

# **2026 Regional Transportation Improvement Program**

**PLUMAS COUNTY TRANSPORTATION COMMISSION**

1834 EAST MAIN STREET, QUINCY, CA. 95971

**November 17, 2025**

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

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

12/15/25

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

**RE: Submittal of Plumas County's 2026 RTIP – Plumas County Transportation Commission Resolution No. 25-28**

Dear Ms. Taylor,

The Plumas County Transportation Commission (PCTC) is requesting amendments to the County's 2026 Regional Transportation Improvement Program (RTIP).

Attached for your consideration are the following:

- ◆ The RTIP Template supplied by Caltrans for the submittals of 2026 RTIP's.
- ◆ PCTC Resolution 25-28 approving the projects to be amended.
- ◆ The spreadsheet delineating the County's proposed program for the existing and proposed projects in the STIP; (plu.xls attached via hardcopy and electronic copy)
- ◆ Project Programming Request forms for each project
- ◆ The PCTC has requested programming changes consistent with the CTC's expectations and priorities for the 2026 STIP.

The RTIP is also available at the following link:

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

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

Very Truly Yours,



Rob Thorman, P.E.  
Executive Director

Attachment

# 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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## **A. Overview and Schedule**

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

Insert executive summary narrative in the text field below.

In the past STIP cycles since 2012, funding capacity has been extremely limited. Over the last six years the region has been completing existing programmed projects that were delayed due to lack of allocation capacity. During that period, a new priority arose when a partnership opportunity to deliver a complete streets project on State Route 89 in Greenville. The project included coordinating water and sewer upgrades, undergrounding electric and phone lines, and constructing bike lanes and pedestrian facilities in conjunction with a SHOPP project. The opportunity to combine multiple projects into one and minimizing the number of seasons of construction could not be ignored. That project was successfully delivered by Caltrans in 2016 with Plumas County providing \$7.1 million in STIP funding. Other more recent State-County partnership projects have now been delivered: the SR89-Arlington LTL (SHOPP) and the Rt 89/Arlington Left Turn Lane (SHOPP). Both Caltrans' projects are completing construction in 2025.

The 2026 STIP Cycle has limited funding capacity due to the State's financial woes. The Executive Director recommends no new programming in order to be consistent with the Fund Estimate adopted by the California Transportation Commission (CTC). This action will also reduce the amount of advanced funds from the 2024 STIP cycle from \$1,419,000 to \$309,000. In that cycle, the City of Portola and Plumas County requested using an advance of STIP funds in excess of the State's Target Amount for the Plumas region to program local road rehabilitation projects to improve overall pavement condition indices.

As further recommended by the CTC's adopted guidelines for the 2026 STIP, the County is modifying the programming on the remaining existing projects to fully fund one project and to delete the other project that will now be fully funded with non-STIP funding.

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

Insert contact information in the text fields below.

- **Regional Agency Name**  
Plumas County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

**Regional Agency Website Link:**

<https://www.plumascounty.us/2285/Transportation-Commission>

**RTIP document link: (Stored at the RTP Website).**

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

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

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name *Rob Thorman*  
Title *Executive Director*  
Email *robthorman@countyofplumas.com*  
Telephone *530-283-6268*

- **RTIP Manager Staff Contact Information**

Name *Rob Thorman* Title *Director of Public Works*  
Address *1834 East Main Street*  
City/State *Quincy, CA*  
Zip Code *95971*  
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Telephone *530-283-6268*

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

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Telephone *916-216-2630*

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

Name *Kacey Moore-Gutierrez* Title *Assistant Deputy Director*  
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Email [kacey.ruggiero@catc.ca.gov](mailto:kacey.ruggiero@catc.ca.gov)  
Telephone *916-707-1388*

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

PCTC historical and current approach to developing the RTIP's is constrained by the CTC's adopted STIP Guidelines and STIP Fund Estimate. The Fund Estimates typically constrain the programming to one or two new projects per cycle however PCTC's priority is to fund the backlog of delayed or deleted projects from previous STIP cycles since 2008. Funding is prioritized to local road projects unless a partnership on Caltrans' project can be demonstrated to provide cost savings for the delivery of improvements to adjacent local roads. PCTC has provided over \$10 million in contributions to SHOPP projects on the State Highway System within Plumas County since 2014. The PCTC is emphasizing that the decreased STIP funding in this cycle still addresses the financial needs of the remaining local County road projects to the extent possible. No new programming will be implemented during the 2026 RTIP cycle due to the State's financial woes.

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 78 of the STIP Guidelines.

Section 78 of the STIP Guidelines requires that each regional agency, in its RTIP, report on all STIP projects completed between adopting the RTIP and adopting the previous RTIP. The report shall include a summary, by component and fund type, of the funds programmed, allocated, expended and when the construction contract was accepted.

***None of the projects scheduled for allocation between the adoption of the RTIP (November 17, 2025) and the adoption of the previous RTIP (December 11, 2023) have completed their construction contracts. All of these projects are, however, anticipated to complete construction by December, 2027.***

Those projects are:

City of Portola	City Street	PPNO 2646	Rio Grande St. Pavement Rehabilitation
Plumas County	County Road	PPNO 2647	A23 Pavement Rehabilitation
Plumas County	County Road	PPNO 2548	Graeagle-Johnsville Road Reconstruction (Phase 1)
Plumas County	County Road	PPNO 2648	Gold Lake Forest Highway Pavement Rehabilitation
Plumas County	County Road	PPNO 2649	Quincy Jct. Road FLAP Project - Matching Funds
Caltrans	SR 70/89	PPNO 3703	Feather River Inn Road intersection improvements
Caltrans	SR 89	PPNO 3561	Rt 89/Arlington left turn lane SHOPP(22S-05)(22S-15)

Insert project information for completed projects in table below.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
Not applicable – see above.		

## **Section 5. RTIP Outreach and Participation**

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

### **A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
PCTC August Public Meeting – discussion on the STIP, the FE, and impacts to existing RTIP projects.	August 18, 2025
Technical Advisory Committee Meeting (TAC) with Caltrans, County and City of Portola. Caltrans identifies no unmet State Highway Needs within Plumas County	September 24, 2025
Caltrans submits draft ITIP	October 15, 2025
PCTC October Public Meeting – review of financial impacts to existing RTIP projects	October 20, 2025
CTC ITIP Hearing, South	October 30, 2025
CTC ITIP Hearing, North	November 7, 2025
PCTC November Meeting – 2026 RTIP adopted.	November 17, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

### **B. Community Engagement**

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

Priority for the Plumas County Transportation Commission has always been reducing the backlog of previously publicly noticed projects within previous and current Regional Transportation Plans. For the 2026 cycle the PCTC also emphasizes repayment turn of advanced funds during the 2024 cycle. Since the STIP has had limited funding capacity over the previous four to five cycles, PCTC and its partner agencies have been focusing on previously vetted and approved projects. Projects are discussed and reviewed by each of the agencies: Caltrans, County and City. Partnering on large projects has also been a deciding factor when the project has had extensive public outreach (Examples: Feather River Inn Intersection Improvements – a small part of Caltrans’ SR70 Cromberg Rehabilitation project and the Arlington Lane Left Turn Lanes project – a small part of the Caltrans’ Crescent Mills CAPM project). PCTC staff has been briefing PCTC and the public at each monthly scheduled meeting beginning in July 2025 and on up to the submittal of the RTIP in December. Meeting agendas and minutes are posted at the PCTC website. County staff also coordinate public outreach with the Dixie Fire-impacted communities, such as, Greenville through the:

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

See Link:

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

PCTC staff and its consultants also conducted public outreach through the 2020 RTP and 2025 RTP update. See PCTC activities at Link:

[Plumas County Transportation Commission | Plumas County, CA - Official Website](#)

and also see the 2025 RTP update at Link: [2025-PC-Regional-Transportation-Plan](#)

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 2

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

In Plumas County, coordination with Caltrans District 2 is a year-round, on-going process that includes all aspects of transportation from design, transportation planning, transit planning, maintenance, encroachments, Local Assistance Program projects, and reviewing opportunities for County-State partnerships. PCTC staff meet directly with Caltrans engineering and transportation planning staff to discuss partnering options and RTP goals related to SHOPP



projects as they are being developed. Caltrans Project Management regularly reports (once every 2-3 months) on projects being planned and projects in construction to the PCTC at its normal meetings. For the 2026 STIP, PCTC staff met with Caltrans STIP and SHOPP management on September 24<sup>th</sup> of 2025 to discuss impacts to existing projects due to the financial constraints of the 2026 FE. Potential future projects on State Highways within the County were also discussed if funding should ever become available. PCTC staff have continued to coordinate a grant exploring options on a future streetscape project for SR 36 in Chester through its Overall Work Program using a Sustainable Communities grant.

