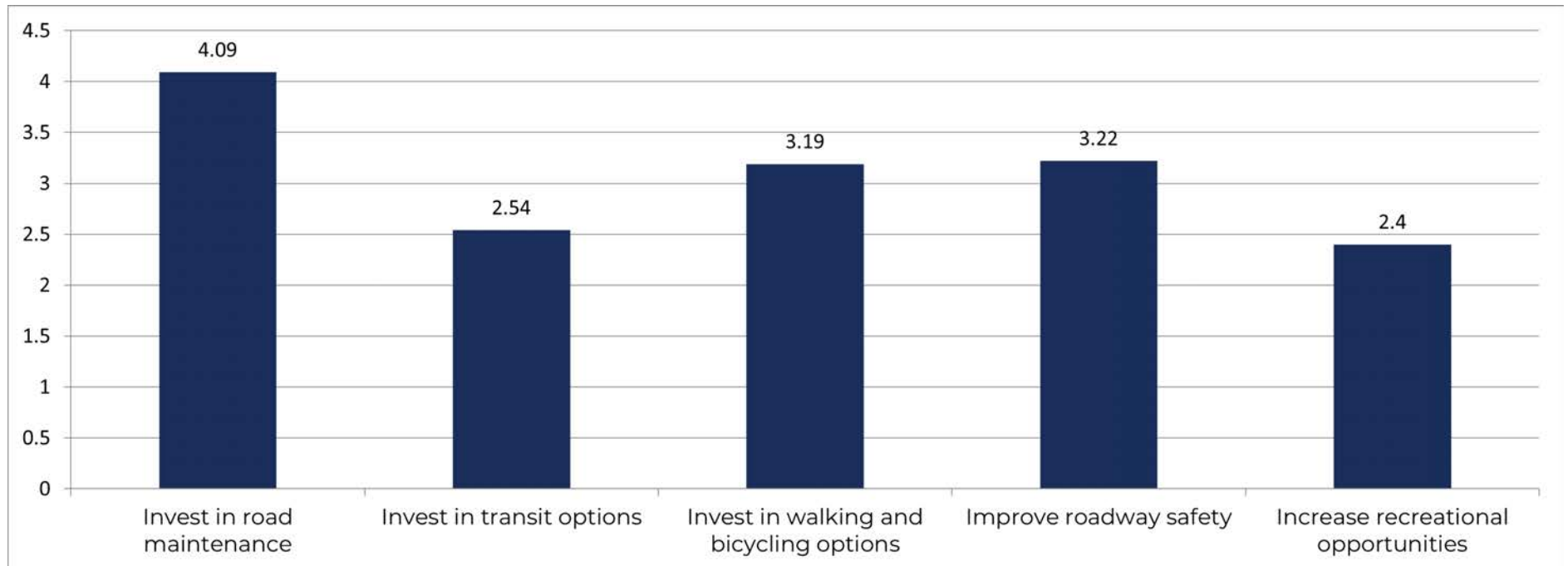


4.2.4. QUESTION 13: WHAT CONCERNS DO YOU HAVE WITH THE TRANSPORTATION NETWORK IN PLUMAS COUNTY? CHECK ALL THAT APPLY. (N=57)





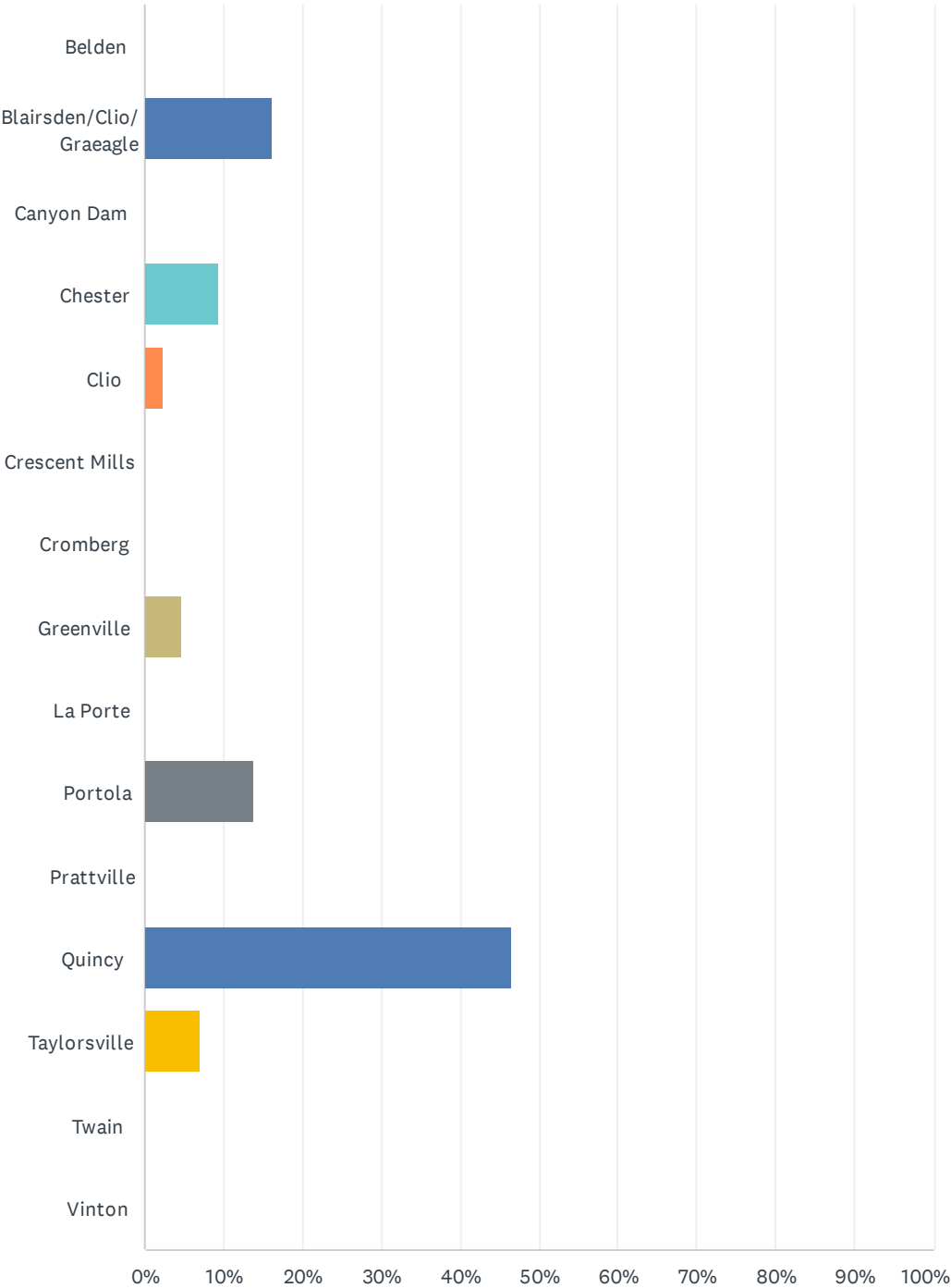
4.2.5. QUESTION 16: PLEASE RANK THE FOLLOWING TRANSPORTATION NEEDS IN ORDER OF PRIORITY (1 IS YOUR HIGHEST PRIORITY AND 5 IS YOUR LOWEST) (N= 58)



SURVEY RESULTS

Q1 What community do you live in?

Answered: 43 Skipped: 15

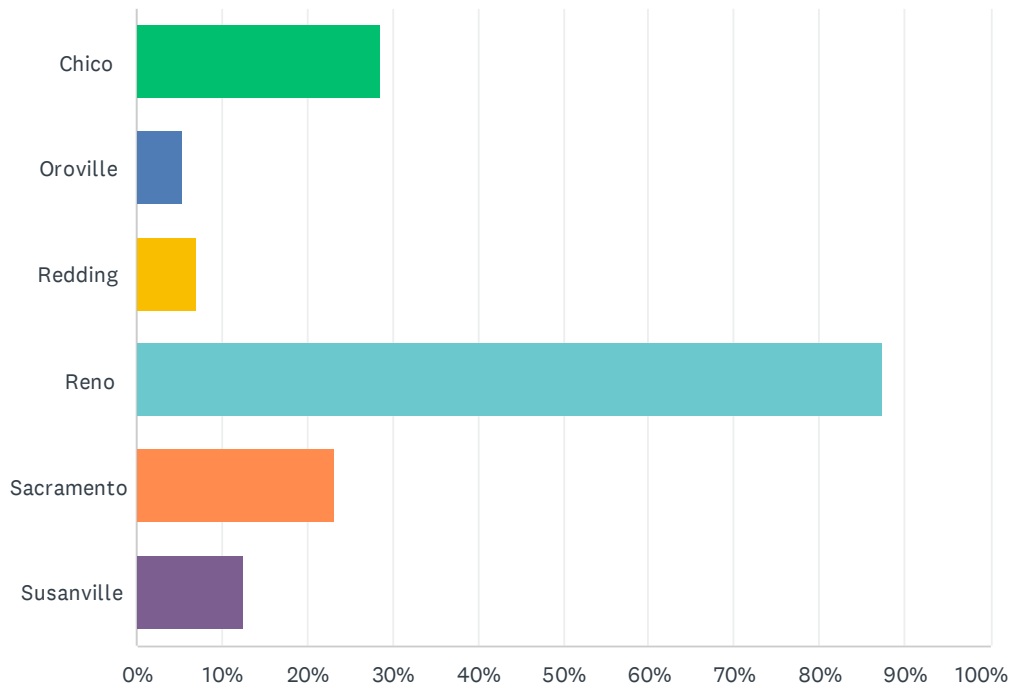


Plumas County Regional Transportation Plan Community Survey

ANSWER CHOICES	RESPONSES	
Belden	0.00%	0
Blairsden/Clio/Graeagle	16.28%	7
Canyon Dam	0.00%	0
Chester	9.30%	4
Clio	2.33%	1
Crescent Mills	0.00%	0
Cromberg	0.00%	0
Greenville	4.65%	2
La Porte	0.00%	0
Portola	13.95%	6
Prattville	0.00%	0
Quincy	46.51%	20
Taylorsville	6.98%	3
Twain	0.00%	0
Vinton	0.00%	0
Total Respondents: 43		

Q2 What are your most frequent out-of-county destinations?

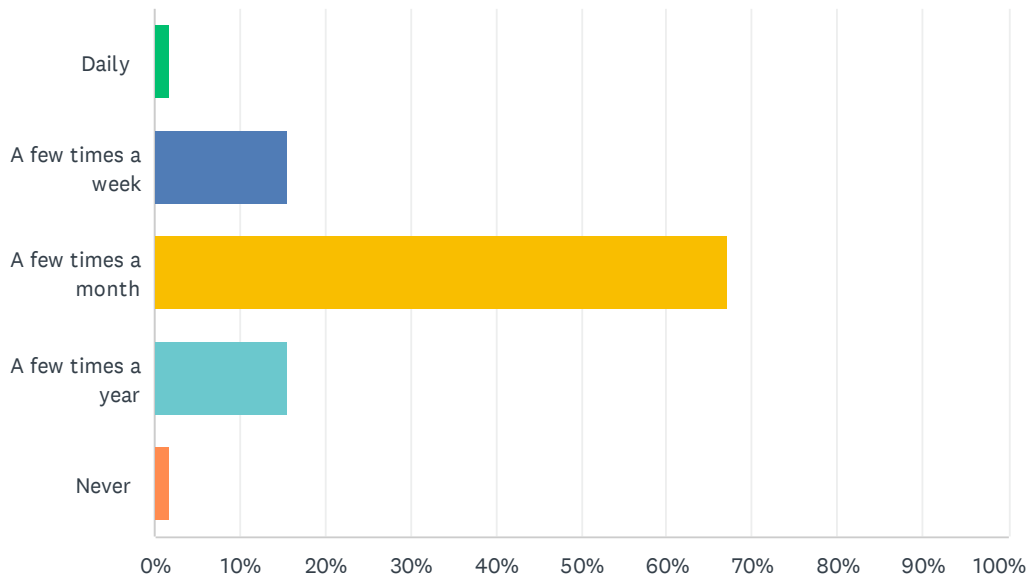
Answered: 56 Skipped: 2



ANSWER CHOICES	RESPONSES	
Chico	28.57%	16
Oroville	5.36%	3
Redding	7.14%	4
Reno	87.50%	49
Sacramento	23.21%	13
Susanville	12.50%	7
Total Respondents: 56		

Q3 How frequently do you travel out-of-county?

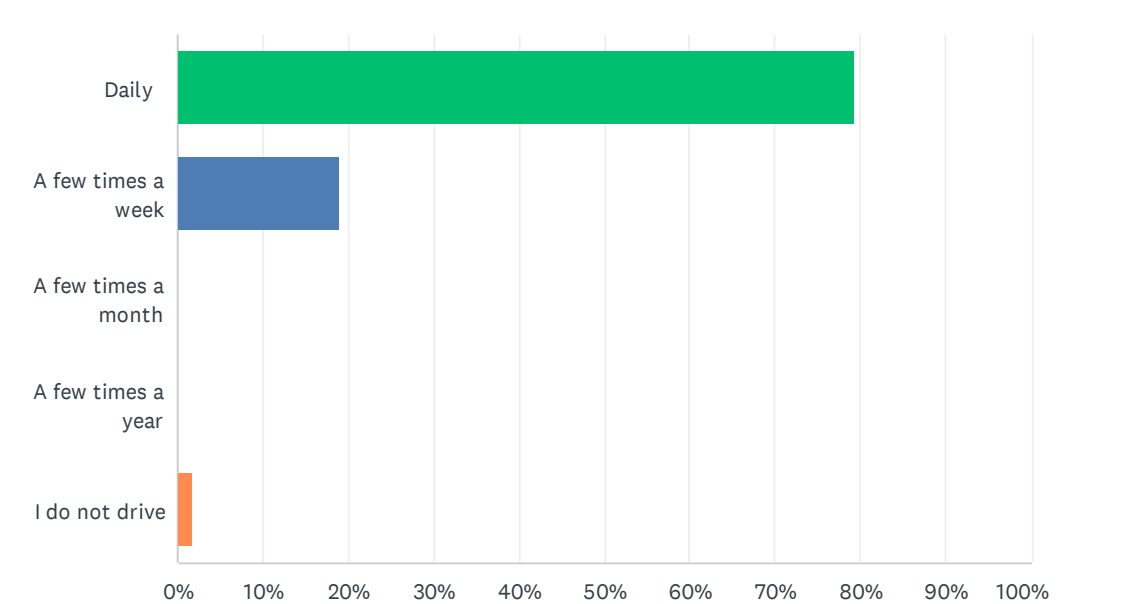
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	1.72%	1
A few times a week	15.52%	9
A few times a month	67.24%	39
A few times a year	15.52%	9
Never	1.72%	1
Total Respondents: 58		

Q4 How often do you drive a vehicle, on average?

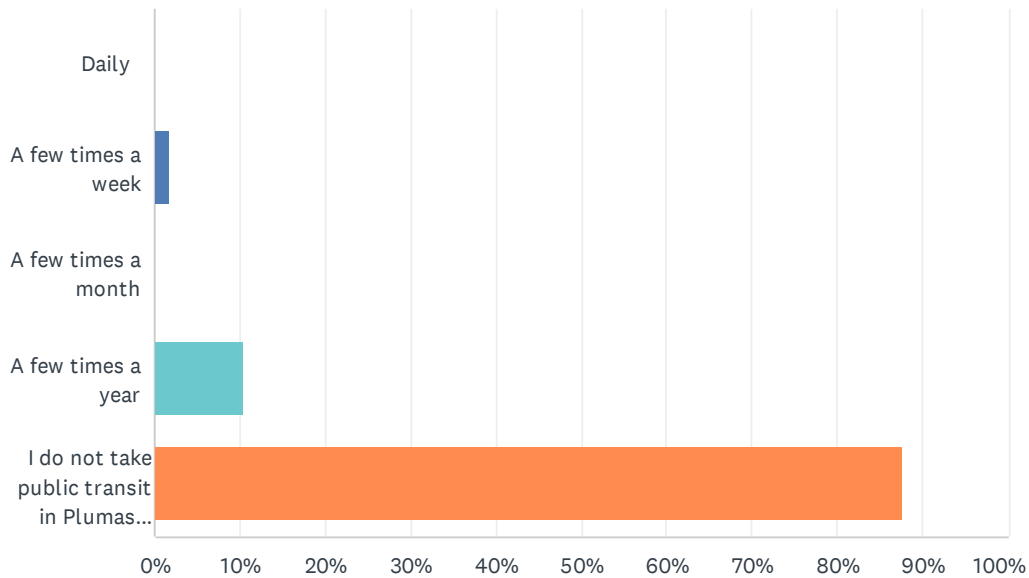
Answered: 58 Skipped: 0



ANSWER CHOICES		RESPONSES	
Daily		79.31%	46
A few times a week		18.97%	11
A few times a month		0.00%	0
A few times a year		0.00%	0
I do not drive		1.72%	1
TOTAL			58

Q5 Approximately how often do you use public transit in Plumas County?

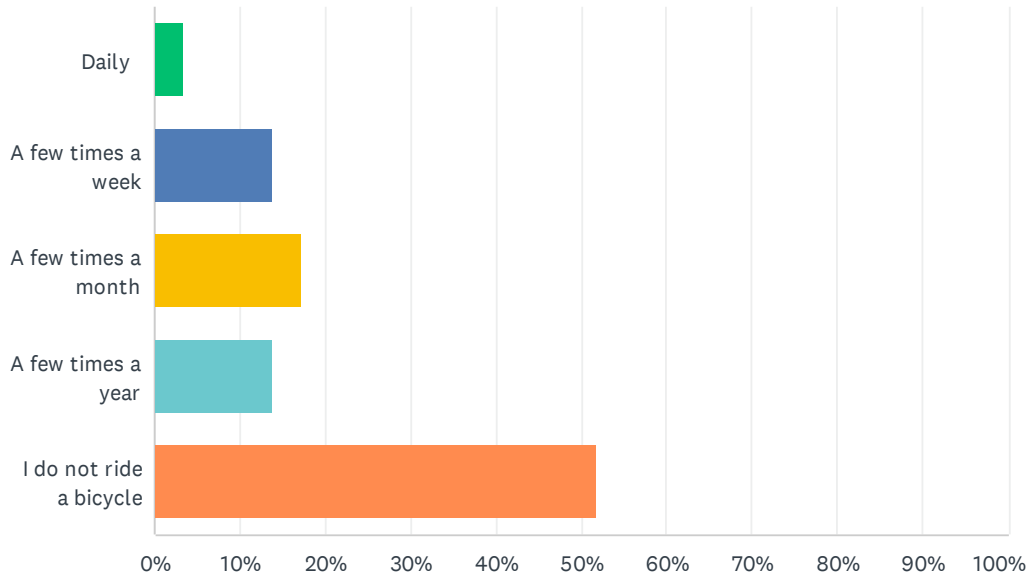
Answered: 57 Skipped: 1



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
A few times a week	1.75%	1
A few times a month	0.00%	0
A few times a year	10.53%	6
I do not take public transit in Plumas County	87.72%	50
TOTAL		57

Q6 Approximately how often do you ride a bicycle in Plumas County (including recreational or utilitarian)?

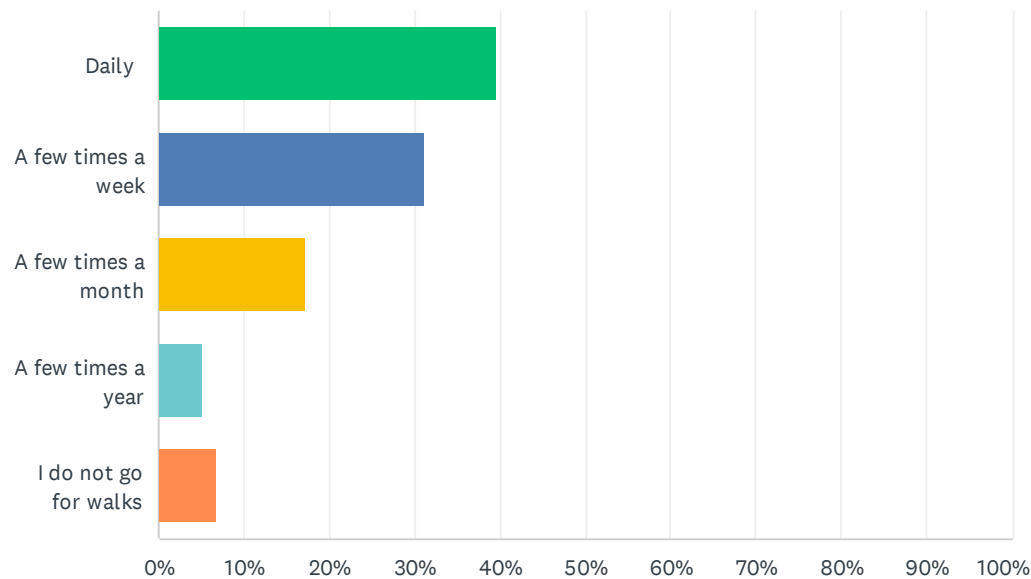
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	3.45%	2
A few times a week	13.79%	8
A few times a month	17.24%	10
A few times a year	13.79%	8
I do not ride a bicycle	51.72%	30
TOTAL		58

Q7 Approximately how often do you walk inPlumas County (including recreational or utilitarian)?

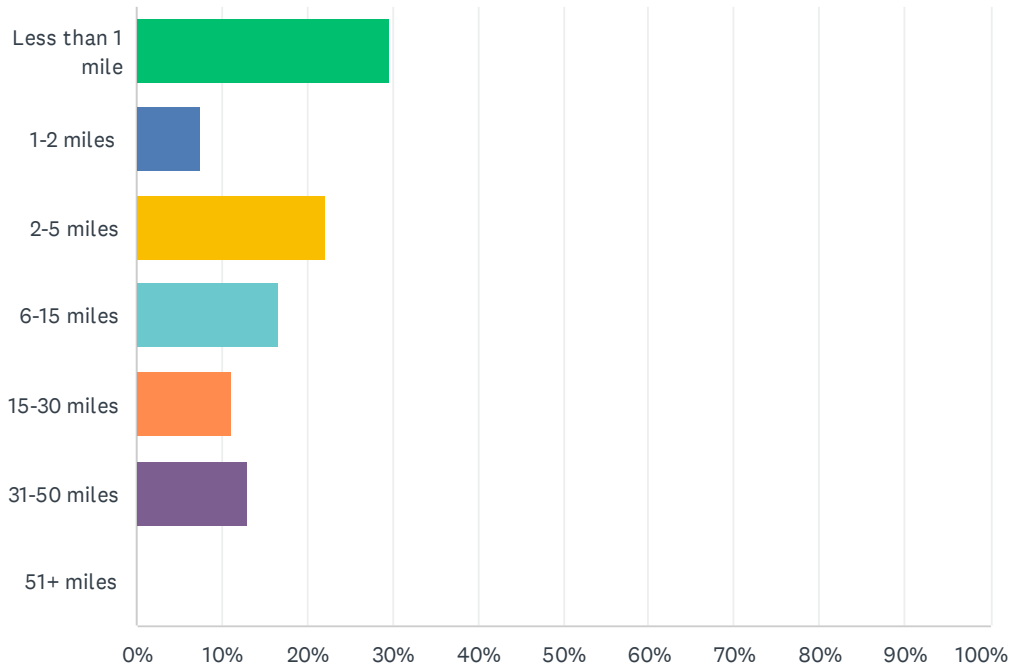
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	39.66%	23
A few times a week	31.03%	18
A few times a month	17.24%	10
A few times a year	5.17%	3
I do not go for walks	6.90%	4
TOTAL		58

Q8 How far do you commute to work or school?

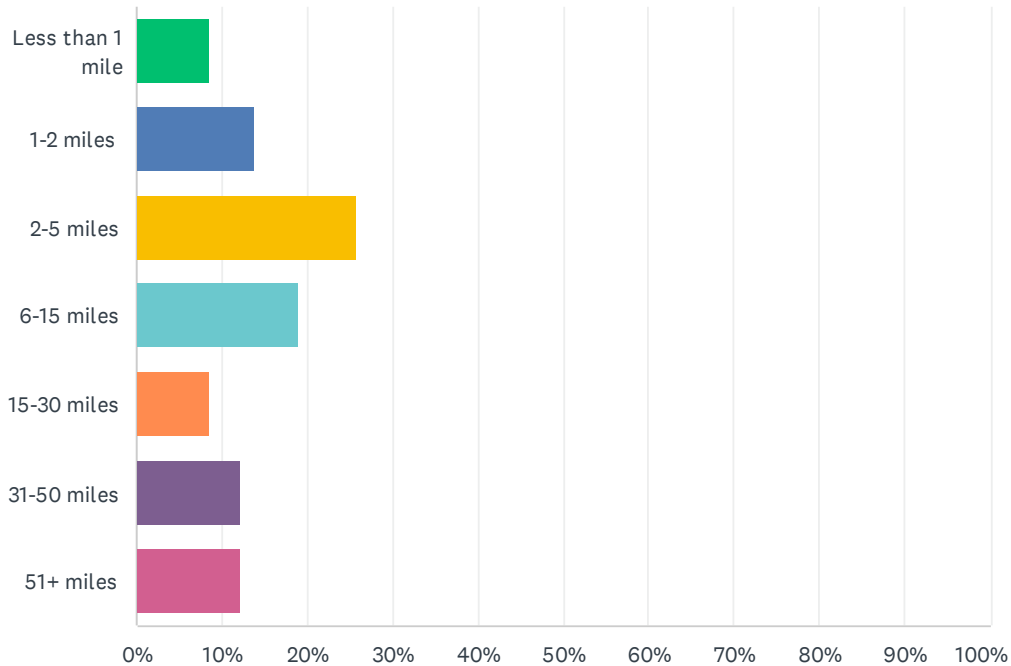
Answered: 54 Skipped: 4



ANSWER CHOICES	RESPONSES	
Less than 1 mile	29.63%	16
1-2 miles	7.41%	4
2-5 miles	22.22%	12
6-15 miles	16.67%	9
15-30 miles	11.11%	6
31-50 miles	12.96%	7
51+ miles	0.00%	0
TOTAL		54

Q9 How far do you commute to other necessary destinations, such as the grocery store?

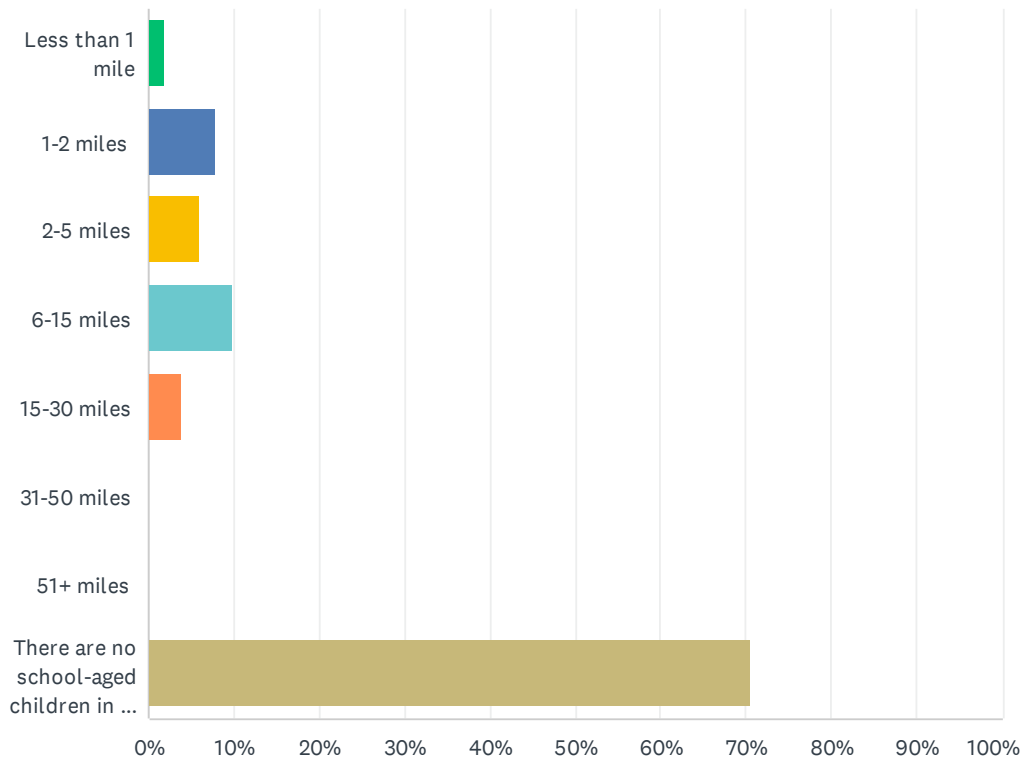
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1 mile	8.62%	5
1-2 miles	13.79%	8
2-5 miles	25.86%	15
6-15 miles	18.97%	11
15-30 miles	8.62%	5
31-50 miles	12.07%	7
51+ miles	12.07%	7
TOTAL		58

Q10 If you have school-aged children, how far do they commute to school?

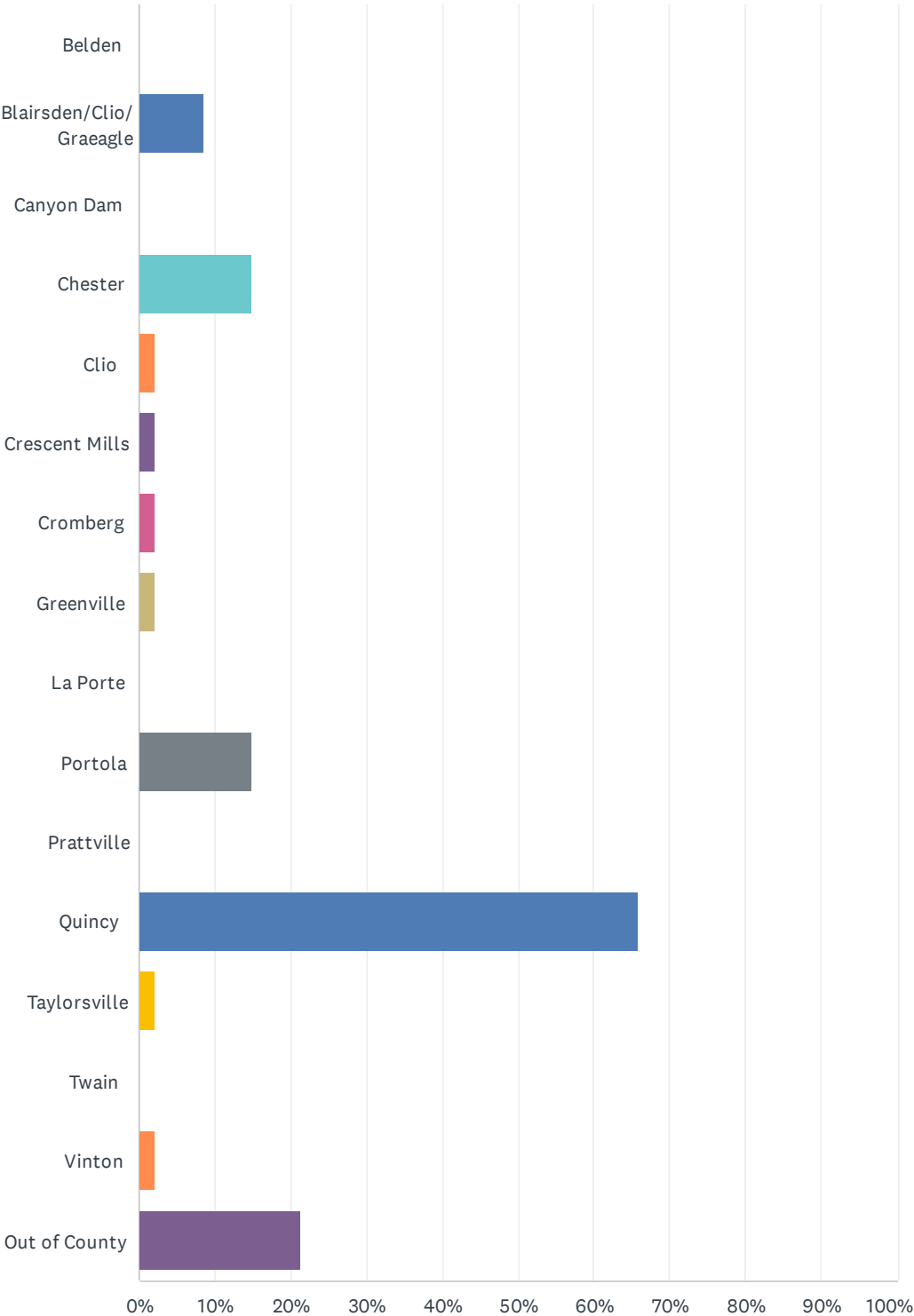
Answered: 51 Skipped: 7



ANSWER CHOICES	RESPONSES	
Less than 1 mile	1.96%	1
1-2 miles	7.84%	4
2-5 miles	5.88%	3
6-15 miles	9.80%	5
15-30 miles	3.92%	2
31-50 miles	0.00%	0
51+ miles	0.00%	0
There are no school-aged children in my household	70.59%	36
TOTAL		51

Q11 Where do you work or travel to most?