## B. 2026 STIP Regional Funding Request

### Section 6. 2026 STIP Regional Share and Request for Programming

#### A. 2026 Regional Fund Share Per 2024 STIP Fund Estimate

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

Net Share (Total Target) = \$1,449,000 – note that the region was advanced \$1,319,000 over its Net Share amount in the 2024 cycle.

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

<b>Priority For STIP Funding</b>	<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Existing Programmed Project  Priority 1  PPNO 2548B	PPNO 2548 Graeagle-Johnsville Road Reconstruction – Phase 2  Current programming = \$3,002,000 in FY 26/27. Increase CONST phase funding by \$856,000 from canceled project PPNO 2645 and move the programming year to FY 28/29.	For Phase 2 – the County proposes to repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park. Geotechnical report indicates that the face of the slide area could be stabilized by means of soil nails. The toe of the slide area next to Jamison Creek will be armored with rock slope protection (2-ton boulders). The County has obtained a Special Use Permit from State Parks for an easement to access, construct and maintain the repairs at this location.	\$3,858,000
Existing Programmed Project  Priority 1  PPNO 2645	Greenville Streets - Dixie Fire Pavement Restoration  Current programming = \$856,000 in FY 26/27. Delete project from STIP. The scope is now a part of a larger CDBG-funded project.	After PG&E undergrounding and IVCS utility projects are completed, the pavements will need to have the top HMA surfacing restored full width. The CDBG project will include all Greenville streets within the Dixie Fire footprint and not just PPNO 2645's limited scope of Main, Jessie, Bush, Grand, and Pine.  Lat./Long. - Town Center: N 40.0835, W 120.5654	Delete \$856,000 and transfer funding to PPNO 2548B

<b>Proposed Programmed Project</b>  <b>Priority 2</b>  <b>PPNO 2057</b>	Planning, Programming, and Monitoring	Planning, Programming, and Monitoring – adds \$36,000 for FY 29/30 and \$36,000 for 30/31 per adopted guidelines and Fund Estimate for PP&M activities.	<b>\$72,000</b>
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## Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

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

Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	County Road Funds	Federal Lands Access Program	CDBG Grant	
PPNO 2057 PCTC – Planning, Programming & Monitoring	222,000						222,000
PPNO 2548B Plumas County - Graeagle-Johnsville Road Reconstruction – Phase 2 – Construction	3,856,000						3,856,000
PPNO 2645 Plumas County - Greenville Streets - Dixie Fire Pavement Rehabilitation – Construction and CE	0					2,250,000	2,250,000
Totals	4,078,000	0	0	0	0	0	6,328,000

**Notes:** PPNO 2645 is now funded by CDBG. Delete \$856,000 from PPNO 2645 and add to programming on PPNO 2548B.

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

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

**No ITIP funds were requested.**

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

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

## **Section 9. Projects Planned Within Multi-Modal Corridors**

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

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

[Click here to enter text.](#)

## **Section 10. Highways to Boulevards Conversion Pilot Program**

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

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

## **11. Complete Streets Consideration (per Section 26)**

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

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

Please describe any complete streets considerations (optional).

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

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

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

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

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

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

**See Table B1(a).**

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

<b>Table B1(a)</b> <b>Qualitative Evaluation – Rural Specific Regional Level Performance Indicators and Measures</b>		
<b>Goal</b>	<b>Indicator/Measure</b>	<b>RTIP's Effects</b>
<u>2025 RTP Performance Measure 1 - Congestion/Delay/ Vehicle Miles Traveled</u>  <u>RTP page 77</u>	Overall vehicle activity and use of the roadway network.	The County population is declining at -1.0 and -1.6percent annually. Overall annual traffic activity has not significantly increased. Recreational centers and activities do cause peak summer traffic volumes. The RTIP projects do not induce vehicular traffic.
	Maintenance and system preservation.	The RTIP projects will decrease future maintenance by preserving pavement integrity on existing roads and streets.
	Safety	The RTIP projects will not increase safety concerns.
	Health based pollutant reduction, input GHG reduction.	The RTIP projects do not induce traffic.
<u>2025 RTP Performance Measure 2 – Preservation/ Service Fuel Use/Travel - Distance/Time/Cost</u>  <u>RTP page 78</u>	Safety	The RTIP projects will not increase overall safety concerns in the County. However, PPNO 2649 will increase safety for bike/ped access.
	System Preservation	The RTIP projects will decrease future maintenance by preserving structural integrity on existing roads.
	Accessibility	The RTIP projects will not impact accessibility.
	Reliability	The RTIP projects will not impact accessibility. PPNO 2548B will stabilize a slope a slope supporting a County Road to maintain access.
<u>2025 RTP Performance Measure 3- Mode Share/Split</u>  <u>RTP page 78</u>	Multimodal	The RTIP does not impact the County overall mode/split or transit use.
	Efficiency	The RTIP does not the efficiency of any particular mode of travel.

<u>2025 RTP Performance Measure 4 – Safety</u>  RTP page 78	RTP Goals 1, 2, 3	The RTIP project PPNO 2548B increases safety by providing stabilization of degrading slopes that support a County road.
<u>2025 RTP Performance Measure 5 - Transit</u>  RTP page 79	Productivity, Efficiency and Cost per Passenger	The RTIP projects have no negative impacts on the operation of Plumas Transit Systems nor Seniors Transportation.
<u>2025 RTP Performance Measure 6 – Roadway Conditions</u>  RTP page 79	RTP Goals 1, 2, 3, 4, 5	The RTIP improves the overall investment in the existing transportation system elements and does not include capacity-increasing projects for single vehicle modes.
<u>2025 RTP Performance Measure 7 – Land Use</u>  RTP page 79	Land Use Efficiency	The RTIP improves the overall investment in the existing transportation system elements and does not negatively impact existing Land Use Efficiency.
	Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.	The RTIP has no negative impacts to the SHS in Plumas County.

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

**2025 RTP Performance Measure 1,2,4,6 – annual traffic counts, maintaining accident database in GIS, StreetSaver PMS used with a goal remeasure 1/3 to 1/4 of pavement segments annually.**

**2025 RTP Performance Measure 3,5 – monitor monthly transit use counts, obtain recreational use modes (biking/hiking) from the three National Forests with facilities within Plumas County.**



**2025 RTP Performance Measure 6,7 – Coordinate with Caltrans District 2 to perform Local Development Review as projects are submitted to ensure impacts to State highways are mitigated or minimized in order maintain them at acceptable levels and reduce the need for capacity-increasing projects where possible.**

### **Section 13. Regional and Statewide Benefits of RTIP**

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

The RTIP as proposed:

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

## D. Performance and Effectiveness of RTIP

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

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

<b>Table B3</b>			
<b>Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
<b>State Highway</b>	New general purpose lane-miles	Lane-mile	No change
	New HOV/HOT lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	No change
	New or upgrade bicycle lane/sidewalk miles	Lane/sidewalk miles	No change
	Operational improvements	Intersections Improved	No change
	New or reconstructed interchanges	Interchanges improved/reconstructed	No change
	New or reconstructed bridges	Bridges improved/reconstructed	No change
<b>Transit or Intercity Rail</b>	Additional transit service miles	RSM	No change
	Additional transit vehicles	New transit vehicles	No change
	New rail track miles	New rail track miles	No change
	Rail crossing improvements	Rail crossings improved	No change
	Station improvements	Stations improved	No change
<b>Local Streets and Roads</b>	New lane-miles	Lane-mile	No change
	Lane-miles rehabilitated	Lane-mile	No change
	New or upgrade bicycle lane/sidewalk miles	Bike Lane miles	No change
	Operational improvements	Intersections Improved	No change
	New or reconstructed bridges	Bridges Improved	No change