Answered: 47 Skipped: 11

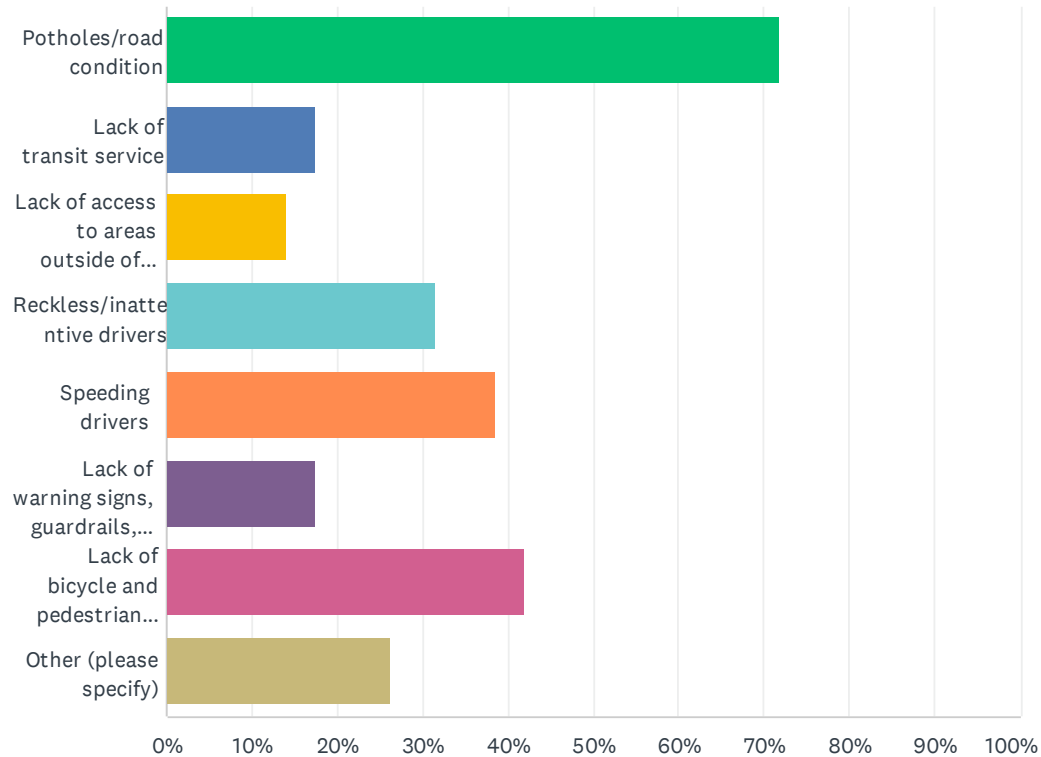


Plumas County Regional Transportation Plan Community Survey

ANSWER CHOICES	RESPONSES	
Belden	0.00%	0
Blairsden/Clio/Graeagle	8.51%	4
Canyon Dam	0.00%	0
Chester	14.89%	7
Clio	2.13%	1
Crescent Mills	2.13%	1
Cromberg	2.13%	1
Greenville	2.13%	1
La Porte	0.00%	0
Portola	14.89%	7
Prattville	0.00%	0
Quincy	65.96%	31
Taylorsville	2.13%	1
Twain	0.00%	0
Vinton	2.13%	1
Out of County	21.28%	10
Total Respondents: 47		

Q12 What concerns do you have with the transportation network in Plumas County? Check all that apply.

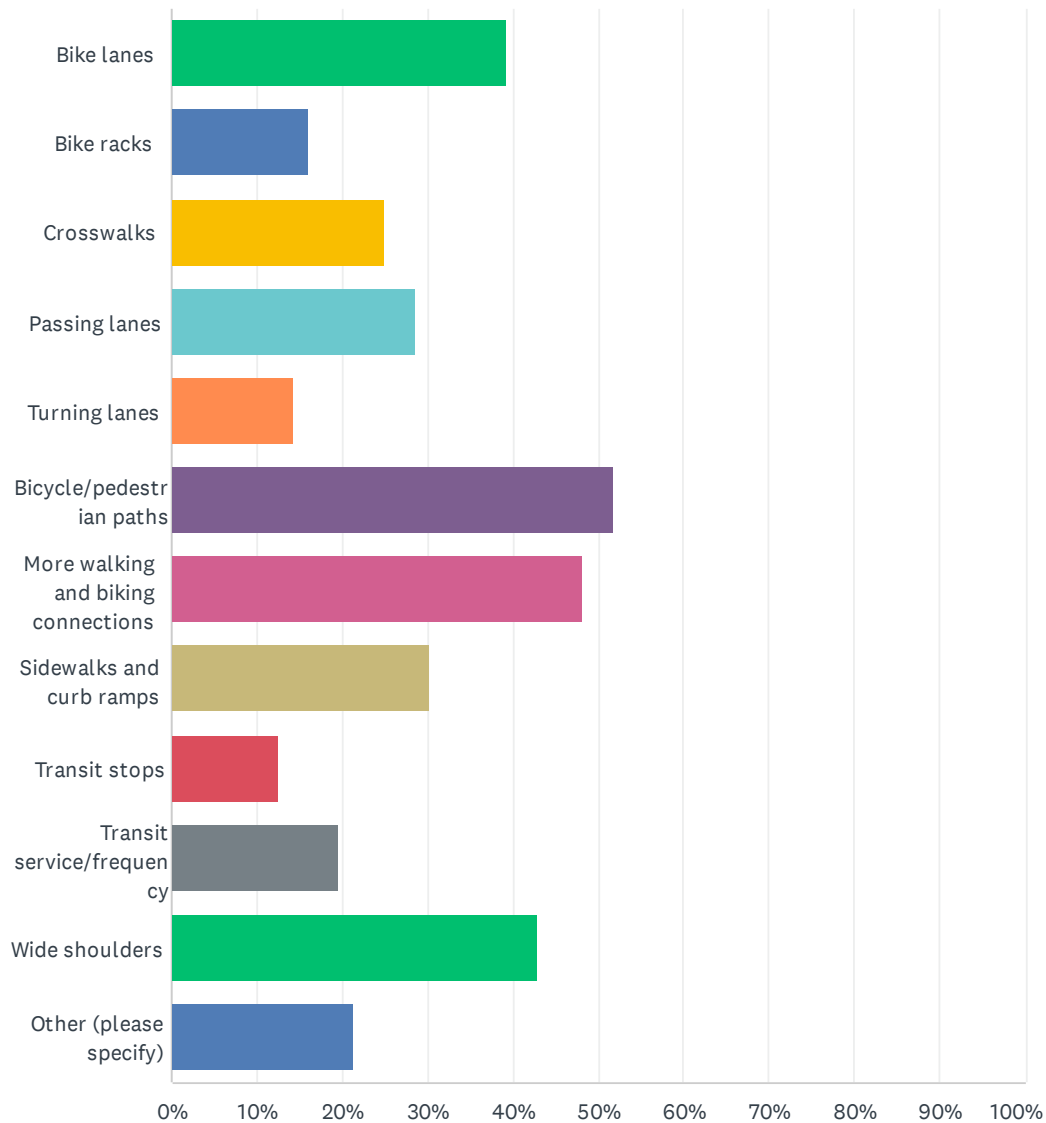
Answered: 57 Skipped: 1



ANSWER CHOICES	RESPONSES	
Potholes/road condition	71.93%	41
Lack of transit service	17.54%	10
Lack of access to areas outside of Plumas County	14.04%	8
Reckless/inattentive drivers	31.58%	18
Speeding drivers	38.60%	22
Lack of warning signs, guardrails, etc.	17.54%	10
Lack of bicycle and pedestrian facilities	42.11%	24
Other (please specify)	26.32%	15
Total Respondents: 57		

Q13 Would you like to see more of the following? Check all that apply.

Answered: 56 Skipped: 2



Plumas County Regional Transportation Plan Community Survey

ANSWER CHOICES	RESPONSES	
Bike lanes	39.29%	22
Bike racks	16.07%	9
Crosswalks	25.00%	14
Passing lanes	28.57%	16
Turning lanes	14.29%	8
Bicycle/pedestrian paths	51.79%	29
More walking and biking connections	48.21%	27
Sidewalks and curb ramps	30.36%	17
Transit stops	12.50%	7
Transit service/frequency	19.64%	11
Wide shoulders	42.86%	24
Other (please specify)	21.43%	12
Total Respondents: 56		

Q14 What areas need more bicycle and pedestrian facilities? (ex. communities, neighborhoods, specific streets, specific intersections, etc.)

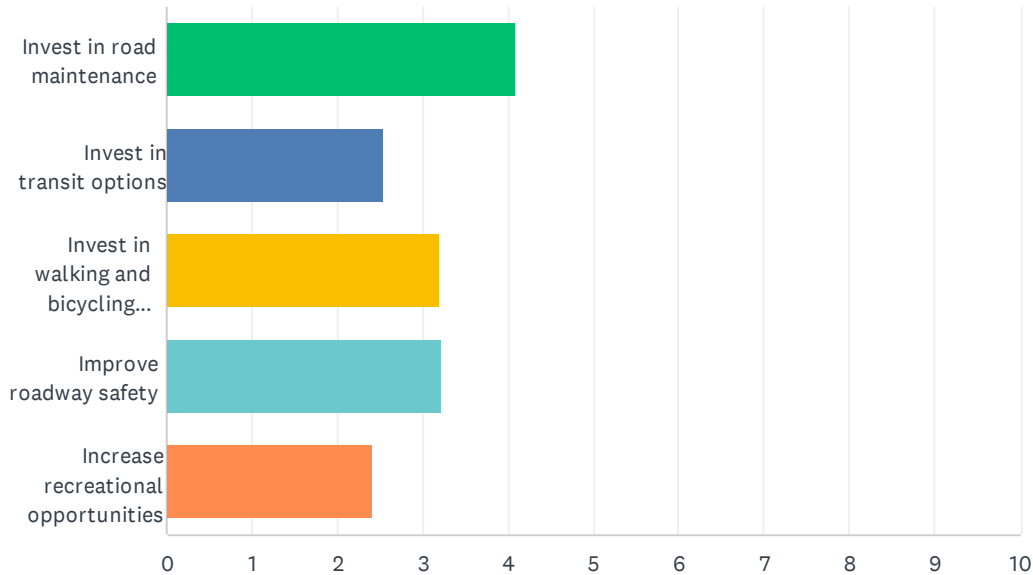
Answered: 32 Skipped: 26

Q15 What areas need better transit service or facilities? (ex. communities, neighborhoods, specific streets, specific intersections, etc.)

Answered: 19 Skipped: 39

Q16 Please rank the following transportation needs in order of priority (1 is your highest priority and 5 is your lowest)

Answered: 58 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Invest in road maintenance	53.70% 29	25.93% 14	5.56% 3	5.56% 3	9.26% 5	54	4.09
Invest in transit options	12.50% 6	8.33% 4	25.00% 12	29.17% 14	25.00% 12	48	2.54
Invest in walking and bicycling options	16.67% 8	25.00% 12	29.17% 14	18.75% 9	10.42% 5	48	3.19
Improve roadway safety	15.22% 7	30.43% 14	23.91% 11	21.74% 10	8.70% 4	46	3.22
Increase recreational opportunities	6.67% 3	13.33% 6	26.67% 12	20.00% 9	33.33% 15	45	2.40

Q17 Do you have any comments or suggestions regarding the transportation network in Plumas County?

Answered: 33 Skipped: 25

APPENDIX C

COORDINATION WITH STATE WILDLIFE ACTION PLAN

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada			Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Fresno kangaroo rat*	<i>Dipodomys nitratoideus exilis</i>			X	X		X	X										
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>	X		X	X	X	X	X										
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	<i>Neotoma fuscipes riparia</i>	X																
Large-eared woodrat	<i>Neotoma macrotis</i>			X	X		X	X										
Deer mouse	<i>Peromyscus</i> spp.	X		X	X		X	X	X									
Porcupine*	<i>Erethizon dorsatum</i>					X			X		X							
Gray wolf*	<i>Canis lupus</i>								X									
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>									X								
Ringtail*	<i>Bassariscus astutus</i>	X		X	X	X	X	X	X			X	X					
California wolverine*	<i>Gulo gulo</i>								X	X	X							
Northern river otter	<i>Lontra canadensis</i>	X	X			X												
Pacific marten*	<i>Martes caurina</i> [=americana]								X	X	X							
Fisher - West Coast DPS*	<i>Pekania</i> [=Martes] pennanti								X		X							
American badger*	<i>Taxidea taxus</i>	X		X	X	X	X	X	X			X	X					
Western spotted skunk	<i>Spilogale gracilis</i>	X		X	X	X	X	X	X									
Tule elk*	<i>Cervus elaphus nannodes</i>	X																
Sierra Nevada bighorn sheep	<i>Ovis canadensis sierrae</i>									X	X							

¹ A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

Table 5.4-2 Key Ecological Attributes – Central Valley and Sierra Nevada Province

Conservation Units and Targets											
Key Ecological Attributes	Great Valley	Sierra Nevada Foothills	Sierra Nevada	Sacramento HUC 1802	Central Lahontan HUC 1605	San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803	American Southwest Riparian Forest and Woodland			
								X	X		
								X	X	X	X
					X	X	X	X	X	X	Chaparral
					X	X	X	X	X	X	California Foothill and Coastal Rock Outcrop Vegetation
					X	X	X	X	X	X	California Foothill and Valley Forests and Woodlands
		X	X	X	X	X	X	Desert Transition Chaparral			
		X	X	X	X	X	X	Montane Chaparral			
				X				North Coastal Mixed Evergreen and Montane Conifer Forests			
				X	X	X	X	Alpine Vegetation			
			X	X	X	X	Pacific Northwest Subalpine Forest				
			X	X	X	X	Wet Mountain Meadow				
			X	X	X	X	Western Upland Grasslands				
				X			Clear Lake Native Fish Assemblage				
					X	X	Carson River Native Fish Assemblage				
					X	X	Walker River Native Fish Assemblage				
					X	X	San Joaquin Native Aquatic Species				
							Upper Kern River Native Fish Assemblage				
Area and extent of community composition	X	X	X	X	X	X	X	X			
Community structure and composition		X	X	X	X	X	X	X			
Connectivity among communities and ecosystems	X	X	X	X		X					
Fire regime			X	X	X	X	X	X			
Hydrological regime	X				X			X			
Nutrient concentration and dynamics											
Pollutant concentrations and dynamics											
Soil quality and sediment deposition regime	X			X		X	X	X			
Successional dynamics	X	X	X		X						
Surface water flow regime	X	X				X	X	X			
Water level fluctuations		X				X	X				
Water quality							X				
Water temperatures and chemistry							X				

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Invertebrates																		
California floater mussel	<i>Anodonta californiensis</i>														X		X	
Western pearlshell mussel	<i>Margaritifera falcata</i>													X	X		X	X
Valley elderberry longhorn beetle*	<i>Desmocerus californicus dimorphus</i>	X																
Fishes																		
Pacific lamprey*	<i>Entosphenus tridentatus</i>																X	
Goose Lake lamprey*	<i>Entosphenus tridentatus</i> ssp. ¹																	
Pit-Klamath brook lamprey	<i>Lampetra lethophaga</i>																	
Green sturgeon*	<i>Acipenser medirostris</i>																X	
Lahontan cutthroat trout*	<i>Oncorhynchus clarkii henshawi</i>													X	X		X	
Paiute cutthroat trout*	<i>Oncorhynchus clarkii selenis</i>													X			X	
Rainbow trout	<i>Oncorhynchus mykiss</i>												X				X	
California golden trout*	<i>Oncorhynchus mykiss aguabonita</i>																	X
Kern River rainbow trout*	<i>Oncorhynchus mykiss gilberti</i>																	X
Goose Lake redband trout*	<i>Oncorhynchus mykiss</i> ssp. ¹																	
Little Kern golden trout*	<i>Oncorhynchus mykiss whitei</i>																	X
Mountain whitefish	<i>Prosopium williamsoni</i>													X	X			
Hitch	<i>Lavinia exilicauda chi</i>																X	
Clear Lake hitch	<i>Lavinia exilicauda chi</i>												X					
California roach	<i>Lavinia symmetricus</i>												X				X	
Pit roach*	<i>Lavinia symmetricus mitrulus</i>																	
Hardhead*	<i>Mylopharodon conocephalus</i>																X	X
Sacramento blackfish	<i>Orthodon microlepidotus</i>												X				X	
Sacramento pickeminnow	<i>Ptychocheilus grandis</i>												X				X	
Lahontan redbside	<i>Richardsonius egregius</i>													X	X			
Speckled dace	<i>Rhinichthys osculus</i>													X	X			
Lahontan Lake tui chub*	<i>Siphateles bicolor pectinifer</i>													X				
Lahontan Creek tui chub	<i>Siphateles bicolor obesa</i>													X	X			
Goose Lake tui chub*	<i>Siphateles bicolor thalassina</i>																	
Sacramento sucker	<i>Catostomus occidentalis lucasensis</i>												X				X	X
Goose Lake sucker*	<i>Catostomus occidentalis lucasensis</i>																	
Mountain sucker*	<i>Catostomus platyrhynchus</i>													X	X			
Tahoe sucker	<i>Catostomus tahoensis</i>													X	X			
Unarmored threespine	<i>Gasterosteus aculeatus</i>												X					

Table 5.2-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the Cascades and Modoc Plateau Province

Common Name	Scientific Name	Conservation Units and Targets ¹							
		Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802
		North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Western meadowlark	<i>Sturnella neglecta</i>			X	X	X			
Yellow-headed blackbird*	<i>Xanthocephalus xanthocephalus</i>		X						
Mammals									
Vagrant shrew	<i>Sorex vagrans</i>		X						
Long-eared myotis*	<i>Myotis evotis</i>	X					X		
Fringed myotis*	<i>Myotis thysanodes</i>						X		
Western mastiff bat	<i>Eumops perotis californicus</i>		X						
American pika ¹	<i>Ochotona princeps</i>		X				X		
Pygmy rabbit*	<i>Brachylagus idahoensis</i>			X	X	X			
Snowshoe hare	<i>Lepus americanus</i>	X							
Black-tailed jackrabbit	<i>Lepus californicus</i>		X	X	X	X			
Western white-tailed jackrabbit	<i>Lepus townsendii</i>			X	X	X			
Mountain beaver	<i>Apodonta rufa</i>	X							
Northern flying squirrel	<i>Glaucomys sabrinus</i>	X							
Little pocket mouse	<i>Perognathus longimembris</i>			X	X	X			
Desert woodrat	<i>Neotoma lepida</i>			X	X	X	X		
Dusky-footed woodrat	<i>Neotoma fuscipes</i>	X							
Mountain lion	<i>Puma concolor</i>	X							
Gray wolf*	<i>Canis lupus</i>	X	X						
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>		X						
Ringtail*	<i>Bassariscus astutus</i>	X							
California wolverine*	<i>Gulo gulo</i>	X	X						
Pacific marten*	<i>Martes caurina (=Americana)</i>	X	X						
Pacific fisher - West Coast DPS*	<i>Pekania [=Martes] pennanti</i>	X	X						
American badger*	<i>Taxidea taxus</i>	X	X	X	X	X	X		
Western spotted skunk	<i>Spilogale gracilis</i>	X					X		
Pronghorn antelope*	<i>Antilocapra americana</i>			X	X	X			
Roosevelt elk	<i>Cervus canadensis roosevelti</i>		X						
Rocky Mountain elk*	<i>Cervus elaphus</i>	X							

¹ A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

Table 5.2-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the Cascades and Modoc Plateau Province

Common Name	Scientific Name	Conservation Units and Targets ¹							
		Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802
		North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
California mountain kingsnake	<i>Lampropeltis zonata</i>		X						
Gopher snake	<i>Pituophis catenifer</i>		X	X	X	X			
Birds									
Greater white-fronted goose	<i>Anser albifrons</i>		X						
Greater sage-grouse*	<i>Centrocercus urophasianus</i>			X	X	X	X		
Sooty grouse	<i>Dendragapus fuliginosus</i>	X							
Great egret	<i>Adea alba</i>		X						
Osprey	<i>Pandion haliaetus</i>	X							
Northern goshawk*	<i>Accipiter gentilis</i>	X							
Golden eagle	<i>Aquila chrysaetos</i>	X	X	X	X	X	X		
Ferruginous hawk	<i>Buteo regalis</i>		X				X		
Northern harrier*	<i>Circus cyaneus</i>		X						
White-tailed kite*	<i>Elanus leucurus</i>		X						
Bald eagle*	<i>Haliaeetus leucocephalus</i>	X							
Sandhill crane	<i>Grus canadensis</i>		X						
Short-eared owl*	<i>Asio flammeus</i>		X						
Long-eared owl*	<i>Asio otus</i>		X	X	X	X			
Burrowing owl*	<i>Athene cunicularia</i>		X	X	X	X	X		
Spotted owl	<i>Strix occidentalis</i>	X							
Vaux's swift*	<i>Chaetura vauxi</i>	X							
Black swift*	<i>Cypseloides niger</i>	X							
American peregrine falcon*	<i>Falco peregrinus anatum</i>			X	X	X	X		
Olive-sided flycatcher*	<i>Contopus cooperi</i>	X							
Gray flycatcher	<i>Empidonax wrightii</i>			X	X	X			
Loggerhead shrike*	<i>Lanius ludovicianus</i>		X	X	X	X	X		
Purple martin*	<i>Progne subis</i>	X	X						
Common yellowthroat	<i>Geothlypis trichas</i>		X						
Yellow warbler*	<i>Setophaga petechia</i>	X							
Rufous-crowned sparrow	<i>Aimophila ruficeps</i>		X						
Sage sparrow	<i>Artemisiospiza belli</i>			X	X	X			
Lark sparrow	<i>Chondestes grammacus</i>			X	X	X			
Savannah sparrow	<i>Passerculus sandwichensis</i>		X						
Green-tailed towhee	<i>Pipilo chlorurus</i>			X	X	X			
Brewer's sparrow	<i>Spizella breweri</i>			X	X	X			

Table 5.2-4 Key Pressures on Conservation Targets – Cascades and Modoc Plateau Province

Pressure	Conservation Units and Targets							
	Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1808
	North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Annual and perennial non-timber crops		X	X	X	X			X
Climate change	X	X	X	X	X	X	X	X
Dams and water management/use			X	X	X		X	X
Fire and fire suppression	X	X	X	X	X	X		
Housing and urban areas			X	X	X			
Introduced genetic material							X	X
Invasive plants/animals		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X		X	X
Logging and wood harvesting	X	X					X	X
Other ecosystem modifications						X		
Recreational activities			X	X	X			
Renewable energy	X		X	X	X			
Roads and railroads							X	X
Utility and service lines	X		X	X	X			

Table 5.2-2 Key Ecological Attributes – Cascades and Modoc Plateau Province

Key Ecological Attributes	Conservation Units and Targets							
	Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802
	North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Area and extent of community		X	X	X	X		X	X
Fire regime	X	X	X	X	X	X		
Community structure and composition	X	X	X	X	X	X	X	X
Connectivity among communities and ecosystems							X	X
Hydrological regime	X						X	X
Nutrient concentration and dynamics								X
Soil quality and sediment deposition regime			X	X	X		X	X
Successional dynamics	X	X	X	X	X	X		
Surface water flow regime							X	X
Water level fluctuations							X	X
Water temperatures and chemistry								X

Table 5.2-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the Cascades and Modoc Plateau Province

Common Name	Scientific Name	Conservation Units and Targets ¹							
		Southern Cascades		Modoc Plateau		Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802	
		North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Fishes									
Goose Lake lamprey*	<i>Entosphenus</i> sp.								X
Pit-Klamath brook lamprey*	<i>Lampetra lethophaga</i>								X
Eagle Lake rainbow trout*	<i>Oncorhynchus mykiss aquilarum</i>							X	
Northern Pit roach*	<i>Lavinia mitrulus</i>								X
Lahontan speckled dace	<i>Rhinichthys robustus</i>							X	
Lahontan redside	<i>Richardsonius egregius</i>							X	
Eagle Lake tui chub*	<i>Siphateles bicolor</i> ssp.							X	
Goose Lake tui chub*	<i>Siphateles bicolor thalassinus</i>)								X
Goose Lake sucker*	<i>Catostomus occidentalis lacusanserinus</i>								X
Tahoe sucker	<i>Catostomus tahoensis</i>							X	
Pit sculpin	<i>Cottus pitensis</i>								X
Amphibians									
Coastal tailed frog*	<i>Ascaphus truei</i>	X							
Northern leopard frog*	<i>Lithobates pipiens</i>		X						
Foothill yellow-legged frog*	<i>Rana boylei</i>	X							
Cascades frog*	<i>Rana cascadae</i>	X	X						
Oregon spotted frog*	<i>Rana pretiosa</i>		X						
Reptiles									
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X	X					
Rubber boa	<i>Charina bottae</i>	X							

APPENDIX D

COORDINATION WITH STAKEHOLDERS AND TRIBAL GOVERNMENTS

COUNTY CONSULTATION LETTERS



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Sacramento Area Council of Governments
Attn: James Corless, Executive Officer
1415 L Street, Suite 300
Sacramento, CA 95814

Re: Plumas County Regional Transportation Plan 2025

Dear Mr. Corless,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with adjacent MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.plumascountyrtp.com.

If you have any questions or would like additional information, feel free to contact me using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "James Graham".

James Graham, Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Tehama County Transportation Commission
Attn: Jessica Riske-Gomez, Deputy Director
1059 Schwab St.
Red Bluff, CA 96080

Re: Plumas County Regional Transportation Plan 2025

Dear Ms. Riske-Gomez,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with adjacent MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.plumascountyrtp.com.

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PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Shasta Regional Transportation Agency
Attn: Sean Tiedgen, AICP, Executive Director
1255 East Street
Suite 202
Redding, CA 96001

Re: Plumas County Regional Transportation Plan 2025

Dear Mr. Tiedgen,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with adjacent MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.plumascountyrtp.com.

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PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Sierra County Transportation Commission
Attn: Brian Davey, Director of Transportation
101 Courthouse Sq.
PO Box 98
Downieville, CA 95936

Re: Plumas County Regional Transportation Plan 2025

Dear Mr. Davey,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with adjacent MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.plumascountyrtp.com.

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jimgraham@countyofplumas.com
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PLUMAS COUNTY TRANSPORTATION COMMISSION
1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Lassen County Transportation Commission
Attn: John Clerici, Executive Secretary
P.O. Box 1028
Susanville, CA 96130

Re: Plumas County Regional Transportation Plan 2025

Dear Mr. Clerici,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with adjacent MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.plumascountyrtp.com.

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jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Butte County Association of Governments
Attn: John Clark, Executive Secretary
326 Huss Dr.
Suite 150
Chico, CA 95928

Re: Plumas County Regional Transportation Plan 2025

Dear Mr. Clark,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with adjacent MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.plumascountyrtp.com.

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Plumas County Transportation Commission
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(530) 283-6169

TRIBAL CONSULTATION LETTERS



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Washoe Tribe
Attn: Serrell Smokey, Chairman
Darrel Cruz, Cultural Resources
919 US HWY 395 N
Gardnerville, NV 89410

Re: Plumas County Regional Transportation Plan 2025

Dear Serrell Smokey and Darrel Cruz,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

Please respond with any comments or input you may have, or to provide notice that you would like to be involved in the RTP development. If you have any questions or would like additional information, please contact me using the contact information below.

Sincerely,

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Jim Graham, Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Susanville Rancheria
Attn: Arian Hart, Tribal Chairperson
745 Joaquin St
Susanville, CA 96130

Re: Plumas County Regional Transportation Plan 2025

Dear Arian Hart,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

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PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Tsi Akim Maidu
Attn: Don Ryberg, Chairperson
Grayson Coney, Cultural Director
P.O. Box 510
Browns Valley, CA 95918

Re: Plumas County Regional Transportation Plan 2025

Dear Don Ryberg and Grayson Coney:

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

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Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Mooretown Rancheria
Attn: Benjamin Clark, Chairperson
1 Alverda Drive
Oroville, CA 95966

Re: Plumas County Regional Transportation Plan 2025

Dear Benjamin Clark,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

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Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

United Auburn Indian Community
Auburn Rancheria
Attn: Gene Whitehouse, Chairperson
10720 Indian Hill Road
Auburn, CA 95603

Re: Plumas County Regional Transportation Plan 2025

Dear Gene Whitehouse,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

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Jim Graham, Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169

September 27, 2023

Maidu Summit Consortium
Attn: Ben Cunningham, Chairperson
289 Main Street, #7 PO Box 682
Chester, CA 96020

Re: Plumas County Regional Transportation Plan 2025

Dear Benjamin,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

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Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Greenville Rancheria
Attn: Kyle Self, Tribal Chairperson
Greenville Rancheria
P.O. Box 279
Greenville, CA 95947

Re: Plumas County Regional Transportation Plan 2025

Dear Kyle Self,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

Please respond with any comments or input you may have, or to provide notice that you would like to be involved in the RTP development. If you have any questions or would like additional information, please contact me using the contact information below.

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Jim Graham, Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169



PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Jim Graham, Executive Director

September 20, 2023

Estom Yumeka Maidu Tribe of the Enterprise Rancheria
Attn: Glenda Nelson, Chairperson
2133 Monte Vista Avenue
Oroville, CA 95966

Re: Plumas County Regional Transportation Plan 2025

Dear Glenda Nelson,

The Plumas County Transportation Commission (PCTC) is in the process of developing a Regional Transportation Plan update for the 2025 – 2045 planning horizon.

Coordination and consultation with local and regional tribes is recommended by the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines and PCTC recognizes the value in this. Our project team is soliciting any potential projects, and any comments your tribe may have for inclusion in the Plumas County 2025 Regional Transportation Plan. The project schedule and updates regarding the development of the RTP and CEQA process will be posted at the project website at <http://www.plumascountyrtp.com/>.

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Jim Graham, Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169

AB52 CONSULTATION TEMPLATE

[Date]

Tribe Name
Chairperson Name, Chairperson
Address
X, CA, ZIP CODE
Phone: (XXX) XXX - XXXX
Fax: (XXX) XXX - XXXX
EMAIL@X.com

RE: AB 52 request for consultation – Plumas Regional Transportation Plan (Project)

Dear First Name Last Name:

This is a formal notice and invitation by the County of Plumas to initiate AB 52 consultation for the proposed Project located in Plumas County. The overall focus of the Regional Transportation Plan (Project) is directed at developing a coordinated and balanced multimodal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The coordination focus brings the County, Caltrans, Tribal Governments, local communities, governmental resource agencies, commercial interests, and residents into the planning process. The balance is achieved by considering investment and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, trucking, and aviation. Details of the proposed Project are attached to this letter. Please be advised that an Environmental Initial Study will be prepared for the Project.

In adherence with 21080.3.1 of the California Public Resources Code (AB 52), please respond within 30 days if you would like to schedule a meeting to initiate formal AB52 consultation with Plumas County.

If you have any further questions regarding the Project, you may contact the Project Manager at sofia@greendottransportation.com or (831) 345-6805.

Sincerely,
Signature

Jim Graham, Executive Director
Plumas County Transportation Commission
jimgraham@countyofplumas.com
(530) 283-6169

ATTACHMENT A

COUNTY OF PLUMAS **REGIONAL TRANSPORTATION PLAN PROJECT**

PROJECT LOCATION

The project area consists of the entire County of Plumas in the State of California. Plumas County is situated in northeastern California at the northern boundary of the Sierra Nevada and is comprised of approximately 2,618 square miles of land of which 65% is national forest land (approximately 1 million acres). The predominant geographical features of the County are comprised of the southern range of the Cascades, the northern range of the Sierra Nevada, the Feather River Canyon and Lake Almanor. The only incorporated city is Portola and Quincy is the county seat. Other communities include Chester, Feather River Canyon, Graeagle, Greenville, and Quincy. According to the 2020 Census, the population in the County is 19,790, a decrease since the last census recording in 2010 of 20,007.

Plumas County is bound by Shasta County to the north, Lassen County to the north and east, Sierra and Yuba Counties to the south, and Butte and Tehama Counties to the west. The state highways in the County include six major State Highways: SR-36, SR-49, SR-70, SR-89, SR-147, and SR-284. Plumas County is located near the northeast corner of California, up where the Sierra and the Cascade mountains meet. The Feather River, with its several forks, flows through the county. Quincy, the unincorporated county seat, is about 80 miles northeast of Oroville, California, and about 85 miles from Lake Tahoe and Reno, Nevada. The county boasts more than 100 lakes and 1,000 miles of rivers and streams with over a million acres of national forest. With only nine people per square mile, this rural, mountain retreat offers beauty, solitude, and clean air, making it the ideal spot for a quiet vacation. Framed by mountain ranges, the area is also popular for hiking and skiing. There is one wilderness area found in Plumas County which is the Plumas National Forest (1,146,000 acres).

BACKGROUND

The Plumas County Transportation Commission (PCTC) is the Regional Transportation Planning Agency (RTPA) for Plumas County. PCTC is comprised of district supervisors and two city council members. The PCTC is established by Section 29532 of the Government Code and organized per Chapter 3, Title 21 of the California Administrative Code.

The RTPA is required by California law to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and to the California Department of Transportation (Caltrans) every five years. The last update to the Plumas County RTP was adopted in 2020. The horizon year for the 2025 Plumas County RTP is 2045, with transportation improvements in the RTP identified as short-term (0-10 years), and long term (11-20 years).

PROJECT DESCRIPTION

The 2025 Regional Transportation Plan is considered a “project” under CEQA, and this Initial Study is focused on the Plan as a long-term planning effort. Projects identified within the Plan will be individually evaluated under CEQA at the project level when the project is being delivered. The RTP update must be consistent with the 2024 Regional Transportation Plan Guidelines, which requires inclusion of program-level outcome-based performance measures and close ties to the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

The overall focus of the 2025 RTP is directed at developing a coordinated and balanced multimodal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The coordination focus brings the County, Caltrans, local communities, governmental resource agencies, commercial interests, and residents into the planning process. The balance is achieved by considering investment and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, trucking, and aviation.