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

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

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

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

## **E. Detailed Project Information**

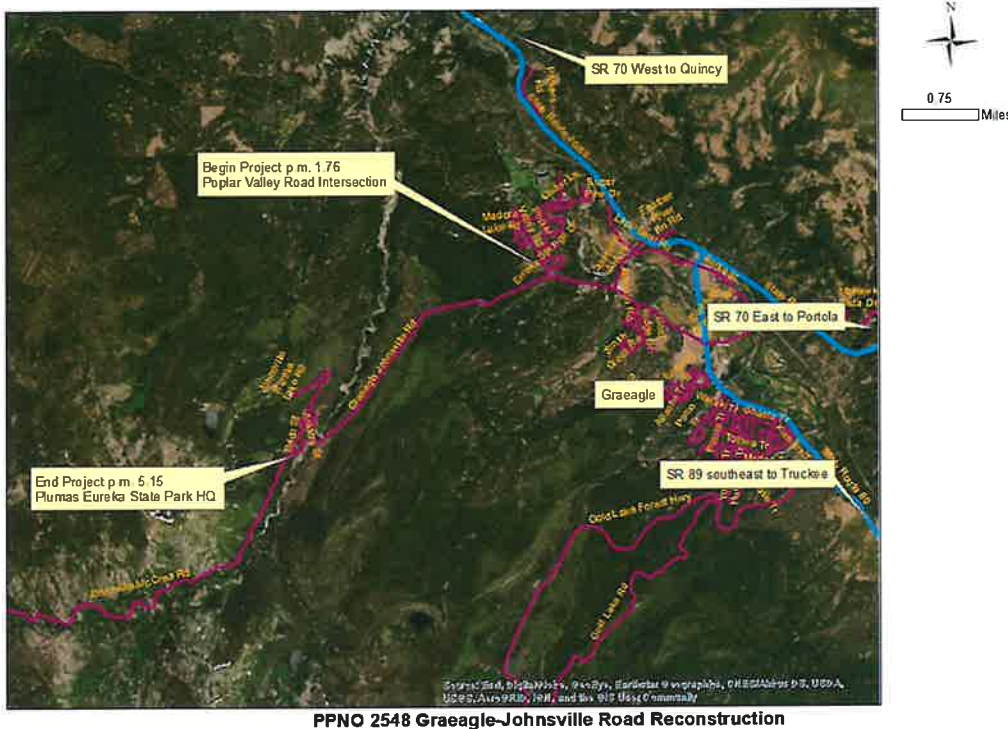
### **Section 16. Overview of Projects Programmed with RIP Funding**

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

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

The Graeagle-Johnsville Road (CR 506) provides the only access to the unincorporated communities of Plumas Eureka Estates and Johnsville as well as the Plumas Eureka State Park. The County reconstructed the lower 1.8 miles of the road through the communities of Graeagle and Mohawk in 2002 using State Transportation Improvement Program (STIP) funding. The proposed project would continue the necessary repairs to the roadway between p.m. 1.76 – 5.15. Please see attached map. This proposal is a non-capacity increasing project. Its primary goal is the stabilization of slopes, embankments and stream channels integral to the roadway in order to maintain reliable access.

The County split the project into two phases during the 2024 STIP cycle in order to have adequate cash flow on a monthly basis during construction in order to deliver both projects.



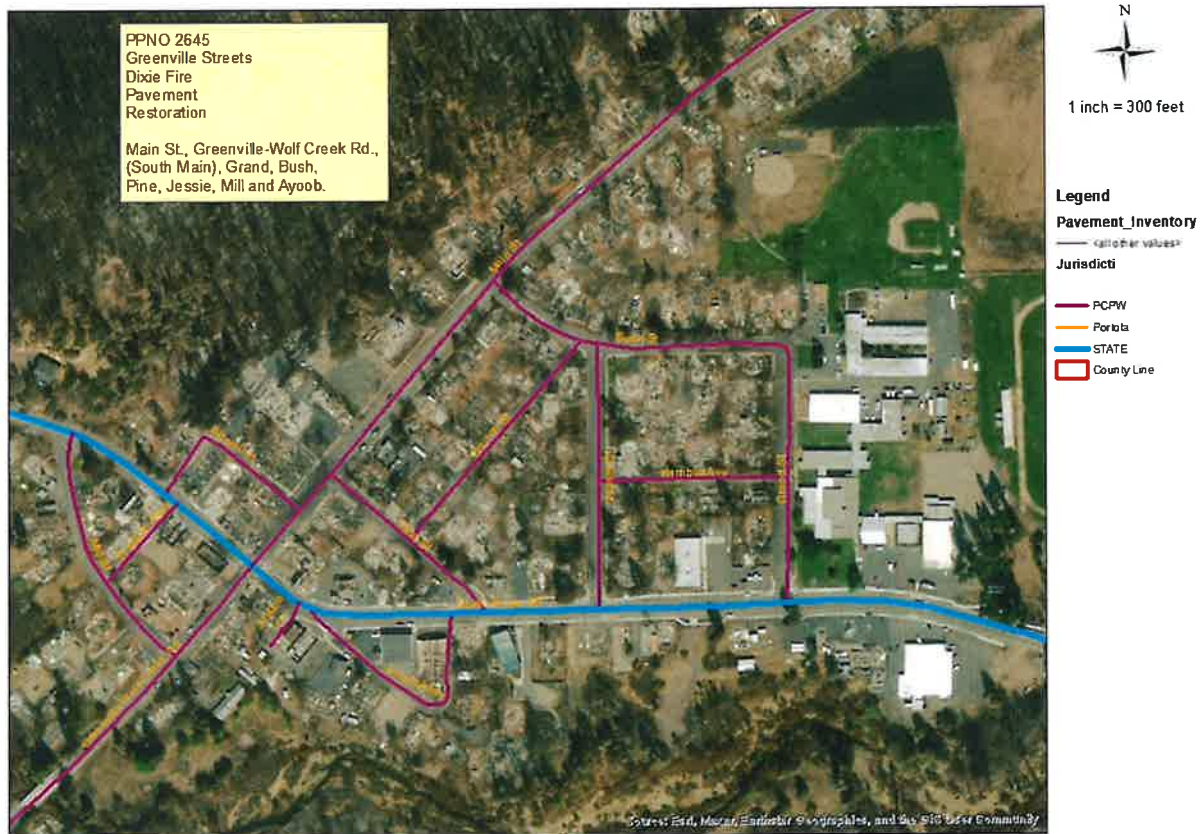
3) **(Phase 2)** Repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a 3/4:1 slope above Jamison Creek inside Plumas Eureka State Park. This location has been continually eroding since the last repair was conducted in 1992. Geotechnical and geological engineers indicate that the face of the slide area could be stabilized by means of soil nails. Soil nailing is an economical technique for stabilizing slopes and for constructing retaining walls from the top down. The toe of the repaired area would be protected from the hydraulic forces of Jamison Creek with large rocks (typically 2-4 ton boulders). The County will need an easement to access, construct and maintain the repairs at this location.

The County has no formal right-of-way on the Graeagle-Johnsville Road west of the Poplar Valley Road intersection (p.m. 1.82). Only limited work could be performed under past State and Federal storm damage repair programs because of right-of-way constraints and the need for Section 106 compliance (National Historic Preservation Act). By completing formal right-of-way documents with both the State and the U.S. Forest Service on this route, the County will be able to maintain the public's investment and maintain the public's access to the Federal lands and Plumas Eureka State Park.

Under the 2026 STIP cycle the County will reallocate \$856,000 from PPNO 2645 Greenville Streets project to the Graeagle-Johnsville Road Reconstruction (Phase 2) project. The scope for the PPNO 2645 Greenville Streets project will now be funded with a CDBG grant. The Greenville Streets STIP project will be deleted from the STIP under the 2026 cycle. This action will increase the 2026 STIP funding for Graeagle-Johnsville Road Reconstruction (Phase 2)

project to \$3,858,000. This proposal was presented to and approved by the PCTC Commissioners at the regular public meeting on October 20, 2025 and then presented and approved by the Board of Supervisors at the regular public meeting on November 18, 2025.

## PPNO 2645 Greenville Streets Dixie Fire Pavement Rehabilitation



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

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

Under the 2024 STIP two projects remain to be allocated and constructed. These include Graeagle Johnsville (Phase 2) to repair the road slope reconstruction and the paving overlay in Greenville. The paving overlay funding only totals \$856,000 and would provide only a limited amount of paving.

Planning and Public Works are working with CDBG on grants for multi-family housing totaling \$8,750,000 and \$2,250,000 for infrastructure. Infrastructure amount will go towards damaged pavements due to the Dixie Fire and the subsequent PG&E undergrounding projects in Greenville. Due to the CDBG higher level of funding for Greenville Streets, the Public Works Director recommended reallocating the \$856,000 STIP funding to the Graeagle Johnsville Road slope reconstruction due to the project being underfunded for the scope of work.

The overlay work will include all County roads within the unincorporated community of Greenville that are within the Dixie Fire footprint. In addition, delivery of the project will be much simpler if funding sources are not mixed as these two programs are oversights by two different State agencies.

The Greenville Streets STIP project will be deleted from the STIP under the 2026 cycle. This action will increase the 2026 STIP funding for Graeagle-Johnsville Road Reconstruction (Phase 2) project to \$3,858,000. This proposal was presented and approved by the PCTC Commissioners at the regular public meeting on October 20, 2025 and then presented and approved by the Board of Supervisors at the regular public meeting on November 18, 2025.

## **F. Appendices**

**Section 17. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

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

**Section 20. Documentation on Coordination with Caltrans District**

**Section 21. Detailed Project Programming Summary Table**

# **Section 17. Projects Programming Request Forms**



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/03/2025 10:54:37
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02		0225000001	2057	Plumas County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Plumas County				Plumas County		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Rob Thorman			530-283-6495	robthorman@countyofplumas.com		

**Project Title**

Planning, Programming and Monitoring

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

Planning, programming and monitoring

Component	Implementing Agency		
PA&ED			
PS&E			
Right of Way			
Construction	Plumas County Transportation Commission		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	3
Project Milestone	Existing		Proposed
Project Study Report Approved	12/15/2023		
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			03/20/2026
End Construction Phase (Construction Contract Acceptance Milestone)			06/30/2031
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Date 12/03/2025 10:54:37

Purpose and Need

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

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

Project Outputs

Category	Outputs	Unit	Total

---

Date 12/03/2025 10:54:37

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**Additional Information**

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

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-5909-2022-0003 v2

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

District	County	Route	EA	Project ID	PPNO
02	Plumas County			0225000001	2057
<b>Project Title</b>					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Plumas County Transportation Comm
R/W									
CON	1,312	42	54	54				1,462	Plumas County Transportation Comm
TOTAL	1,312	42	54	54				1,462	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,312	42	54	54	36	36		1,534	
TOTAL	1,312	42	54	54	36	36		1,534	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm
PS&E									\$36 CON voted 07/16/98
R/W SUP (CT)									\$37 CON voted 01/13/00
CON SUP (CT)									\$36 CON voted 07/01/00
R/W									\$73 CON voted 06/15/01
CON	1,312	42	54	54				1,462	\$73 CON voted 08/16/02
TOTAL	1,312	42	54	54				1,462	\$73 CON voted 02/26/04
									\$36 CON voted 09/29/05
									\$209 CON voted 09/20/07
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PP&M
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,312	42	54	54	36	36		1,534	
TOTAL	1,312	42	54	54	36	36		1,534	

**Complete this page for amendments only**

Date 12/03/2025 10:54:37

District	County	Route	EA	Project ID	PPNO
02	Plumas County			0225000001	2057

**SECTION 1 - All Projects**

**Project Background**

Planning, Programming & Monitoring for STIP projects.

**Programming Change Requested**

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

**Reason for Proposed Change**

Provide funding for future PSR needs and RTIP submittals.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

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

Provide funding for future PSR needs and RTIP submittals. Add two additional years of PP&M per the adopted guidelines and fund estimate.

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/03/2025 10:57:05
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2548B	Plumas County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Plumas County				Plumas County Transportation Commission	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Rob Thorman			530-283-6495	robthorman@countyofplumas.com	

**Project Title**

Graeagle-Johnsville Road Reconstruction - Phase 2

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

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

Component	Implementing Agency				
PA&ED	Plumas County				
PS&E	Plumas County				
Right of Way	Plumas County				
Construction	Plumas County				
Legislative Districts					
Assembly:	1	Senate:	1	Congressional:	3
Project Milestone		Existing		Proposed	
Project Study Report Approved		08/30/2019			
Begin Environmental (PA&ED) Phase				12/26/2019	
Circulate Draft Environmental Document		Document Type		12/30/2020	
Draft Project Report				01/30/2020	
End Environmental Phase (PA&ED Milestone)				12/31/2021	
Begin Design (PS&E) Phase				01/03/2022	
End Design Phase (Ready to List for Advertisement Milestone)				12/31/2022	
Begin Right of Way Phase				04/04/2022	
End Right of Way Phase (Right of Way Certification Milestone)				12/30/2024	
Begin Construction Phase (Contract Award Milestone)		02/28/2027		02/28/2029	
End Construction Phase (Construction Contract Acceptance Milestone)		11/19/2027		11/19/2029	
Begin Closeout Phase		12/22/2027		12/22/2029	
End Closeout Phase (Closeout Report)		01/19/2028		01/19/2030	



Date 12/03/2025 10:57:05

Purpose and Need

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

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

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Shoulder widening	EA	1



Date 12/03/2025 10:57:05

**Additional Information**

Repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park. This location has been continually eroding since the last repair was conducted in 1992. Two letter reports are attached discussing the slide:

Gordon Kellar, Geotechnical Engineer, Plumas National Forest, 1985

Lewis Girard, Consulting Engineering and Mining Geologist, 1991

In 1992, the solution chosen was to relocate the County Road away from the head of the slide. However, no measures were taken to prevent further erosion on the slide face due to estimated high costs. However, recent discussions with geotechnical and geological engineers indicate that the face of the slide area could be stabilized by means of soil nails. Soil nailing is an economical technique for stabilizing slopes and for constructing retaining walls from the top down. This ground reinforcement process uses steel tendons, which are drilled and grouted into the soil to create a composite mass similar to a gravity wall. A shotcrete facing is typically applied, though many architectural options such as precast panels or "green" vegetated cells are available for permanent wall facings. The preference at this location inside of a State Park would be to install some form of vegetated cells to maintain visual aesthetics. The toe of the repaired area would be protected from the hydraulic forces of Jamison Creek with large rock (typically 2-4 ton boulders). The County will need an easement to access, construct and maintain the repairs at this location.

Program Code = 20.30.600.620

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	25	25	0

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

Project Title  
Graeagle-Johnsville Road Reconstruction - Phase 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Plumas County
PS&E									Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON		3,002						3,002	Plumas County
TOTAL		3,002						3,002	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,858				3,858	
TOTAL				3,858				3,858	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,002						3,002	
TOTAL		3,002						3,002	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,858				3,858	
TOTAL				3,858				3,858	

**Complete this page for amendments only**

Date 12/03/2025 10:57:05

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

**SECTION 1 - All Projects**

**Project Background**

Project 2548B was originally split off from PPNO 2548 in the 2024 RTIP. Phase 2 (2548B) is a slope reconstruction along Jamison Creek to support Graeagle-Johnsville Road at p.m. 4.91.

**Programming Change Requested**

The request is to shift construction funding to FY 28/29 and increase the programmed amount to \$3,858,000.

**Reason for Proposed Change**

The change in programmed year is required in order accommodate completion of Phase 1 (PPNO 2548) and to allow time to obtain permits from Cal F&W for revised species lists and to consult with US F&W.  
The cost of the delay is estimated to be \$750,000. The funding to cover the increased cost will come from PPNO 2645 which is being deleted for the STIP. The scope of work PPNO 2645 is now being fully funded by a CDBG grant.

**If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

The change in programmed year is required in order accommodate completion of Phase 1 (PPNO 2548) and to allow time to obtain permits from Cal F&W for revised species lists and to consult with US F&W.  
The cost of the delay is estimated to be \$750,000. The funding to cover the increased cost will come from PPNO 2645 which is being deleted for the STIP. The scope of work PPNO 2645 is now being fully funded by a CDBG grant.

**Other Significant Information**

This scope of work for PPNO 2548B is within the boundaries of Plumas Eureka State Park and constant coordination with State Parks in order to comply with a special use permit. The conditions of the special use permit may change depending upon changes to Cal F&W permitting and species lists.

**SECTION 2 - For SB1 Project Only**

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

Amendment request is to shift CONST phase year to FY 28/29 and increase programmed amount to 3,858,000.