ATTACHMENT B

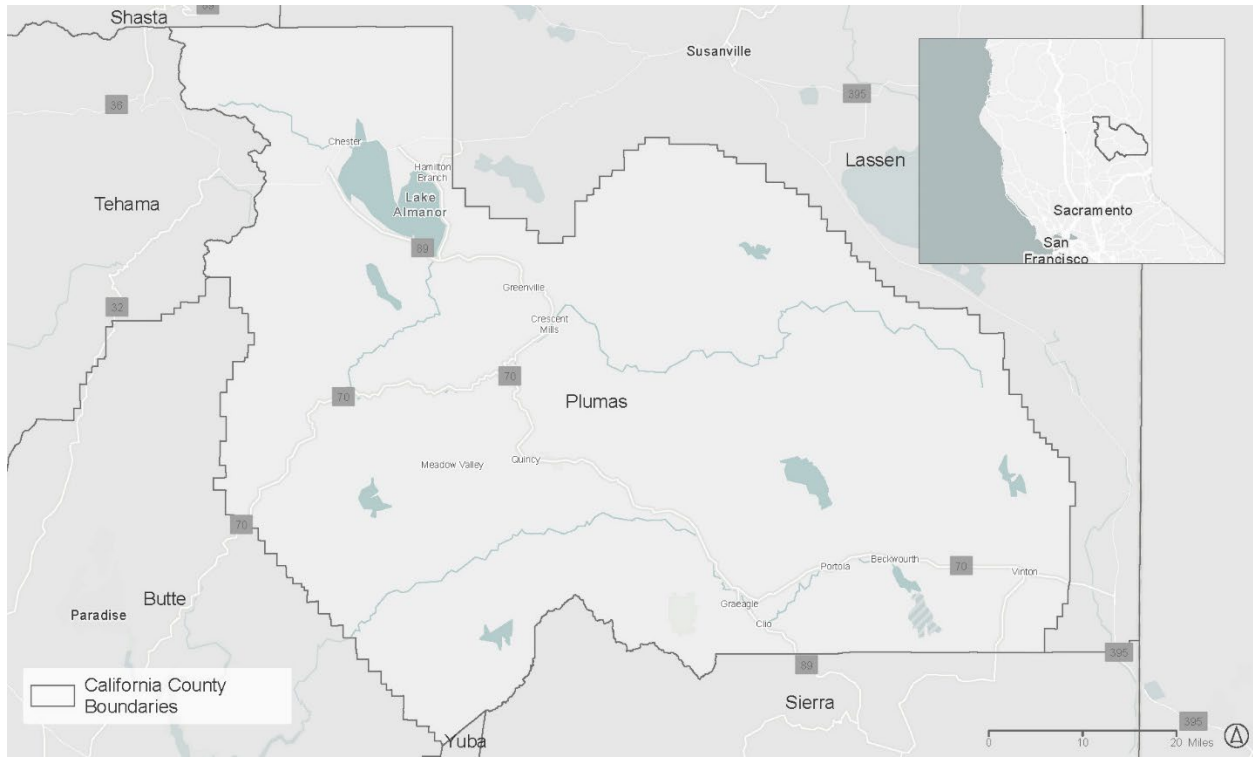


Figure 1: Location Map

APPENDIX E

PROJECT LISTS

Table 4.1								
ROADWAY PROJECTS								
Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const. Year	
County Short-Range Years 2025-2035								
PCDPW	Quincy Junction Road Reconstruction	The addition of four-foot shoulders and the associated bridge widening and drainage structure alterations, in addition to improved sight distance along the route	Quincy Junction Road	STIP	\$ 8,500,000	\$ 9,010,000	2026	
PCDPW	Graeagle-Johnsville Road Reconstruction	Repair the slide and bank failure at north of graeagle-johnsville road	Graeagle-Johnsville Road	STIP	\$ 4,050,000	\$ 4,171,500	2025	
PCDPW	Graeagle-Johnsville Road Reconstruction - Phase 2	Repair the slide and bank failure at north of graeagle-johnsville road	Graeagle-Johnsville Road	STIP	\$ 3,002,000	\$ 3,272,180	2027	
PCDPW	Beckworth-Calpine Road Pavement Rehabilitation	Pavement grinding and overlay work for the construction phase for a paving contract and construction inspection and material testing by consultant	Beckworth-Calpine Road	STIP	\$ 1,616,000		2026	
PCDPW	Rio Grande Street Pavement Rehabilitation	The rehabilitation scope of the project will include pulverizing the roadbed	Rio Grande Street	STIP	\$ 798,000	\$ 845,880	2026	
PCDPW	Greenville Streets - Dixie Fire Pavement Restoration	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	Greenville Streets	STIP	\$ 956,000	\$ 1,042,040	2027	
PCDPW	Roadway Maintenance	Maintenance and operations	Throughout County	Various	\$ 45,579,242	\$ 46,946,619	2025-35	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 1,918,000	\$ 1,975,540	2025	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 1,975,540	\$ 2,094,072	2026	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,034,806	\$ 2,217,939	2027	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,095,850	\$ 2,347,352	2028	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,158,726	\$ 2,482,535	2029	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,223,488	\$ 2,623,715	2030	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,290,192	\$ 2,771,133	2031	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,358,898	\$ 2,925,034	2032	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,429,665	\$ 3,085,675	2033	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,502,555	\$ 3,253,321	2034	
PCDPW	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 2,577,632	\$ 3,350,921	2034	
Plumas County Short-Term Total					\$ 89,066,594	\$ 94,415,457		

Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const. Year
City of Portola Short-Range Years 2025-2035							
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 50,000	\$ 51,500	2025
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 51,500	\$ 54,590	2026
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 53,045	\$ 57,819	2027
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 54,636	\$ 61,193	2028
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 56,275	\$ 64,717	2029
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 57,964	\$ 68,397	2030
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 59,703	\$ 72,240	2031
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 61,494	\$ 76,252	2032
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 63,339	\$ 80,440	2033
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 65,239	\$ 84,810	2034
City of Portola	Roadway Rehabilitation	Roadway rehabilitation	Various Locations	RMRA	\$ 67,196	\$ 89,370	2035
City of Portola Short-Term Total					\$ 323,420	\$ 358,216	
Short Range Total					\$ 89,390,015	\$ 94,773,672	
County Long-Range Years 2036-2045							
PCDPW	Thompson Creek Curve Reconstruction	Reconstruct curve at thompson creek	Quincy-La Porte Ro	HSIP	0		2036+
PCDPW	Camp Layman Road at SR70	Upgrade guardrail and install new end treatments	Camp Layman Road	HSIP	0		2036+
PCDPW	Mohawk Vista Drive	Upgrade guardrail and install new end treatments	Mohawk Vista Drive	HSIP	0		2036+
PCDPW	CR 327 at SR 147	Upgrade guardrail and install new end treatments	CR 327 at SR 147	HSIP	0		2036+
PCDPW	Keddie Resort Rd. at SR70	Upgrade guardrail and install new end treatments	Keddie Resort Rd. at	HSIP	0		2036+
PCDPW	Little Grass Valley Reservoir Rd.	Upgrade guardrail and install new end treatments	Little Grass Valley R	HSIP	0		2036+
PCDPW	Old Mill Pond Rd. at SR70	Upgrade guardrail and install new end treatments	Old Mill Pond Rd. at	HSIP	0		2036+
PCDPW	Osprey Loop at Lake Almanor West Dr.	Upgrade guardrail and install new end treatments	Osprey Loop at Lake	HSIP	0		2036+
PCDPW	Pioneer Road at SR89	Upgrade guardrail and install new end treatments	Pioneer Road at SR	HSIP	0		2036+
PCDPW	Rocky Point Rd.	Install guardrail and end treatments	0.5 mi. east of Parks	HSIP	0		2036+
PCDPW	Williams Creek Culvert Safety Improvements	Headwall, guardrails, at existing culverts on williams creek	North Valley Rd. @	' HSIP	0		2036+
PCDPW	Quincy Yard	Add pole barns (covered vehicle storage),	Quincy Yard	SRS	0		2036+
PCDPW	Chester Yard	Add pole barns (covered vehicle storage),	Chester Yard	SRS	0		2036+
PCDPW	Greenville Yard	Add pole barns (covered vehicle storage)	Greenville Yard	SRS	0		2036+
PCDPW	Beckwourth Yard	Add pole barns (covered vehicle storage)	Beckwourth Yard	SRS	0		2036+
PCDPW	Graeagle Yard	Add pole barns (covered vehicle storage)	Graeagle Yard	SRS	0		2036+
PCDPW	Mill Creek Box Culvert Replacement	Reinforced box culvert - add width for peds/bikes	Bell Ln @ Mill Creek	STIP	0		2036+
PCDPW	Bucks Creek Box Culvert Replacement	Replace culvert for fish passage, add width for peds/bikes	Bucks Lake Rd @ B	STIP	0		2036+
PCDPW	Humboldt Road	Headwalls at (4) 48" culverts and low water	Humboldt Road	STIP	0		2036+

Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const. Year
PCDPW	Smith Creek Channel	Drainage channel improvements at smith	Graeagle-Johnsville	STIP	0		2036+
PCDPW	St. Louis Road	Construct headwalls	St. Louis Road	HSIP	0		2036+
PCDPW	Willams Creek Drainage Improvements	Add culverts and headwalls at willams creek	Lower Willams Vall	STIP	0		2036+
PCDPW	Peter's Creek Crossing Drainage Improvement	Add culvert and headwall at peter's creek	North Arm Road @	STIP	0		2036+
PCDPW	Bucks Lake Road Rockfall Prevention	Rock fall prevention and slope stabilization measures	Riverdance Rd to S	HSIP	0		2036+
PCDPW	Bucks Lake Road, p.m. 0.50	Realignment around slide area	0.5 mi east of Butte	STIP	0		2036+
PCDPW	Bucks Lake Road (Tollgate)	Reconstruct curve west of community of tollgate	1.5 mile west of Big	STIP	0		2036+
CFLHD	Beckwourth-Genesee Rd.	Realignment away from ranch, realignment through mapes canyon	Beckwourth to Clov	FHP	0		2036+
PCDPW	Laporte Yard Sand House	Extension, roof extension, insulated doors/windows	Laporte Yard	SRS	0		2036+
PCDPW	North Valley Road	Construct shoulders, install guardrail and end treatments	Various Locations	HSIP	0		2036+
PCDPW	Greenville-Wolf Creek Rd.	Reconstruct intersection	Intersection of CR 2	HSIP	0		2036+
PCDPW	Taylorville Yard	Construct sand house	Taylorville Yard	SRS	0		2036+
PCDPW	Bucks Lake Road/Big Creek Rd Intersection	Reconstruct intersection	Bucks Lake Road/B	HSIP	0		2036+
PCDPW	Bucks Lake Road	Add paved shoulders and guard rail near spanish ranch rd	Spanish Ranch Rd e	HSIP	0		2036+
PCDPW	Quincy-La Porte Road	Retaining wall south of nelson creek	0.2 mi south of the	HSIP	0		2036+
PCDPW	North Arm Rd.	Construct shoulders, install guardrail and end treatments	Various Locations	HSIP	0		2036+
PCDPW	Diamond Mountain Road	Construct shoulders, install guardrail and end treatments	Various Locations	HSIP	0		2036+
City of Portola Long-Range Years 2036-2045							
City of Portola	Intersection Improvements	Intersection improvements	Commercial and Gulling	STIP	0		2036+
City of Portola	Alternative River Crossing	New bridge over mffr	TBD	STIP	0		2036+
City of Portola	Construction	Pavement, cc&g, sw, cvg at joy way	Beckwith St.	STIP	0		2036+
City of Portola	Reconstruction	Pavement, cc&g, 3 driveway connections	Third St.	STIP	0		2036+
City of Portola	Reconstruction	Pavement, cc&g, sw	Sierra Ave	STIP	0		2036+
City of Portola	Rehabilitation & Reconstruction	Overlay, construct paved shoulders,etc	A-15 (Phase 1)	STIP	0		2036+
City of Portola	Total Reconstruction (Pavement, CC&G, CVG on Main, Retaining Wall)	Total reconstruction (pavement, cc&g, cvg on main, retaining wall)	ThirdAve.	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (overlay, cc&g, sw)	Fourth Ave.	STIP	0		2036+
City of Portola	Reconstruction (Grind, Pavement, CC&G, SW)	Reconstruction (grind, pavement, cc&g, sw)	Pacific St.	STIP	0		2036+

Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const. Year
City of Portola	Reconstruction (Grind, Pavement, CC&G, SW)	Reconstruction (grind, pavement, cc&g, sw)	Commercial St.	STIP	0		2036+
City of Portola	Rehabilitation (Grind, Pavement)	Rehabilitation (grind, pavement)	S. Gulling St.	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (overlay, cc&g, sw)	Utah St.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G, SW, Drop Inlet at Alley)	Reconstruction (pavement, cc&g, sw, drop inlet at alley)	Colorado St.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G)	Reconstruction (pavement, cc&g)	Ellen Ave.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (pavement, cc&g, sw, utility relocation)	Second St.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (pavement, cc&g, sw, utility relocation)	Western Pacific Way	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (pavement, cc&g, sw, utility relocation)	Western Pacific Way	STIP	0		2036+
City of Portola	Reconstruction (Soft Spot, Overlahy, SW, CC&G)	Reconstruction (soft spot, overlahy, sw, cc&g)	Spruce Ave.	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, CVG, Utility Relocation)	Rehabilitation (overlay, cc&g, cvg, utility relocation)	Fourth Ave.	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (overlay, cc&g, sw)	Fourth Ave.	STIP	0		2036+
City of Portola	Reconstruct & Rehabilitate (Overlay, Pavement, CC&G, SW)	Reconstruct & rehabilitate (overlay, pavement, cc&g, sw)	Joy Way	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW, CVG at Each End)	Rehabilitation (overlay, cc&g, sw, cvg at each end)	Fifth Ave.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G)	Reconstruction (pavement, cc&g)	Fourth St.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G, SW)	Reconstruction (pavement, cc&g, sw)	Pine St.	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW, CVG at Pine St.)	Rehabilitation (overlay, cc&g, sw, cvg at pine st)	Gulling St.	STIP	0		2036+
City of Portola	Reconstruction (Pavement, CC&G)	Reconstruction (pavement, cc&g)	Spruce Ave.	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (overlay, cc&g, sw)	Second St.	STIP	0		2036+
City of Portola	Construction (Pavement, CC&G, SW)	Construction (pavement, cc&g, sw)	Gulling St.	STIP	0		2036+
City of Portola	Reconstruct & Rehabilitate (Overlay, Pavement, SW, CVG)	Reconstruct & rehabilitate (overlay, pavement, sw, cvg)	Western Pacific Way	STIP	0		2036+
City of Portola	Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (overlay, cc&g, sw)	Loyalton Ave.	STIP	0		2036+
City of Portola	Construction (Pavement, CC&G, Relocate Utilities, Drainage Structure)	Construction (pavement, cc&g, relocate utilities, drainage structure)	Fourth Ave.	STIP	0		2036+

Lead Agency	Project Name	Description	Location	Funding Source	Total Project Cost	Const. Year Cost	Const. Year
City of Portola	Rehabilitation (Overlay)	Rehabilitation (overlay)	Third Ave.	STIP	0		2036+
City of Portola	South Gulling Street extension to connect to the new business park	South gulling street extension to connect to the new business park	Rio Grande Ave.	STIP	0		2036+
City of Portola	South Fifth Street extension to connect Taylor St to the Gulling St exten	South fifth street extension to connect taylor st to the gulling st extension	A-15	STIP	0		2036+
City of Portola	First Ave./Gulling St/Hospital Dr Intersection reconstruction	First ave/gulling st/hospital dr intersection reconstruction	Taylor Ave.	STIP	0		2036+
City of Portola	Construct West St/Delleker Collector	Construct west st/delleker collector	West St.	STIP	0		2036+
City of Portola	Delleker Dr extension north to connect the new West St/Delleker Collec	Delleker dr extension north to connect the new west st/delleker collector	Delleker Dr	STIP	0		2036+
City of Portola	West Meadow Loop extension from Delleker Dr to connect to Hwy 70	West meadow loop extension from delleker dr to connect to hwy 70	West Meadow Loop	TBD	0		2036+
Long-Range Total					\$	-	

Table 4.2							
BRIDGE PROJECTS							
Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate	
Short-Range							
9C0130		GULLING STREET	MIDDLE FORK FEATHER RIVER	0.2 MI S SH 70	Scour prevention and repair	\$	575,610
9C0001	9-107	DYSON LANE	MIDDLE FORK FEATHER RIVER	2.40 MI. e/o BECKWOURTH-CALPINE RD.	Paint, approach rail, and scour prevention	\$	1,213,000
9C0034	1-415	KEDDIE RESORT ROAD	SPANISH CREEK	0.1 MI. E. OF SR70/89	Replace with two-lane structure - min. clear width = 26'	\$	2,979,112
9C0042	1-303	BELDEN ROAD	NORTH FORK FEATHER RIVER	0.01 MI. s/o SR70	Paint historic truss, minor concrete, rail, and scour prevention	\$	1,246,701
9C0012	1-112	NORTH VALLEY RD.	LIGHTS CREEK - DEADFALL BRIDGE	@ I. OF DIAMOND MTN. RD.	Paint truss, repair elements, reset rollers and scour prevention	\$	580,000
9C0061	4-306	PRATTVILLE-BUTT RESERVOIR RD.	BUTT RESERVOIR SPILLWAY	9.3 MI. s/o SR89	Replace with two-lane structure that can carry legal loads	\$	2,000,000
9C0101	1-404A	OAKLAND CAMP ROAD	SPANISH CREEK	0.93 MI. n/o CHANDLER ROAD	Replace with two-lane structure - min. clear width = 26'	\$	4,196,000
9C0039	2-413	SPANISH RANCH RD.	SPANISH CREEK	0.1 MI. n/o BUCKS LAKE ROAD	Replace with two-lane structure - min. clear width = 26'	\$	1,916,000
9C0148	1-435	SNAKE LAKE ROAD	SPANISH CREEK	0.04 MI. n/o BUCKS LAKE ROAD	Replace with two-lane structure - min. clear width = 26'	\$	3,009,063
9C0134	1-521	BLAIRSDEN-GRAEAGLE ROAD	MIDDLE FORK FEATHER RIVER	0.5 MI. e/o SR89	Bypass with new two-lane structure - min. clear width = 26'	\$	3,640,000
9C0095	1-515	CAMP LAYMAN ROAD	MIDDLE FORK FEATHER RIVER	0.2 MI. s/o SR70	Replace with two-lane structure - min. clear width = 26'	\$	3,000,000
9C0149	1-509B	SLOAT-POPLAR VALLEY ROAD	MIDDLE FORK FEATHER RIVER	0.25 MI. s/o SLOAT ROAD	Replace with two-lane structure - min. clear width = 26'	\$	4,188,000
9C0057	1-115	CLIO-STATE 40A ROAD	MIDDLE FORK FEATHER RIVER	0.05 MI. n/o SR89	Paint, scour prevention, replace joint seals	\$	316,000
Short-Range Total						\$	28,859,486

Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate
Long-Range A						
9C0078	6-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.16 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions + scour protection	\$ 250,000
9C0079	7-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.23 MI. e/o BECKWOURTH- CALPINE RD.	Paint & clean all steel elements, patch spall abut. 4	\$ 250,000
9C0088	6-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions	\$ 75,000
9C0076	4-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.9 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions	\$ 75,000
9C0077	5-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.95 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions	\$ 75,000
9C0080	8-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.30 MI. e/o BECKWOURTH- CALPINE RD.	Blast, clean & paint all steel elements + scour protection	\$ 250,000
9C0075	3-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.86 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions	\$ 75,000
9C0086	3-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.75 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions + scour protection	\$ 250,000
9C0121	5-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions	\$ 75,000
9C0087	4-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.7 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions	\$ 75,000
9C0084	13-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.6 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions	\$ 75,000
9C0111	14-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	0.6 MI. se/o BECKWOURTH- LOYALTON RD.	Paint pile caps and extensions	\$ 75,000
9C0083	12-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.55 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions	\$ 75,000
9C0082	11-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.5 MI. e/o BECKWOURTH- CALPINE RD.	Paint pile caps and extensions + repair wingwall spall	\$ 250,000
9C0142	1-126	LAKE DAVIS ROAD	LAKE DAVIS SPILLWAY	7.1 MI. n/o SR70	Replace joint seals	\$ 10,000
9C0139	1-124	ROCKY POINT ROAD	BIG GRIZZLY CREEK	0.3 MI. s/o SR70	Approach rail, deck resurface, repair spalling	\$ 250,000
9C0041	1-304	RICH BAR ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.2 MI. s/o SR70	Paint, rail, and scour prevention	\$ 393,767
9C0032	2-417	TWAIN STORE ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.5 MI. se/o SR70	Methacrylate, replace joint seals, repair spall at abut. 1	\$ 455,588
9C0008	2-211		INDIAN CREEK	1.0 MI. n/o MAIN ST (TAYLORSVILLE)	Paint, rail, and scour prevention	\$ 500,000

Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate
9C0054	1-213	DIAMOND MTN. RD.	COOKS CREEK	3.6 MI ne/o NORTH VALLEY ROAD	Clean and patch concrete curbs	\$ 10,000
9C0030	3-112	TAYLORSVILLE ROAD	INDIAN CREEK	0.6? MI. s/o OF CR111	Seal timber deck, replace ac overlay, rail, and scour prevention	\$ 500,000
9C0073	1-204	DIXIE CANYON-ROUND VALLEY	ROUND VALLEY LAKE OUTLET	0.03 MI. w/o GREENVILLE-ROUND VALLEY RD.	Repair and grout pads at abuts, replace joint seals, paint girders	\$ 250,000
9C0006	1-205	INDIAN FALLS-PAXTON ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.05 MI. s/o SR70	Scour protection	\$ 100,000
9C0033	1-317A	VIRGILIA DEPOT ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.02 MI. s/o SR70	Scour protection	\$ 100,000
9C0016	2-202	GREENVILLE-WOLF CREEK RD.	WOLF CREEK	150' s/o SR89	Paint girders and erosion control at abutment 1	\$ 250,000
9C0069	5-213	DIAMOND MTN. RD.	EAST BRANCH LIGHTS CREEK	12.6 MI. ne/o NORTH VALLEY ROAD	Clean and paint all of the bridge steel elements.	\$ 200,000
9C0058	2-317	RUSH CREEK ROAD	RUSH CREEK	0.5 MI. n/o SR70	Patch spalls, epoxy inject cracks	\$ 75,000
9C0053	2-206	STAMPFLI LANE	INDIAN CREEK	0.6 MI. e/o SR89	Approach rail, bridge rail and scour prevention	\$ 500,000
9C0009	4-207	ARLINGTON ROAD	INDIAN CREEK	0.1 MI. w/o GENESEE RD.	Paint girders and scour prevention	\$ 500,000
9C0044	2-213	DIAMOND MTN. RD.	LIGHTS CREEK	4.9 MI. ne/o NORTH VALLEY ROAD	Paint and scour prevention	\$ 150,000
9C0131	1-202A	SETZER CAMP ROAD	WOLF CREEK	0.04 MI. s/o SR89	Scour prevention	\$ 150,000
9C0011	2-111	BECKWOURTH-GENESEE RD.	RED CLOVER CREEK	3.0 MI. se/o OF INDIAN CREEK RD.	Methacrylate bridge deck, paint girders and scour prevention	\$ 500,000
9C0007	1-207	ARLINGTON ROAD	INDIAN CREEK	0.1 MI. e/o SR89	Repair abutment + scour mitigation	\$ 150,000
9C0074	1-203	GREENVILLE-ROUND VALLEY RD.	NORTH CANYON CREEK	0.8 MI. s/o SR89	Methacrylate bridge deck,, patch spalls	\$ 30,000
9C0015	1-202	GREENVILLE-WOLF CREEK RD.	WOLF CREEK	0.2 MI. sw/o SR89	Methacrylate bridge deck,, patch spalls	\$ 50,000
9C0029	3-206	STAMPFLI LANE	INDIAN CREEK	2.9 MI. e/o SR89	Approach rail, bridge rail and scour prevention	\$ 500,000
9C0010	1-111	BECKWOURTH-GENESEE RD.	INDIAN CREEK	400' s/o OF INDIAN CREEK RD.	Paint girders and replace joint seals	\$ 500,000
9C0136	3-111	BECKWOURTH-GENESEE RD.	RED CLOVER CREEK	8.0 MI. se/o INDIAN CREEK RD.	Paint and scour prevention	\$ 500,000
9C0067	5-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	13.4 MI. nw/o SR36	Replace structure	\$ 1,500,000

Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate
9C0137	1-316	FIRST AVENUE	NORTH FORK FEATHER RIVER	0.07 MI. s/o SR36	Scour prevention	\$ 100,000
9C0050	3-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	9.1 MI. nw/o SR36	Scour prevention, paint steel and remove debris	\$ 250,000
9C0052	1-311	SECTION-OLD RED BLUFF RD.	NORTH FORK FEATHER RIVER	7.0 MI. w/o WARNER VALLEY RD.	Scour prevention	\$ 100,000
9C0072	1-308	HUMBOLDT ROAD	SOLDIERS MEADOW CREEK	5.0 MI. w/o SR89	Repair concrete spalls on deck edges	\$ 100,000
9C0062	1-307	HUMBUG ROAD	BUTT CREEK	1.2 MI. w/o HUMBUG-HUMBOLDT RD.	Scour prevention	\$ 200,000
9C0037	4-404	CHANDLER ROAD	SPANISH CREEK & GREENHORN CREEK	0.02 MI. w/o OAKLAND CAMP RD.	Paint	\$ 250,000
9C0146	1-428	SCHNEIDER CREEK ROAD	MEADOW VALLEY CREEK	0.15 MI. s/o BUCKS LAKE ROAD	Scour prevention	\$ 100,000
9C0021	2-411	BUCKS LAKE RD.	ROCK CREEK	4.3 MI. w/o SR70/89	Scour prevention and replace joint seals	\$ 75,000
9C0140	2-414	BUCKS LAKE ROAD	HASKINS CREEK	0.1 MI. n/o BIG CREEK ROAD	Scour prevention	\$ 100,000
9C0038	1-413	SPANISH RANCH RD.	SPANISH CREEK	0.01 MI. nw/o BUCKS LAKE ROAD	Paint girders and scour prevention	\$ 150,000
9C0014	2-513	PORT WINE ROAD	SLATE CREEK	2.1 MI. s/o QUINCY-LA PORTE RD.	Paint and rehabilitate historic truss	\$ 1,000,000
9C0151	1-508B	RAILROAD STREET	ESTRAY CREEK	0.2 MI. sw/o SR70	Paint	\$ 100,000
9C0027	1-513	PORT WINE ROAD	SLATE CREEK OVERFLOW	2.0 MI. s/o QUINCY-LA PORTE RD.	Paint and misc. structural work	\$ 150,000
9C0154	2-512	ST. LOUIS ROAD	SLATE CREEK	@ PLUMAS COUNTY LINE	Repair bridge railing	\$ 50,000
9C0153	1-509	SLOAT ROAD	LONG VALLEY CREEK	1.0 MI. sw/o SR70/89	Paint	\$ 150,000
9C0004	1-511	QUINCY- LA PORTE ROAD	MIDDLE FORK FEATHER RIVER	7.9 MI. s/o SR70/89	Replace joint seals	\$ 10,000
9C0003	1-506B	MOHAWK HIGHWAY ROAD	MIDDLE FORK FEATHER RIVER	0.4 MI. s/o SR70/89	Remove ac overlay, replace joint seals, polyester concrete overlay	\$ 500,000
9C0005	2-511	QUINCY- LA PORTE ROAD	MIDDLE FORK FEATHER RIVER	10.4 MI. s/o/ SR70/89	Methacrylate bridge deck	\$ 50,000
Long-Range A Total						\$ 13,484,355

Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate
Long-Range B						
9C0088	6-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions	\$ 750,000
9C0086	3-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.75 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions + scour protection	\$ 1,000,000
9C0121	5-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions	\$ 750,000
9C0087	4-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.7 MI. n/o SIERRA COUNTY LINE	Paint pile caps and extensions	\$ 2,000,000
9C0032	2-417	TWAIN STORE ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.5 MI. se/o SR70	Methacrylate, replace joint seals, repair spall at abut. 1	\$ 2,000,000
9C0050	3-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	9.1 MI. nw/o SR36	Scour prevention, paint steel and remove debris	\$ 2,500,000
9C0037	4-404	CHANDLER ROAD	SPANISH CREEK & GREENHORN CREEK	0.02 MI. w/o OAKLAND CAMP RD.	Paint	\$ 1,903,200
9C0146	1-428	SCHNEIDER CREEK ROAD	MEADOW VALLEY CREEK	0.15 MI. s/o BUCKS LAKE ROAD	Scour prevention	\$ 2,000,000
9C0038	1-413	SPANISH RANCH RD.	SPANISH CREEK	0.01 MI. nw/o BUCKS LAKE ROAD	Paint girders and scour prevention	\$ 2,000,000
Long-Range B Total						\$ 14,903,200