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

**SECTION 3 - All Projects**

**Attachments**

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





1 inch equals 2,000 feet

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

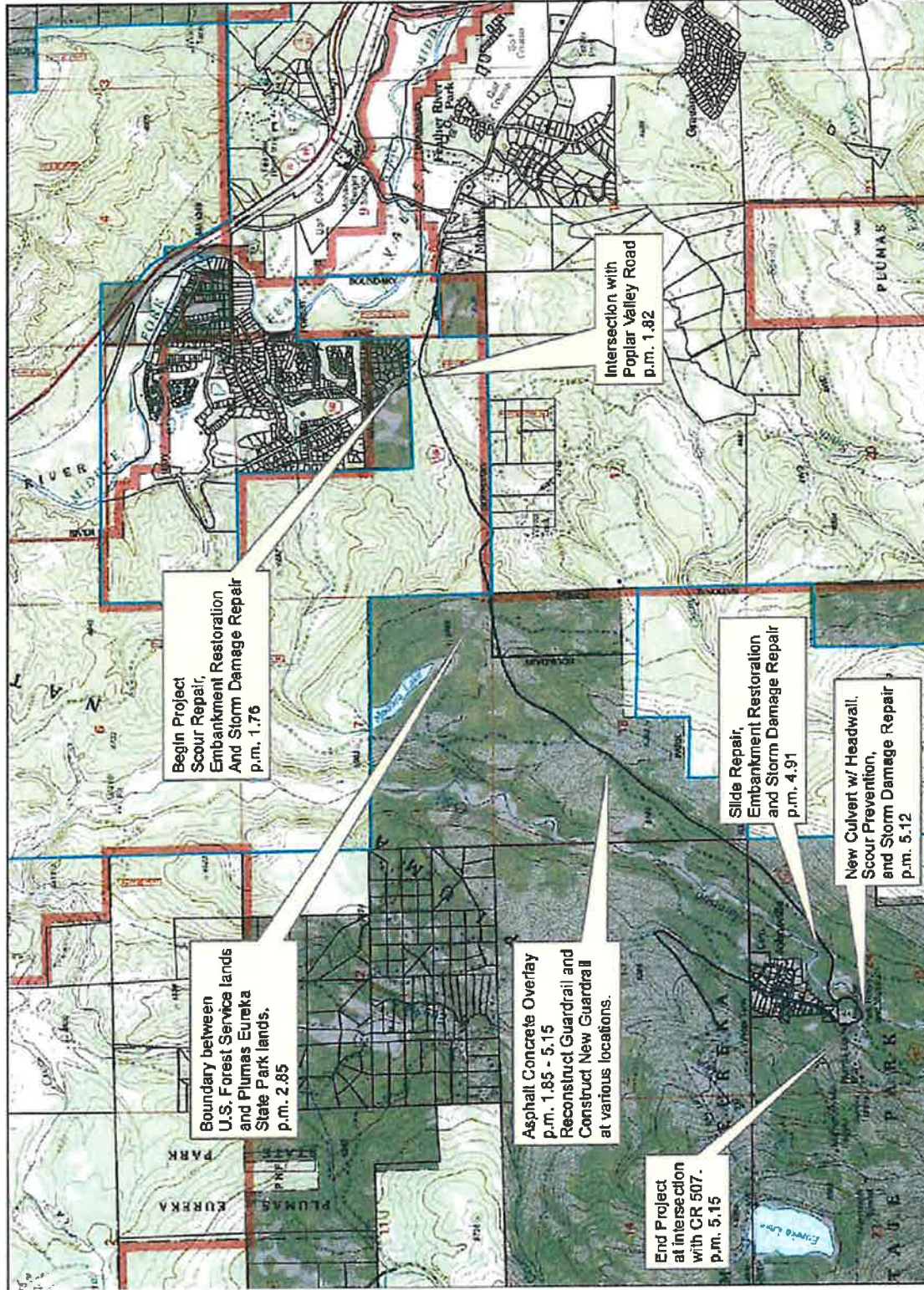
USGS Quads =  
Johnsville & Blairsden

County Road 506  
Graeagle-Johnsville Road  
Rural Major Collector

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

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

Plumas County  
Dept. of Public Works  
April 22, 2009





Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 12/03/2025 10:57:57	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
02			2645	Plumas County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Plumas County				Plumas County Transportation Commission	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Rob Thorman			530-283-6495	robthorman@countyofplumas.com	

**Project Title**

Greenville Streets - Dixie Fire Pavement Restoration

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

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

Component	Implementing Agency				
PA&ED	Plumas County				
PS&E	Plumas County				
Right of Way	Plumas County				
Construction	Plumas County				
Legislative Districts					
Assembly:	1	Senate:	1	Congressional:	3
Project Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase		01/08/2026		01/08/2026	
Circulate Draft Environmental Document		Document Type	CE/CE	03/30/2026	
Draft Project Report		03/30/2026		03/30/2026	
End Environmental Phase (PA&ED Milestone)		05/31/2026		05/31/2026	
Begin Design (PS&E) Phase		06/03/2026		06/03/2026	
End Design Phase (Ready to List for Advertisement Milestone)		09/28/2026		09/28/2026	
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)		02/28/2027		02/28/2027	
End Construction Phase (Construction Contract Acceptance Milestone)		10/10/2027		10/10/2027	
Begin Closeout Phase		11/24/2027		11/24/2027	
End Closeout Phase (Closeout Report)		12/19/2027		12/19/2027	

Date 12/03/2025 10:57:57

Purpose and Need

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

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

Project Outputs

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

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Date 12/03/2025 10:57:57

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**Additional Information**

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

The project will be delayed until summer 2027 due to:

- Waiting for the Community Services District to complete water system improvements and fire damage repairs.
- Waiting for PG&E to complete all electrical line undergrounding projects.
- Waiting for Frontier Communications to complete undergrounding of fiber optic lines

Program Code = 20.30.600.620



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

District	County	Route	EA	Project ID	PPNO
02	Plumas County				2645

Project Title  
Greenville Streets - Dixie Fire Pavement Restoration

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	25							25	Plumas County
PS&E	75							75	Plumas County
R/W SUP (CT)									Plumas County
CON SUP (CT)									Plumas County
R/W									Plumas County
CON		856						856	Plumas County
TOTAL	100	856						956	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	25							25	
PS&E	75							75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,250						2,250	
TOTAL	100	2,250						2,350	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	25							25	Gas tax (both HUTA and RMRA)
PS&E	75							75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	25							25	
PS&E	75							75	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Plumas County Transportation Comm State-only funds requested
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		856						856	
TOTAL		856						856	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	Other State - CDBG Grant (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Planning and Public Works have a joint project with Community Development Block Grant CDBG on grants for multi-family housing totaling \$8,750,000 with \$2,250,000 set aside for infrastructure.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,250						2,250	
TOTAL		2,250						2,250	

**Complete this page for amendments only**

Date 12/03/2025 10:57:57

District	County	Route	EA	Project ID	PPNO
02	Plumas County				2645

**SECTION 1 - All Projects**

**Project Background**

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

**Programming Change Requested**

The request is to delete the project from the STIP as the County has obtained \$2,250,000 in funding through a Community Development Block Grant (CDBG) which will expand the amount of pavements to be rehabilitated with e Greenville Community within the Dixie Fire footprint.

**Reason for Proposed Change**

The request is to delete the project from the STIP as the County has obtained \$2,250,000 in funding through a Community Development Block Grant (CDBG) which will expand the amount of pavements to be rehabilitated with e Greenville Community within the Dixie Fire footprint. This change will also allow the PCTC to payback part of \$1,419,000 advanced in the 2024 STIP. Additionally, this change will allow increasing the amount of funding on PPNO 2548B.

**If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

No delays - project is being funded buy Non-STIP sources.

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

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

The request is to delete the project from the STIP as the County has obtained \$2,250,000 in funding through a Community Development Block Grant (CDBG) which will expand the amount of pavements to be rehabilitated with e Greenville Community within the Dixie Fire footprint. This change will also allow the PCTC to payback part of \$1,419,000 advanced in the 2024 STIP. Additionally, this change will allow increasing the amount of funding on PPNO 2548B.

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

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**SECTION 3 - All Projects**

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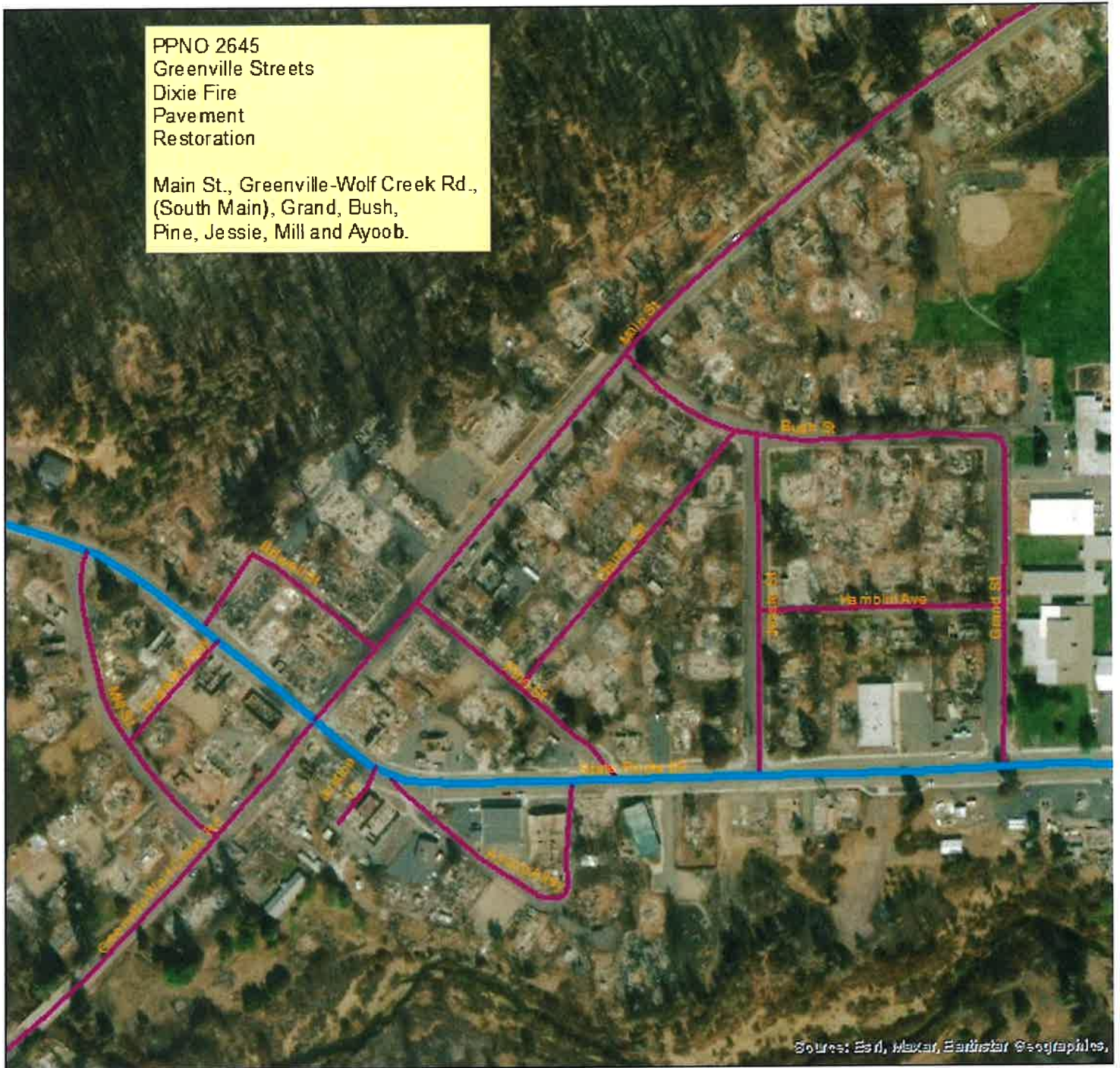
**Attachments**

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



PPNO 2645  
Greenville Streets  
Dixie Fire  
Pavement  
Restoration

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



Source: Esri, Maxar, Earthstar Geographics.

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

## **Section 18. Board Resolution or Documentation of 2026 RTIP Approval**

## RESOLUTION NO. 25-28

### Adopting the 2026 Plumas County Regional Transportation Improvement Program (RTIP)

**WHEREAS**, the California Transportation Commission (CTC) has provided requirements, guidelines, and criteria for the 2026 State Transportation Improvement Program (STIP) in the "STIP Guidelines" adopted by the CTC on August 15, 2025 (Resolution G-25-53); and

**WHEREAS**, the overall STIP process must operate according to statute, SB45; and

**WHEREAS**, the Plumas County Transportation Commission (PCTC) continues to fully participate in the STIP process; and

**WHEREAS**, the PCTC, in accordance with the "STIP Guidelines", wishes to submit the 2026 Plumas County Regional Transportation Improvement Program (2026 RTIP); and

**WHEREAS**, the PCTC, in accordance with the "STIP Guidelines", wishes to amend the 2026 STIP as follows:

#### Existing Programmed Projects

##### Plumas County Transportation Commission

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

Program \$36,000 in FY 27/28

Program \$36,000 in FY 28/29

##### County of Plumas

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

Delete \$856,000 in FY 27/28 State-only funds from CONST Phase. Project now fully funded with Non-STIP sources.

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

Increase CONST Phase funding with funds from PPNO 2645 into two phases (1 and 2)

Program \$3,858,000 STIP Federal funds in FY 28/29 for CONST phase.

NOW, THEREFORE, BE IT RESOLVED that the 2026 RTIP for Plumas County be adopted as shown.

PASSED AND ADOPTED this 17<sup>th</sup> day of November 2025 by the Plumas County Transportation Commission.

AYES: Commissioners: *Morton, Scarlett, Powers, Engel*

NOES: Commissioners: *McBown*

ABSENT: Commissioners: *Hall, Pat Morton*

*Pat Morton*  
Chair – Plumas County Transportation Commission

ATTEST:

*Rob Thorman*  
Rob Thorman, Executive Director

*11-17-25*  
Date



## **Section 19. Fact Sheet**

## 2026 Plumas County

# Regional Transportation Improvement Program (RTIP) Fact Sheet

### Executive Summary

In the past STIP cycles since 2012, funding capacity has been extremely limited. Over the last six years the region has been completing existing programmed projects that were delayed due to lack of allocation capacity. During that period, a new priority arose when a partnership opportunity to deliver a complete streets project on State Route 89 in Greenville. The project included coordinating water and sewer upgrades, undergrounding electric and phone lines, and constructing bike lanes and pedestrian facilities in conjunction with a SHOPP project. The opportunity to combine multiple projects into one and minimizing the number of seasons of construction could not be ignored. That project was successfully delivered by Caltrans in 2016 with Plumas County providing \$7.1 million in STIP funding. Other more recent State-County partnership projects have now been delivered: the SR89-Arlington LTL (SHOPP) and the Rt 89/Arlington Left Turn Lane (SHOPP). Both Caltrans' projects are completing construction in 2025.

The 2026 STIP Cycle has limited funding capacity due to the State's financial woes. The Executive Director recommends no new programming in order to be consistent with the Fund Estimate adopted by the California Transportation Commission (CTC). This action will also reduce the amount of advanced funds from the 2024 STIP cycle from \$1,419,000 to \$309,000. In that cycle, the City of Portola and Plumas County requested using an advance of STIP funds in excess of the State's Target Amount for the Plumas region to program local road rehabilitation projects to improve overall pavement condition indices. As further recommended by the CTC's adopted guidelines for the 2026 STIP, the County is modifying the programming on the remaining existing projects to fully fund one project (PPNO 2548B) and to delete the other project (PPNO 2645) that will now be fully funded with non-STIP funding.

Agency	Rte	PPNO	Project Name
Plumas CTC		2057	Planning, Programming, and Monitoring
Plumas County	local	2548B	Graeagle-Johnsville Road Reconstruction (Phase 2) – on Jamison Creek south of the Jamison Creek Bridge
Plumas County	local	2645	Greenville Streets Dixie Fire Pavement Rehabilitation – downtown streets (Main, Jessie, Pine, Grand, Bush, Ayoob, Mill)

### Benefits

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

Maintenance and system preservation.	The RTIP projects will decrease future maintenance by preserving the structural integrity on an existing road embankments.
Accessibility	The RTIP projects will not impact accessibility. PPNO 2645 includes ADA ramp upgrades but will now be funded by a non-STIP source.
Overall vehicle activity and use of the roadway network.	The County population is declining at -1.6 percent. Overall annual traffic activity has not significantly increased. Recreational centers and activities do cause peak summer traffic volumes. The RTIP projects do not induce vehicular traffic.
Coordination with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.	The RTIP has no impacts to the SHS in Plumas County.

## **Goals and Objectives**

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

### **2025 Plumas County Regional Transportation Plan**

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

**The 2026 RTIP meets the criteria by providing funding for PPNO 2548B to preserve an existing, degraded roadway embankment.**

### 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

**The 2026 RTIP meets the criteria by providing funding for PPNO 2548B to increase safety for all users and repair an existing, degraded roadway embankment.**

### **2017 Plumas County Active Transportation Plan**

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

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

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

#### **CAPTI**

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

#### **REAP**

The region achieves equity commitments through an engagement process where everyone is treated with dignity and justice as demonstrated by the 2025 RTP and 2017 ATP outreach processes. The 2026 RTIP is prioritizing local and street projects that improve access and provide meaningful benefits to Plumas County and its communities. Partnerships in the past provided leveraging our transportation investments with Caltrans on the State Highway System (SHS) within the County to benefit

disadvantaged communities where the SHS serves as Main Street. The 2026 RTIP strives to improve conditions on a rural major collector that provides interconnectivity between local communities.