Table 4.3							
BICYCLE AND PEDESTRIAN PROJECTS							
Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
County Short Range							
Chester Main Street Community Connectivity Plan	Safety and multimodal improvements to chester main street	Chester	Main St (SR 36)	Chester Southern Gateway	Chester Northern Gateway	TBD	TBD
County Long Range							
Bike Parking	2 wheelwell secure at chester post office	Chester	-	Laurel Ln	100ft South of E Willow St	\$ 1,000	2036+
Class I Shared Use Path	Class i shared use path	Chester	-	Marie Rd	Richardson Wy	\$ 48,500	2036+
Class I Shared Use Path	Srts	Chester	-	Meadow Rd	Goodwin St	\$ 87,500	2036+
Class I Shared Use Path	Olsen property trails	Chester	Barn Path	Hwy 36	Bridge Path	\$ 247,500	2036+
Class II Bike Lane	Srts	Chester	Cross St	Aspen St	Moody Meadow Rd	\$ 14,600	2036+
Class II Bike Lane	Class ii bike lane, srts	Chester	First St	Moody Meadow Rd	Richardson Wy	\$ 16,800	2036+
Class II Bike Lane	Would require road widening	Chester	Chester Airport Rd	Main St	First Ave	\$ 63,200	2036+
Class II Bike Lane	-	Chester	Cedar St	Main St	First Ave	\$ 22,000	2036+
Class II Bike Lane	-	Chester	3rd St	First Ave	Shared Use Path	\$ 14,500	2036+
Class III Bike Route	Srts	Chester	Lassen St	Feather River Dr	Feather River Dr	\$ 6,600	2036+
Class III Bike Route	Class iii bike route	Chester	Marie Rd	Lorraine Dr	Marie Rd west end	\$ 1,600	2036+
Class III Bike Route	-	Chester	Lorraine Dr	First Ave	Sherman Rd	\$ 4,000	2036+
Class III Bike Route	-	Chester	Sherman Rd	Watson Rd	Lorraine Dr	\$ 6,000	2036+
Class III Bike Route	Class iii bike route	Chester	Watson Rd	Main St	Purdy Rd	\$ 5,200	2036+
Crosswalk with Beacon or Signal	Srts	Chester	-	Main St	Willow Wy	\$ 50,000	2036+
Crosswalk with Beacon or Signal	Actuated pedestrian crossing; srts	Chester	-	Main St	Riverwood Dr	\$ 50,000	2036+
Crosswalk with Beacon or Signal	Actuated pedestrian crossing; srts	Chester	-	Main St	Meadowbrook Loop	\$ 50,000	2036+
Crosswalk with Beacon or Signal	Crosswalk with beacon or signal	Chester	-	Hwy 36	Irwin Wy	\$ 50,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
School Circulation	Remove parking and create drop-off loop; srts	Chester	Aspen St	Main St	Cross St	\$ 3,000	2036+
School Circulation	Install gate. to be unlocked for am and pm school bus access, locked during day to prevent cut-through traffic on school property; srts	Chester	-	Aspen St	260ft East of Main St	\$ 4,000	2036+
School Circulation	Install gate. to be unlocked for am and pm school bus access, locked during day to prevent cut-through traffic on school property; srts	Chester	-	Fir St	250ft East of Martin Wy	\$ 4,000	2036+
Sidewalk	SRTS	Chester	Aspen St	Main St	First Ave	\$ 220,700	2036+
Sidewalk	SRTS	Chester	Aspen St	Cross St	First Ave	\$ 128,700	2036+
Sidewalk	SRTS	Chester	Aspen St	Main St	Cross St	\$ 42,300	2036+
Bike Parking	2 wheelwell secure	Graeagle	-	Hwy 89	300ft South of Iroquois Trl	\$ 1,000	2036+
Bike Parking	2 wheelwell secure	Graeagle	-	Hwy 89	350ft North of Iroquois Trl	\$ 1,000	2036+
Bike Parking	2 wheelwell secure	Graeagle	-	Hwy 89	330ft South of Wasco Trl	\$ 1,000	2036+
Bike Parking	2 bike lockers	Graeagle	-	Hwy 89	Hwy 70	\$ 3,000	2036+
Class I Shared Use Path	Class i shared use path connects maricopa trail (rd) to hwy 89	Graeagle	Maricopa Trail	Indian Peak Vineyards	Hwy 89	\$ 55,500	2036+
Class III Bike Route		Graeagle	Maricopa Trail	Blairsden-Graeagle Rd	Indian Peak Vineyards	\$ 4,500	2036+
Class III Bike Route		Graeagle	Blairsden-Graeagle Rd	Feather River	Hwy 89	\$ 6,700	2036+
Dirt Path	Would require bridge over feather river	Graeagle	Creek/Feather River	Hwy 89	Upper Main/River Rd	\$ 330,800	2036+
Gravel Path		Graeagle	-	Navajo Trail	Goldridge Dr	\$ 137,600	2036+
Pedestrian: Crossing Improvement		Graeagle	-	Hwy 89	Yonkalla Trl	\$ 50,000	2036+
Pedestrian: Crossing Improvement		Graeagle	-	Hwy 89	80ft South of Iroquois Trl	\$ 50,000	2036+
Pedestrian: Crossing Improvement		Graeagle	-	Hwy 89	520ft South of Wasco Trl	\$ 600	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Signage & Lighting		Graeagle	-	Hwy 89	Hwy 70	\$ 600	2036+
Study: Traffic Calming	Study roundabout to manage vehicle speeds, facilitate turning movements, and increase pedestrian safety crossing sr 70 to access transit and parking area; caltrans jurisdiction	Graeagle	-	Hwy 89	Hwy 70	\$ 1,000,000	2036+
Study: Trailhead Staging Area		Graeagle	-	Hwy 89	Maidu Trail	\$ 50,000	2036+
Traffic Calming	Add sidewalks or widen shoulders, add bike facilities; consider reducing speed limit to 25 mph; caltrans jurisdiction	Graeagle	Hwy 89	Hwy 70	Tolowa Trail	\$ 2,081,500	2036+
Class II Bike Lane	SRTS	Greenville	Main St	Round Valley Rd	600 ft NE of Blackoak Dr	\$ 89,800	2036+
Class II Bike Lane	SRTS	Greenville	Setzer Rd	Main St	Higbie Ave	\$ 43,500	2036+
Class II Bike Lane	SRTS	Greenville	Kinder Ave	Hudson Ave	Setzer Rd	\$ 24,700	2036+
Class III Bike Route	Bikes may use full lane signage	Greenville	Hideaway Rd	Round Valley Rd	Crescent St	\$ 3,000	2036+
Class III Bike Route	Bicycle boulevard: consider traffic calming	Greenville	Forgay Ave	Setzer Rd	2nd St	\$ 6,300	2036+
Parking & Paving	Convert angled parking to back-in angled parking	Greenville	Main St	Mill St	150ft N of Pine St	\$ 5,000	2036+
Sidewalk	Provide connection from community center playground to wolf creek; srts	Greenville	-	Crescent St	Hideaway Rd	\$ 74,900	2036+
Signage & Lighting		Greenville	-	Hwy 89	Stampfli Ln	\$ 30,000	2036+
Class II Bike Lane		La Porte	Main St	Aristocracy Dr	La Porte Pines Rd	\$ 31,300	2036+
Study: Gravel Path	Future study	La Porte	Little Grass Valley Rd	Lake View Dr	Aristocracy Dr	\$ 2,980,300	2036+
Pedestrian: Crossing Improvement		La Porte	-	Main St	Mooreville Rd	\$ 700	2036+
Pedestrian: Crossing Improvement		La Porte	-	Main St	School St	\$ 800	2036+
Pedestrian: Crossing Improvement		La Porte	-	Main St	Pike Rd	\$ 1,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Sidewalk		La Porte	Main St	Pike Rd	Mooreville Rd	\$ 266,900	2036+
Sidewalk		La Porte	Mooreville Rd	Main St	Springwood Wy	\$ 232,000	2036+
Sidewalk		La Porte	Main St	Mooreville Rd	La Porte Pines Rd	\$ 125,700	2036+
Bike Parking	2 wheelwell secure	Quincy	-	Harrison Ave	Main St	\$ 1,000	2036+
Bike Parking	2 wheelwell secure	Quincy	-	Bradley St	Main St	\$ 1,000	2036+
Bike Parking	4 wheelwell secure	Quincy	-	Main St	160ft West of Bradley St	\$ 2,000	2036+
Bike Parking	2 wheelwell secure	Quincy	-	Main St	Crescent St	\$ 1,000	2036+
Class I Shared Use Path	Connect existing gansner path to school area	Quincy	-	Beskeen Ln	Quincy Junction Rd	\$ 535,300	2036+
Class I Shared Use Path		Quincy	Valley View Dr	Gansner Creek Ct	Crescent St	\$ 90,600	2036+
Class II Bike Lane		Quincy	Chandler Rd	Hwy 70	Hwy70	\$ 421,400	2036+
Class II Bike Lane	Widen shoulder; SRTS	Quincy	Lee Rd	Quincy Junction Rd	Main St	\$ 143,600	2036+
Class II Bike Lane	Bikes may use full lane signage	Quincy	Bell Ln	Lee Rd	Quincy Junction Rd	\$ 65,600	2036+
Class II Bike Lane	SRTS	Quincy	Bucks Lake Rd	Court St	Bellamy Ln	\$ 53,800	2036+
Class II Bike Lane	Caltrans	Quincy	Lawrence St	Crescent St	Main St	\$ 37,000	2036+
Class II Bike Lane		Quincy	Meadow Wy	Valley View Dr	Bucks Lake Rd	\$ 7,200	2036+
Class II Bike Lane		Quincy	Bellamy Ln	Valley View Dr	Bucks Lake Rd	\$ 6,700	2036+
Class II Bike Lane		Quincy	1st St	Hwy 70	Crawford St	\$ 26,500	2036+
Class II Bike Lane	SRTS	Quincy	Mill Creek Rd	Lee Rd	Center St	\$ 32,400	2036+
Class III Bike Route	Bicycle boulevard: consider traffic calming treatments along the corridor; srts	Quincy	Jackson St	Main St	Main St	\$ 55,600	2036+
Class III Bike Route		Quincy	Carol Ln W	Bell Ln	End of Carol Ln W	\$ 8,800	2036+
Class III Bike Route		Quincy	Carol Ln E	End of Carol Ln E	Chandler Rd	\$ 9,100	2036+
Class III Bike Route		Quincy	W Plumas Ave	N Grizzly Wy	N Beckwith St	\$ 10,900	2036+
Class III Bike Route		Quincy	E Magnolia Ave, N Beckwith St	E Riverside Ave	Joy Wy	\$ 8,000	2036+
Class III Bike Route		Quincy	West St	E Sierra Ave	W Riverside Ave	\$ 1,000	2036+
Crosswalk		Quincy	-	E Main St	1st St	\$ 1,000	2036+
Crosswalk with Beacon or Signal		Quincy	-	First St	E Main St	\$ 50,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Crosswalk with Beacon or Signal		Quincy	-	E Main St	Preppard Flat Rd	\$ 50,000	2036+
Crosswalk with Beacon or Signal		Quincy	-	Crescent St	Valley View Dr	\$ 50,000	2036+
Dirt Path		Quincy	-	End of Carol Ln E	End of Carol Ln W	\$ 165,900	2036+
Dirt Path		Quincy	-	Beskeen Ln	Chandler Rd	\$ 362,400	2036+
High-visibility Crosswalk	All legs	Quincy	-	First St	Center St	\$ 13,300	2036+
High-visibility Crosswalk		Quincy	-	Mill Creek Rd	Center St	\$ 2,500	2036+
High-visibility Crosswalk	All legs	Quincy	-	First St	Pine St	\$ 10,500	2036+
High-visibility Crosswalk	Upgrade existing markings to high visibility; consider rrfb	Quincy	-	E Main St	Alta Ave	\$ 8,800	2036+
High-visibility Crosswalk		Quincy	-	Main St	Court St	\$ 3,500	2036+
Parking & Paving	Convert angled parking to back-in angled parking	Quincy	Jackson St	Court St	Harrison St	\$ 5,000	2036+
Sidewalk		Quincy	Pine St	First St	Reese St	\$ 267,900	2036+
Sidewalk		Quincy	First St	E Main St	Crawford St	\$ 358,200	2036+
Sidewalk		Quincy	Center St	Mill Creek Rd	Fifth St	\$ 531,600	2036+
Sidewalk		Quincy	Mill Creek Rd	Center St	E Main St	\$ 250,800	2036+
Sidewalk		Quincy	Harrison Ave	Jackson St	E High St	\$ 27,600	2036+
Sidewalk		Quincy	E High St	Harrison Ave	East St	\$ 202,700	2036+
Sidewalk	SRTS	Quincy	Jackson St	S Lindan Ave	Roche Ave	\$ 108,500	2036+
Sidewalk	Clarify walking path along school frontage. reconsider parking to be accessed from drop-off loop	Quincy	Quincy Junction Rd	E Main St	-	\$ 45,100	2036+
Sidewalk		Quincy	Quincy Junction Rd	Bike Path	1000ft north of Bike Path	\$ 164,400	2036+
Sidewalk	SRTS	Quincy	Main St	Reese St	Clough St	\$ 106,300	2036+
Signage & Lighting	Pedestrian scaled lighting (wildlife sensitive)	Quincy	-	Rutherford Ave	Hwy 70	\$ 5,000	2036+
Signage & Lighting	Pedestrian scaled lighting (wildlife sensitive)	Quincy	-	Crescent St	Beskeen Ln	\$ 5,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Signage & Lighting	Along the bike path on hwy 70; caltrans jurisdiction	Quincy	Hwy 70	Spanish Creek Rd	Valley View Dr	\$ 5,000	2036+
Study: Traffic Calming	Sight distance issues	Quincy	-	Bell Ln	Forest Knoll Ln	\$ 11,200	2036+
Study: Trailhead Staging Area	Create staging area	Quincy	-	Hwy 89	Barlow Rd	\$ 50,000	2036+
Traffic Calming	Reduce speed limit; add speed humps	Quincy	E Main St	Clough St	Plumas Fairgrounds Rd	\$ 27,200	2036+
Traffic Calming	Reduce turning radius at lee rd; narrow vehicle lanes; high-visibility crosswalks	Quincy	Bell Ln	Lee Rd	Quincy Junction Rd	\$ 129,400	2036+
Traffic Calming	High-visibility crosswalks; stripe parking spaces; consider 2-way direction; caltrans jurisdiction	Quincy	Lawrence St	Crescent St	Main St	\$ 45,100	2036+
Traffic Calming	High-visibility crosswalks; reduce lane widths; consider class ii	Quincy	Bucks Lake Rd/Main St	Meadow Wy	Crescent Dr	\$ 68,400	2036+
Traffic Calming	Provide curb extensions full width of parking aisle at all marked crosswalks; upgrade existing markings to high visibility; consider 2-way direction; caltrans jurisdiction	Quincy	Main St	Lawrence St	Lawrence St	\$ 566,200	2036+
Yellow High-visibility Crosswalk	All legs; SRTS	Quincy	-	E Main St	N Mill Creek Rd	\$ 19,300	2036+
Yellow High-visibility Crosswalk	SRTS	Quincy	-	Jackson St	S Lindan Ave	\$ 2,800	2036+
Yellow High-visibility Crosswalk	SRTS	Quincy	-	Alder St	E High St	\$ 2,000	2036+
Bridge	Bike & pedestrian bridge; caltrans jurisdiction	County	Hwy 89	Iroquois Trail	Maidu Trail	\$ 786,300	2036+
Class I Shared Use Path		County	-	Hwy 36	Main St	\$ 1,076,300	2036+
Class I Shared Use Path	Create class i path at end of frist ave. may be lassen national forest - they are supportive of a bicycle connection	County	-	Hwy 89	First Ave	\$ 594,000	2036+
Class I Shared Use Path	Caltrans jurisdiction	County	Parallel to Hwy 89 - East Side	Hwy 36	Humboldt Rd	\$ 2,364,700	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Class I Shared Use Path	Class i path on inactive collins pine rr row; caltrans jurisdiction	County	Hwy 36/Collins Pine RR	West end of Lake Almanor Bridge	County Road 322	\$ 1,646,500	2036+
Class I Shared Use Path	Class i shared use path, exact alignment tbd; srts	County	-	Main St	Hot Springs Rd	\$ 341,100	2036+
Class I Shared Use Path	Connect existing riverwalk to rocky point rd	County	South side of Hwy 70	Rocky Point Rd	County Road 124A	\$ 78,100	2036+
Class I Shared Use Path	Caltrans jurisdiction	County	E Main St	Redberg Ave	Reese St	\$ 373,200	2036+
Class I Shared Use Path	Formalize unpaved trail; may require easement or property owner cooperation; srts; caltrans jurisdiction	County	E Main St	Plumas Fairgrounds Rd	Quincy Junction Rd	\$ 681,400	2036+
Class I Shared Use Path	Connect end of existing path by little league field to existing path near valley view dr	County	Crescent St	Orion Wy	Lawrence St	\$ 68,800	2036+
Class I Shared Use Path		County	Almanor Rail Trail B	Peninsula Communities	Chester Schools	\$ 4,711,700	2036+
Class I Shared Use Path	Caltrans jurisdiction	County	Hwy 147 Eastshore Rail Trail	-	-	\$ 5,623,100	2036+
Class I Shared Use Path	Fury rd "get around" path	County	Off-street Path adjacent to Railroad	Hwy 89 north	Hwy 89 south	\$ 3,074,500	2036+
Class II Bike Lane		County	First Ave	Moody Meadow Rd	Chester Airport Rd	\$ 38,700	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 36	Chester Airport Rd	County Line	\$ 487,800	2036+
Class II Bike Lane	SRTS; Caltrans Jurisdiction	County	Hwy 89	Hwy 36	Hwy 70	\$ 2,338,100	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 70	County Boundary	300 ft north of Blackhawk Rd	\$ 2,737,700	2036+
Class II Bike Lane	Widen shoulder	County	Quincy Junction Rd	Main St	Chandler Rd	\$ 182,300	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy89/70	Blairsdan Park & Ride	E Chandler Rd	\$ 1,286,700	2036+
Class II Bike Lane	SRTS	County	Lake Davis Rd	De Persia Dr	300 ft S of Portola Park Rd	\$ 11,200	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 70	West St	County Boundary	\$ 1,399,200	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 89	Hwy 70	County Line	\$ 569,700	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 70	Mitchell Ln	Claireville Rd	\$ 79,900	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 70	Chandler Rd	Golden Eagle Ave	\$ 186,500	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 70	West St	Hwy 89	\$ 641,400	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 70/89	Chandler Rd	Court St	\$ 333,500	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 147	Hwy 13	County Line	\$ 173,700	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 49	Hwy 70	County Line	\$ 519,500	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 284	Hwy 70	Frenchman Lake	\$ 580,600	2036+
Class II Bike Lane	SRTS; Caltrans Jurisdiction	County	Hwy 70	Beskeen Ln	Main St	\$ 54,100	2036+
Class II Bike Lane	Caltrans jurisdiction	County	Hwy 36	Melissa Ave	County Boundary	\$ 313,600	2036+
Class III Bike Route	Bikes may use full lane signage	County	Chester Warner Valley Rd	Old Red Bluff Rd	Wagon Rd	\$ 6,000	2036+
Class III Bike Route		County	First Ave	Chester Airport Rd	mile south of Chester Airport	\$ 15,200	2036+
Class III Bike Route	Widen shoulder	County	N Valley Rd/Stampfli Ln	Hwy 89	600 ft east of Blackoak Dr	\$ 2,753,600	2036+
Class III Bike Route	Bikes may use full lane signage	County	Grizzly Rd	Lake Davis Rd	Hwy 70	\$ 15,000	2036+
Class III Bike Route	Bikes may use full lane signage	County	Portola-Mclears Rd	700ft North of Beckwourth Peak Rd	Hwy 89	\$ 15,600	2036+
Class III Bike Route	Bikes may use full lane signage	County	Bucks Lake Rd	Bellamy Ln	Bucks Lake	\$ 9,000	2036+
Class III Bike Route	Bikes may use full lane signage	County	Chester Juniper Lake Rd	Feather River Dr	-	\$ 9,000	2036+
Class III Bike Route	Bikes may use full lane signage	County	Gold Lake Hwy	Hwy 89	Plumas County Line	\$ 3,000	2036+
Class III Bike Route	Widen shoulder	County	Lake Davis Rd	De Persia Dr	Grizzly Rd	\$ 1,734,800	2036+
Class III Bike Route	Widen shoulder	County	Oakland Camp Rd	Chandler Rd	North of Chandler Rd	\$ 232,000	2036+
Class III Bike Route	Bikes may use full lane signage	County	Mount Hough Rd	Quincy Junction Rd	Railroad	\$ 1,200	2036+
Class III Bike Route	Bikes may use full lane signage	County	N Valley Rd/Genesee Rd/Walker Mine Rd/Beckwourth-Taylorsville Rd	Lake Davis Rd	Stampfli Ln	\$ 6,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Class III Bike Route	Provide connection of mohawk rim trail in clio	County	Upper Main St	River Rd	Railroad St	\$ 3,200	2036+
Class III Bike Route	Bikes may use full lane signage	County	Little Grass Valley Rd	Lake View Dr	N Edge of Dam	\$ 10,800	2036+
Dirt Path		County	Stover Mountain Trails	-	-	\$ 2,277,500	2036+
Dirt Path	Pacific crest trail to chester park connection	County	Pacific Crest Trail	N Stover	West of N Stover	\$ 284,300	2036+
Dirt Path	Unpaved path; exact alignment tbd	County	Prattville Butt Reservoir Rd	Hwy 89	Butt Valley Reservoir	\$ 627,200	2036+
Gravel Path		County	Rocky Point Rd	Hwy 70	Hwy 70	\$ 930,000	2036+
Gravel Path		County	Quincy Laporte Rd	Hwy 70	Windle Ln	\$ 797,800	2036+
Gravel Path	Pacific crest trail to chester park connection	County	Pacific Crest Trail	N Stover	Chester Park	\$ 1,426,400	2036+
Gravel Path		County	Adjacent to Feather River	Railroad	River Rd	\$ 919,400	2036+
Gravel Path	Clio-portola path	County	-	Spruce St	Mill Ave	\$ 3,587,200	2036+
Sidewalk	Caltrans jurisdiction	County	Main St	Carol Ave	Glenwood Dr	\$ 477,000	2036+
Sidewalk	SRTS; Caltrans Jurisdiction	County	Main St	Riverwood Dr	W Willow St	\$ 485,700	2036+
Sidewalk	SRTS; Caltrans Jurisdiction	County	Main St	Myrtle St	E Willow St	\$ 154,200	2036+
Sidewalk	Caltrans jurisdiction	County	Main St	Wildwood Ln	Carol Ave	\$ 766,800	2036+
Sidewalk	Provide pedestrian access across superditch; caltrans jurisdiction	County	Hwy 36	Chester Airport Rd	Stover Mountain Rd	\$ 66,500	2036+
Study: Trailhead Staging Area	Create staging area for frazier ridge and mills peak trail	County	-	Gold Lake Forest Hwy	County Boundary	\$ 50,000	2036+
Study: Trailhead Staging Area	Create staging area for penman and grizzly trails	County	-	Hwy 70	Mohawk Vista Dr	\$ 50,000	2036+
Study: Trailhead Staging Area	Create staging area for claireville trail and west branch trail	County	-	Hwy 70	Willow Creek Rd	\$ 50,000	2036+
Study: Trailhead Staging Area	Create staging area for lake davis trails and crocker ridge trail	County	-	Lake Davis Rd	Beckwourth- Taylorsville Rd	\$ 50,000	2036+
Study: Trailhead Staging Area		County	-	North Chandler Rd	Liberty Ln	\$ 50,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Study: Trailhead Staging Area		County	-	Oakland Camp Rd	38 miles North of Chandler I	\$ 50,000	2036+
Widen roadway for class II bike/pedway	On blairsdan graeagle road, between sr 89 and bridge		Near Graeagle				2036+
Greenville Pedestrian Improvements	Hot springs road to greenville	Greenville	Greenville				2036+
Graeagle Bike Path	Graeagle to maidu interpretive center (2.01 mi.)	Graeagle	Graeagle				2036+
ADA	Construction	Countywide	Countywide				2036+
Class II Bike Lanes	Bike lanes on a-15		Near Portola				2036+
Widen roadway for class II bike/pedway	On blairsdan graeagle road, between sr 89 and bridge		Near Graeagle				2036+
County Long Range Total						\$ 65,340,800	
City of Portola							
Bridge	Widen bridge to accommodate bike lanes and a sidewalk on the e side; srts		S Gulling St	W Riverside Ave	Taylor Ave	\$ 6,511,600	2036+
Class I Shared Use Path	Extend riverwalk west to delleker rd; caltrans jurisdiction		Hwy 70	S Dellerker Rd	S Beckwith St	\$ 971,800	2036+
Class II Bike Lane	Would require removal of on-street parking; srts		Joy Wy	West St	E Magnolia Ave	\$ 33,000	2036+
Class III Bike Route	SRTS		Commercial St	S Gulling St	California St	\$ 2,800	2036+
Class III Bike Route	SRTS		California St	Commercial St	rtola Junior/Senior High Sch	\$ 5,100	2036+
Class III Bike Route			3rd Ave	California St	Main St	\$ 2,000	2036+
Dirt Path	On unpaved old county rd		Old County Rd	Escondido Wy	Plumas Ave	\$ 210,400	2036+
Gravel Path			-	Joy Wy	Old County Rd	\$ 302,500	2036+
Crosswalk with Beacon or Signal			-	W Sierra Ave	S Beckwith St	\$ 50,000	2036+
Yellow High-visibility Crosswalk	SRTS		-	Sixth Ave	90ft West of California St	\$ 3,300	2036+
Yellow High-visibility Crosswalk	SRTS		-	Sixth Ave	California St	\$ 2,500	2036+
Crosswalk	Caltrans Jurisdiction		-	Hwy 70	2nd St	\$ 1,200	2036+
Sidewalk	SRTS		Joy Wy	West St	E Magnolia Ave	\$ 450,900	2036+
Sidewalk	SRTS		Joy Wy	West St	E Magnolia Ave	\$ 441,000	2036+