#### CFMP

The 2026 RTIP also strives to improve the goods movement system equitably across the County and through its communities while making sure the environmental and public health costs of the system are not disproportionately borne by goods movement communities.

## **Section 20. Documentation on Coordination with Caltrans District 2**

## California Department of Transportation

DISTRICT 2  
PLANNING DIVISION  
1657 Riverside Dr, Redding, CA 96001  
(530) 782-2585 | FAX (530) 225-3324 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



October 17, 2025

Mr. Rob Thorman  
Executive Director  
Plumas County Transportation Commission  
1834 E Main Street  
Quincy, CA 95971

Dear Mr. Thorman:

The 2026 State Transportation Improvement Program (STIP) guidelines, Section 20, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2025, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the portion of this statewide list.

In preparation for the 2026 STIP cycle, on September 24<sup>th</sup>, 2025, Caltrans met with you to discuss State highway needs within the Plumas region. Caltrans provided a comprehensive list of needs on the SHS in Plumas County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP.

The SR 70/Feather River Inn Intersection Improvement and SR 89 are planned to be constructed alongside SHOPP projects to maximize benefits for both the Plumas region and Caltrans. Due to limited Project Study Report (PSR) resources, Caltrans is looking ahead to the 2028 STIP cycle to identify potential new project candidates requiring PSRs for programming.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Plumas region and seeking creative funding solutions for

Rob Thorman, Executive Director  
October 17, 2025  
<Page 2

these important efforts. If you have any questions or would like to discuss them further, please contact Jessica Santos at (530) 768-0472 or myself at (530)782-2585.

Sincerely,



Brett Ditzler  
Deputy District Director Planning and Local Assistance

c: Dave Moore, District 2 Director (email)  
Neil Peacock, Strategic Investment/Asset Management (email)  
Kristen Kingsley, Deputy District Director, Program Project Management(email)  
Stacey Barnes, Deputy District Director Maintenance and Operations (email)  
Kerry Molz, Chief Program Project Management (email)  
Sean Shepard, Chief Asset Management (email)  
Azedine Bohloul, Project Manager, Program Project Management (email)

**2024 State Highway Needs Meeting**  
**Caltrans District 2/Plumas Consultation Meeting**

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	PLU	70	39.4/39.8	SR 70 at Feather River Inn Road	Operational Intersection Improvement	3703	3H740	Complete	Y (2018 STIP)	CON
2	PLU	89	14.6/15.0	Arlington Lt Turn Lane	Construct left turn lane on SR 89 at Arlington Road	3561	4G700	Complete	Y (2020 STIP)	PS&E
2	PLU	70		Quincy Lighting	Street lighting; intersection lighting within Downtown Quincy and East Quincy			Not Initiated	N	





**Plumas Region  
2025 Annual State Highway Needs (SHN) Consultation  
“SHN Consultations”**

**AGENDA**

**Time/Location:** 1:00pm to 2:30pm, Wednesday, September 24, 2025 @ 1834 E. Main St., Quincy, CA 95971

**Purpose:** To discuss projects on (or proposed to be on) the State Highway System (SHS) and to identify partnering opportunities in the Plumas Region.

**Invitees:**

- Plumas County Transportation Commission (PCTC): Rob Thorman
- Plumas County: Rob Thorman
- Plumas County Planning Department: Tracey Ferguson  
[traceyferguson@countyofplumas.com](mailto:traceyferguson@countyofplumas.com)
- City of Portola: Ryan Bonk
- Caltrans District 2: Azeddine Bahloul (Project Management), Kristin Robinson (Asset Management), Aaron Casas (Planning), Neil Peacock (Strategic Investment/Asset Management), Jessica Santos (Regional Planning), Robert Nixon (Local Assistance)

**1. Introductions/Review Purpose of Meeting- Aaron Casas**

**2. Listening Session – Agency**

- a. Regional/Local Areas of Concern on the SHS
- b. Local Road Projects with Potential Impacts to SHS
- c. Updates to the Region’s SHN List (attached)

**3. Non-SHOPP Updates – Robert N.**

**4. Non-Programmed Project Updates -Kristin R.**

**5. Programmed Project Updates -Azeddine B.**

**6. Planning Updates -Aaron Casas and Robert Nixon.**

**2024 SHOPP Project List**  
**Plumas**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
02-Plumas-89 24.0 / 30.0 3775 0219000169	Near Canyon Dam, 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.	0J860 2027-28	R/W: \$223 Con: \$11,310	PA&ED: \$1,000 PS&E: \$1,110 R/W Sup: \$220 Con Sup: \$1,200	24-25 26-27 26-27 27-28	PA&ED: 7/13/2026 R/W Cert: 8/13/2027 RTL: 9/14/2027 Begin Con: 2/15/2028
New			Subtotal: \$11,533	\$3,530		
			<b>Total Project Cost:</b>	<b>\$15,063</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 12.6 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	12.6	0.0	12.6	Lane mile(s)
Post Condition	12.6	0.0	0.0	12.6	Lane mile(s)

**Plumas County**

R/W:	\$4,465	PA&ED:	\$5,350
Const:	\$73,120	PS&E:	\$5,510
		R/W Sup:	\$3,220
		Con Sup:	\$8,410
Subtotal:	\$77,585		\$22,490
<b>Total (Capital + Support):</b>			<b>\$100,075</b>

## 2024 Federal Statewide Transportation Improvement Program Rural Non-MPO Region

### PLUMAS COUNTY

CTIPS ID: 13000000196 COUNTY: Plumas County		DISTRICT: 02 ROUTE:		PPNO: 2057 PM:		EA: IMP AGENCY: Plumas County Transportation Commission			CT PROJECT ID: 0223000067		
TITLE: Planning, Programming and Monitoring DESCRIPTION: Planning, programming and monitoring						EXEMPT CATEGORY: Null					
		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
RIP	STIP Advance Construction	\$1,462	\$1,226	\$43	\$43	\$42	\$54	\$54			\$1,462
TOTAL		\$1,462	\$1,226	\$43	\$43	\$42	\$54	\$54			\$1,462

CTIPS ID: 13000002538  
COUNTY: Plumas County

DISTRICT: 02  
ROUTE: 506

PPNO: 2548  
PM: 1.760 / 5.150

EA:  
IMP AGENCY: Plumas County

CT PROJECT ID: 0219000074

TITLE: Graeagle-Johnsville Road Reconstruction  
DESCRIPTION: This project is located on Graeagle-Johnsville Road, between the community of Johnsville and the intersection of Poplar Valley Road. The project is within the boundary of the Plumas Eureka State Park and the Plumas National Forest. Project consists of pavement rehabilitation and reconstruction including drainage improvements, erosion control, guardrails and guardrail upgrades.

EXEMPT CATEGORY: Null

		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
RIP	STIP Advance Construction	\$4,050	\$550	\$3,500					\$500	\$50	\$3,500
RIP	COVID Relief Funds - STIP										
	TOTAL	\$4,050	\$550	\$3,500					\$500	\$50	\$3,500

CTIPS ID: 13000003805

COUNTY: Plumas County

DISTRICT: 02

ROUTE:

PPNO: 2647

PM: 0.000 / 3.800

EA:

IMP AGENCY: Plumas County

CT PROJECT ID:

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

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

EXEMPT CATEGORY: Null

		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
Local Funds	County Funds	\$100		\$100					\$100		
RIP	State Cash	\$1,516		\$1,516							\$1,516
	TOTAL	\$1,616		\$1,616					\$100		\$1,516

CTIPS ID: 13000003806 COUNTY: Plumas County		DISTRICT: 02 ROUTE:		PPNO: 2645 PM:		EA: IMP AGENCY: Plumas County			CT PROJECT ID:		
TITLE: Greenville Streets - Dixie Fire Pavement Restoration DESCRIPTION: The project will correct deficiencies due to the 2021 Dixie Fire in the pavement including fire damage (excessive heat), heavy truck traffic from contaminated soil removal and utility cuts by PG&E for high voltage line undergrounding, Frontier communications for fiber optic undergrounding and Indian Valley CSD for water system repairs. The rehabilitation scope of the project may include removal and replacement of failed AC, grinding of existing AC to restore superelevation, and HMA overlay. Incidental construction items include: upgrades of curb ramps where necessary traffic striping and markings.						EXEMPT CATEGORY: Null					
		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
Local Funds	County Funds	\$100			\$100				\$100		
RIP	State Cash	\$856				\$856					\$856
TOTAL		\$956			\$100	\$856			\$100		\$856