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Sidewalk	SRTS		California St	Commercial St	Third Ave	\$ 154,900	2036+
Sidewalk	SRTS		Second Ave	Pacific St	California St	\$ 18,700	2036+
Sidewalk	SRTS		Nevada St	300ft North of Third Ave	Third Ave	\$ 55,100	2036+
Sidewalk	SRTS		Nevada St	First Ave	60ft South of First Ave	\$ 8,900	2036+
Sidewalk	SRTS		First Ave	California St	Nevada St	\$ 37,300	2036+
Sidewalk	SRTS		First Ave	California St	Nevada St	\$ 28,300	2036+
Sidewalk	SRTS		First Ave	Nevada St	Utah St	\$ 48,700	2036+
Sidewalk	SRTS		First Ave	Utah St	S Gulling St	\$ 42,400	2036+
Sidewalk	SRTS		S Gulling St	First Ave	Third Ave	\$ 13,700	2036+
Sidewalk	SRTS		Fourth Ave	Nevada St	S Gulling St	\$ 128,100	2036+
Sidewalk	SRTS		Fourth Ave	Nevada St	Utah St	\$ 49,000	2036+
Sidewalk	SRTS		California St	Fifth Ave	Sixth Ave	\$ 12,900	2036+
Sidewalk	SRTS		Sixth Ave	California St	Nevada St	\$ 24,900	2036+
Sidewalk	SRTS		Nevada St	Fourth Ave	Sixth Ave	\$ 46,000	2036+
Signage & Lighting	Pedestrian scaled lighting		-	S Beckwith St	E Sierra Ave	\$ 5,000	2036+
Study: Traffic Calming	Traffic circle at challenging intersection		-	California St	Commercial St	\$ 200,000	2036+
Study: Trailhead Staging Area	Create staging area for feather river trail		-	Hwy 70	850ft West of Green St	\$ 50,000	2036+
Study: Trailhead Staging Area	Create staging area for lake davis trails		-	Lake Davis Rd	De Persia Dr	\$ 50,000	2036+
Study: Trailhead Staging Area	Create staging area for mohawk rim trail		-	S Gulling St	900ft South of Fourth Ave	\$ 50,000	2036+
Traffic Calming	Narrow vehicle lanes; beacon at hwy 70 crossing; consider buffer to bike lanes; srts		West St	W Joy Wy	W Sierra Ave	\$ 88,000	2036+
Traffic Calming	Narrow vehicle lanes; high-visibility crosswalks; consider bike lanes; caltrans jurisdiction		Hwy 70	200ft West of Green St	Meadow Wy	\$ 119,800	2036+
City of Portola Long Range Total						\$ 10,219,800	
To Be Determined							

Project	Description	Community	Location	Cross Street A	Cross Street B	Cost	Const. Year
Access through Wolf Creek Overpass	Class i or ii bike/pedways		SR 89				2036+
SR 147 Class III Bikeway	Sr 89 to lassen co. line		SR 147				2036+
SR 36 Class III Bikeway	Tehama county line to chester		SR 36				2036+
SR 36 Class III Bikeway	Chester to lassen co. line		SR 36				2036+
SR 70 Class III Bikeway	Quincy to portola		SR 70				2036+
SR 89 Class III Bikeway	Sr 89 throughout county		SR 89				2036+
Chester Bike/Ped Improvements	Construction		SR 36				2036+
Class I Bike/Ped Bridge	Sr 89 @ mill pond class i bike/ped bridge		In Graeagle				2036+
Class I Bike/Ped Path	Graeagle to maidu interpretive center (2.01 mi.)		In Graeagle				2036+
Class I Bike/Ped Path	Mohawk bridge to clio on north side of feather river (4.24 mi.)		Near Graeagle				2036+
Greenville Downtown Improvements	Sidewalks/roadway replacement		Greenville				2036+
Pedestrian Improvements	Hot springs road to greenville		Greenville				2036+
Lake Almanor Bike Trail	Class i or ii bike/pedways		Almanor				2036+
Class I or II Bike/Pedways	Class i or ii bike/pedways		Community Connections				2036+
Crosswalk from schools to businesses	Crosswalk striping		Greenville				2036+
Access through Wolf Creek Overpass	Class i or ii bike/pedways		SR 89				2036+
Bike Paths in Indian Valley	Class i or ii bike/pedways		Indian Valley				2036+
Class I or II Bike/Pedways	Around little grass valley reservoir		Near LaPorte				2036+
Recreational Parking Improvements	Snowmobile parking on laporte rd near laporte		Near LaPorte				2036+
Feather River College Bike Connection	Improve facilities on roadway from end of bike path to college		Quincy				2036+
Total Long Range						\$ 75,560,600	

Table 4.4					
TRANSIT PROJECTS					
Project	Description	Funding Source	Cost	Const. Year	
County Short-Range (Yr 1-10)					
*Annual Operating Cost (yr. 1-10)	Annual operating costs	Fare Revenue, FTA, LTF, STA	\$	1,181,857	Annual
Fleet Replacement	Vehicle replacement	FTA, LTF, STA	\$	4,167,300	2027-2032
Arlington Park and Ride	Multimodal park and ride facility with bicyclist facilities, transit stops, vehicle parking, etc.	TIRCP	\$	614,200	2025
Bus Shelters	Improvements such as shelters, pull outs, etc.	TIRCP	\$	250,000	2025-2026
Bus Matching Funds	Local match requirement for bus purchases	TIRCP	\$	100,520	2025-2026
Operating Expenses and Free Fares		TIRCP	\$	1,552,223	2025-2026
Fleet Parking and Maintenance Facility for Non-Electric Buses					2025-2026
Battery Electric Buses and Charging Infrastructure		ZETCP (GGRF)	\$	254,054	2031
Battery Electric Buses and Charging Infrastructure		ZETCP (PTA)	\$	53,042	2031
Total Short-Range Transit Improvements			\$	5,349,157	
County Long-Range (Yr 11-20)					
Bus Shelters	Improvements such as shelters, pull outs, etc	FTA, LTF, STA			2036+
Scheduling/web-based Transit	Technology improvement	FTA, LTF, STA			2036+
*Annual Operating Cost (yr. 11-20)	Annual operating costs	Fare Revenue, FTA, LTF, STA			2036+
Total Long-Range Transit Improvements			TBD		

*Operating Cost includes all transit expenses as defined in the Short-Range Transit Plan dated 4/28/23

Table 4.5					
AVIATION PROJECTS					
Project	Description	Funding Source	Cost	Const. Year	
Short-Range - Gansner Airport at Quincy					
Reseal pavement joints in taxiways	Construction	FAA/St/Co.	\$ 203,000	2025	
Perimeter fencing	Engineering Design	FAA/St/Co.	\$ 42,000	2025	
Perimeter fencing	Construction	FAA/St/Co.	\$ 418,000	2026	
Snow removal equipment building	Construction	FAA/St/Co.	\$ 409,000	2026	
Alp narrative and drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2027	
Tee hangars development	Environmental Assessment	FAA/St/Co.	\$ 55,000	2027	
Runway extension, rpz & hangar	Land Acquisition	FAA/St/Co.	\$ 297,000	2027	
Hangar development	Engineering Design	FAA/St/Co.	\$ 257,000	2029	
Fuel facilities	Environmental Assessment	FAA/St/Co.	\$ 44,000	2029	
Short-Range - Nervino Airport near Beckwourth					
Tee hangar site development	Construction	FAA/St/Co.	\$ 476,000	2025	
Alp narrative and drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2025	
Two 5-unit nested tee hangars	Engineering Design	FAA/St/Co.	\$ 99,000	2026	
Two 5-unit nested tee hangars	Construction	FAA/St/Co.	\$ 927,000	2027	
Jet fuel tank and dispenser	Engineering Design	FAA/St/Co.	\$ 16,000	2027	
Short-Range - Rogers Field at Chester					
Develop east hangar area	Engineering Design	FAA/St/Co.	\$ 212,000	2025	
Develop east hangar area (phase 1)	Construction	FAA/St/Co.	\$ 2,205,000	2025	
Alp narrative and drawings	Engineering Design	FAA/St/Co.	\$ 133,000	2025	
Update pmmp	Engineering Design	FAA/St/Co.	\$ 84,000	2025	
Develop east hangar area (phase 2)	Construction	FAA/St/Co.	\$ 1,332,000	2026	
Land	Environmental Assessment	FAA/St/Co.	\$ 107,000	2026	
Update pmmp	Engineering Design	FAA/St/Co.	\$ 71,000	2026	
Reseal joints in pavement	Engineering Design	FAA/St/Co.	\$ 44,000	2027	
Total Short-Range			\$ 7,645,000		
Long-Range - Rogers Field at Chester					
Snow removal equipment building	Engineering Design	FAA/St/Co.	\$ 46,000	2036+	
Ext.taxiway a, reloc. threshold rw 16	Engineering Design	FAA/St/Co.	\$ 70,000	2036+	
Replace existing awos	Engineering Design	FAA/St/Co.	\$ 23,000	2036+	
Replace existing awos	Construction	FAA/St/Co.	\$ 211,000	2036+	

Project	Description	Funding Source	Cost	Const. Year
Snow removal equipment building	Construction	FAA/St/Co.	\$ 455,000	2036+
Ext.taxiway a, reloc. threshold rw 16	Construction	FAA/St/Co.	\$ 575,000	2036+
East hangars	Environmental Assessment	FAA/St/Co.	\$ 298,000	2036+
Project 3-east hanger improvements p1	Access Road, Tee Hanger Taxiways, Apron	FAA	\$ -	2036+
Project 5-tee hanger taxiways	Reconstruct Tee Hanger Taxiways	FAA	\$ -	2036+
Project 8-taxiway, runway, apron	Slurry Seal	FAA	\$ -	2036+
Project 12-tee hanger	Site Development	FAA	\$ -	2036+
Project 15-runway 16-34	Taxiway and Runway Safety Extension	FAA	\$ -	2036+
Project 16-apron expansion	Apron Expansion (275,000 sq.ft.)	FAA	\$ -	2036+
Project 18-tee hanger	Construct 16 unit Tee Hanger	FAA	\$ -	2036+
Long-Range - Gansner Airport at Quincy				
Acquire snowblower	Equipment Acquisition	FAA/St/Co.	\$ 190,000	2036+
Reconstruct runway 7-25 & cross taxiway	Construction	FAA/St/Co.	\$ 2,600,000	2036+
Snow removal equipment building	Engineering Design	FAA/St/Co.	\$ 41,000	2036+
New beacon tower and light	Construction	FAA/St/Co.	\$ 82,000	2036+
Land acquisition – perimeter fence	Environmental Assessment	FAA/St/Co.	\$ 68,000	2036+
Brush remediation attachment	Equipment Acquisition	FAA/St/Co.	\$ 48,000	2036+
Update pavement manage. program	Engineering Design	FAA/St/Co.	\$ 82,000	2036+
Project 6-tee hanger development	Land Acquisition (25.17 acres)	FAA	\$ -	2036+
Project 10,11-tee hangers	Engineering Design	FAA	\$ -	2036+
Project 10-tee hangers	Site Preparation	FAA	\$ -	2036+
Project 11-tee hangers	New 12 unit T hangar Building	FAA	\$ -	2036+
Long-Range - Nervino Airport near Beckwourth				
New beacon tower	Engineering Design	FAA/St/Co.	\$ 9,000	2036+
Snow removal equipment building	Engineering Design	FAA/St/Co.	\$ 39,000	2036+
New beacon tower	Construction	FAA/St/Co.	\$ 70,000	2036+
Snow removal equipment building	Construction	FAA/St/Co.	\$ 388,000	2036+
Replace 4-unit tee-hangar	Engineering Design	FAA/St/Co.	\$ 53,000	2036+
Replace 4-unit tee-hangar	Construction	FAA/St/Co.	\$ 495,000	2036+
Project 3-rehabilitation	Reseal Joints, Paint Markings	FAA	\$ -	2036+
Project 5-tee hangers	Site Development	FAA	\$ -	2036+
Project 8-tee hanger, taxiway, apron	Replace and Pave	FAA	\$ -	2036+
Project 9-tee hanger, taxiway, apron	Construct Nested Hangers, Apron, Taxiway	FAA	\$ -	2036+
Total Long-Range			\$ 4,169,230	

Table 4.6					
State Highway Operation and Protection Program (SHOPP)					
Route	Activity Category	Activity Location	Target RTL FY	SHOPP Cycle	Cost (in millions)
89	Pavement	In Plumas County in and near Graeagle from the Sierra County Line to Route 70. Graeagle CAPM	2025-26	2022	\$ 33,951,000
70	Pavement	Quincy CAPM	2027-28	2024	\$ 51,061,000
147	Pavement	Almanor East Shore Pavement Plumas 147 PM 0.0/9.891 and Lassen 147 PM 0.0/1.790	2030/31	2028	-
89	Pavement	Wolf Creek Pavement Restoration. Near canyondam, from 2.5 miles north of greenville dump road to lake almanor spillway. rehabilitate pavement, improve vertical clearance at wolf creek underpass, construct shoulders, rehabilitate drainage systems, and upgrade guardrail.	2027-28	2024	\$ 15,063,000
36	Pavement	Chester Pavement Legal: In Plumas County at and near Chester on Route 36 from Tehama County line to Melissa Avenue and on Route 89 at Route 36.	2029/30	2026	-
70	Pavement	Spring Garden II Pavement	2030/31	2028	-
70	Pavement	Twain Pavement	2031/32	2028	-
70	Major Damage - Permanent Restoration	Soda Creek Fish Way Permanent Restoration Legal: In Plumas County near Paxton at 1.2 miles west of north junction of Route 89	2026/27	2024	-
Total SHOPP					\$ 100,075,000

APPENDIX **F**

AREA DESIGNATIONS FOR CAAQS

2023 Area Designations for State Ambient Air Quality Standards PM₁₀



2023 Area Designations for State Ambient Air Quality Standards PM_{2.5}