CTIPS ID: 13000003807  
COUNTY: Plumas County

DISTRICT: 02  
ROUTE: 519

PPNO: 2648  
PM: 0.000 / 2.500

EA:  
IMP AGENCY: Plumas County

CT PROJECT ID:

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

EXEMPT CATEGORY: Null

		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
Local Funds	County Funds	\$100		\$100					\$100		
RIP	State Cash	\$1,538			\$1,538						\$1,538
	TOTAL	\$1,638		\$100	\$1,538				\$100		\$1,538

## 2024 Federal Statewide Transportation Improvement Program Rural Non-MPO Region

### PLUMAS COUNTY

CTIPS ID: 13000003808 COUNTY: Plumas County		DISTRICT: 02 ROUTE: 406		PPNO: 2649 PM: 1.600 / 2.600		EA: IMP AGENCY: Plumas County		CT PROJECT ID:			
TITLE: Quincy Junction Road Reconstruction - FLAP Project Matching Funds DESCRIPTION: Plumas County has coordinated project development with the Plumas National Forest. The Plumas National Forest support of the project is documented in the California Federal Lands Access Program Project Application for this project submitted by Plumas County to FHWA-CFLHD. Quincy Junction Road provides access from Quincy, California to numerous trail systems in Plumas National Forest and is frequently used by cyclists, pedestrians, and equestrians. The route has paved shoulders from the town of Quincy (CA-70) to Bell Lane, but the one-mile project area, from Bell Lane to Chandler Road does not. The project application included the addition of four-foot shoulders and the associated bridge widening and drainage structure alterations, in addition to						EXEMPT CATEGORY: Null					
RIP	State Cash	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
		\$500			\$500						\$500
Other Fed	Federal Lands Access Program (FLA)	\$8,000	\$1,200		\$6,800				\$1,200		\$6,800
	TOTAL	\$8,500	\$1,200		\$7,300				\$1,200		\$7,300

CTIPS ID: 13000003809 COUNTY: Plumas County		DISTRICT: 02 ROUTE: 506		PPNO: 2548B PM: 4.910 / 4.910		EA: IMP AGENCY: Plumas County		CT PROJECT ID:			
TITLE: Graeagle-Johnsville Road Reconstruction - Phase 2 DESCRIPTION: Repair the slide and bank failure at north of Graeagle-Johnsville Road at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park.						EXEMPT CATEGORY: Null					
RIP	State Cash	TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
		\$3,002				\$3,002					\$3,002
		TOTAL				\$3,002					\$3,002

CTIPS ID: 13000003810 COUNTY: Plumas County		DISTRICT: 02 ROUTE:		PPNO: 2646 PM:		EA: IMP AGENCY: Portola, City of		CT PROJECT ID:					
TITLE: Rio Grande Street Pavement Rehabilitation DESCRIPTION: The project begins at the concrete valley gutter at the intersection of California Street and ends at the 5th Avenue intersection with in the City of Portola. The intersection with Pacific Street is not included; however, the intersection of 5th Ave. is. All work will be performed within the existing City's right of way. The rehabilitation scope of the project will include pulverizing the roadbed per Caltrans Specification 30-2. Pulverizing will be accomplished via full-depth recycling of the existing pavement and base. The approximate depth of the recycling will be 14" below existing road grade. This recycling depth will ensure the recycling work remains above the existing in-ground infrastructure (i.e., water and sewer).						EXEMPT CATEGORY: Null							
RIP		State Cash		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
				\$798		\$106	\$692				\$106		\$692
		TOTAL		\$798		\$106	\$692				\$106		\$692

**2024 SHOPP Project List**  
**Plumas**  
**(\$1,000)**



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
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**ROADWAY PRESERVATION**

02-Plumas-70	Near Quincy, from Route 89 to 0.8	2J590	R/W: \$1,381	PA&ED: \$3,060	24-25	PA&ED: 6/26/2026
33.0 / 47.0	mile east of Clough Street.	2027-28	Con: \$37,620	PS&E: \$2,500	26-27	R/W Cert: 9/29/2027
3827	Rehabilitate pavement and drainage			R/W Sup: \$2,500	26-27	RTL: 11/4/2027
0221000115	systems, upgrade guardrail, traffic			Con Sup: \$4,000	27-28	Begin Con: 7/12/2028
	signals, Traffic Management System		Subtotal: \$39,001	\$12,060		
New	(TMS) elements, and facilities to		<b>Total Project Cost:</b>	<b>\$51,061</b>		
	Americans with Disabilities Act (ADA)		SB1 Baseline Agreement Required			
	standards, and improve pedestrian					
	and bicycle infrastructure.					

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 36.5 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	36.5	0.0	36.5	Lane mile(s)
Post Condition	36.5	0.0	0.0	36.5	Lane mile(s)

02-Plumas-89	Near Graeagle, from Sierra County	3H950	R/W: \$2,861	PA&ED: \$1,290	Prior	PA&ED: 11/6/2024
0.0 / 8.7	line to Route 70. Rehabilitate	2025-26	Con: \$24,190	PS&E: \$1,900	24-25	R/W Cert: 1/6/2026
3709	pavement, raise the roadway grade,			R/W Sup: \$500	24-25	RTL: 3/3/2026
0218000057	upgrade guardrail and signs, and			Con Sup: \$3,210	25-26	Begin Con: 8/5/2026
	widen shoulders.		Subtotal: \$27,051	\$6,900		
Carryover			<b>Total Project Cost:</b>	<b>\$33,951</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 17.1 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	17.1	0.0	17.1	Lane mile(s)
Post Condition	17.1	0.0	0.0	17.1	Lane mile(s)

2024 State Highway Needs Meeting  
Caltrans District 2/Plumas Consultation Meeting

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	PLU	70	39.4/39.8	SR 70 at Feather River Inn Road	Operational Intersection Improvement	3703	3H740	Complete	Y STIP	CON
2	PLU	89	14.6/15.0	Arlington Lt Turn Lane	Construct left turn lane on SR 89 at Arlington Road	3561	4G700	Complete	Y (2020 STIP)	PS&E
2	PLU	70		Quincy Lighting	Street lighting; intersection lighting within Downtown Quincy and East Quincy			Not Initiated	N	

Map Num	EA	County	Route	Post Miles	Nickname	Work Description	Program	PM	Construction Estimate	Construction Start M500	Construction End M600
1	02-4H010	PLU	70	78.30/90.30	Beckwourth CAPM	Pavement Preservation	shopp	BAHLOUL, AZEDDINE	\$17,660,000	2/14/2025	2/2/2026
2	02-1H58U	PLU	70	58.20/678.40	Cromberg Rehab	Roadway Rehabilitation	shopp	BAHLOUL, AZEDDINE	\$92,806,000	8/18/2023	10/28/2026
3	02-0X610	PLU	70	32.94/33.02	Greenville WYE TMS Improvements	Improve Transportation Management	MINOR-A	RAHMANI, MOHAMMAD	\$1,000,000	6/22/2025	12/1/2025
4	02-4H03U	PLU	89	12.90/20.00	Crescent Mills Arlington LTL Combine	Pavement Preservation	shopp	BAHLOUL, AZEDDINE	\$14,404,000	1/14/2025	1/2/2026
5	02-3H690	PLU	89	30.20/42.19	Almanor West Rehab	Roadway Rehabilitation	shopp	BAHLOUL, AZEDDINE	\$36,400,000	1/2/2025	1/21/2027
6	02-4H060	PLU	36	9.20/18.42	Chester Causeway Rehab	Pavement Rehab	shopp	OGURO, MICHAEL S	\$25,370,000	12/13/2024	1/13/2026
7	02-0J640	PLU	36	13.60/14.20	A13 at Route 36 Safety	Construct Roundabout	shopp	HUNT, SARA A	\$7,845,000	1/23/2024	9/12/2025
8	02-1K900	PLU	36	0.00/6.30	D2 Park Fire DO	Fire Damage	shopp	ZAINA, MAZEN S	\$18,235,000	8/15/2024	1/2/2025
Not Mapped	02-2J220	PLU	VAR	VAR	Curve Warning Signs	Upgrade curve warning signs	shopp	HUNT, SARA A	\$4,070,000	6/15/2025	1/29/2027

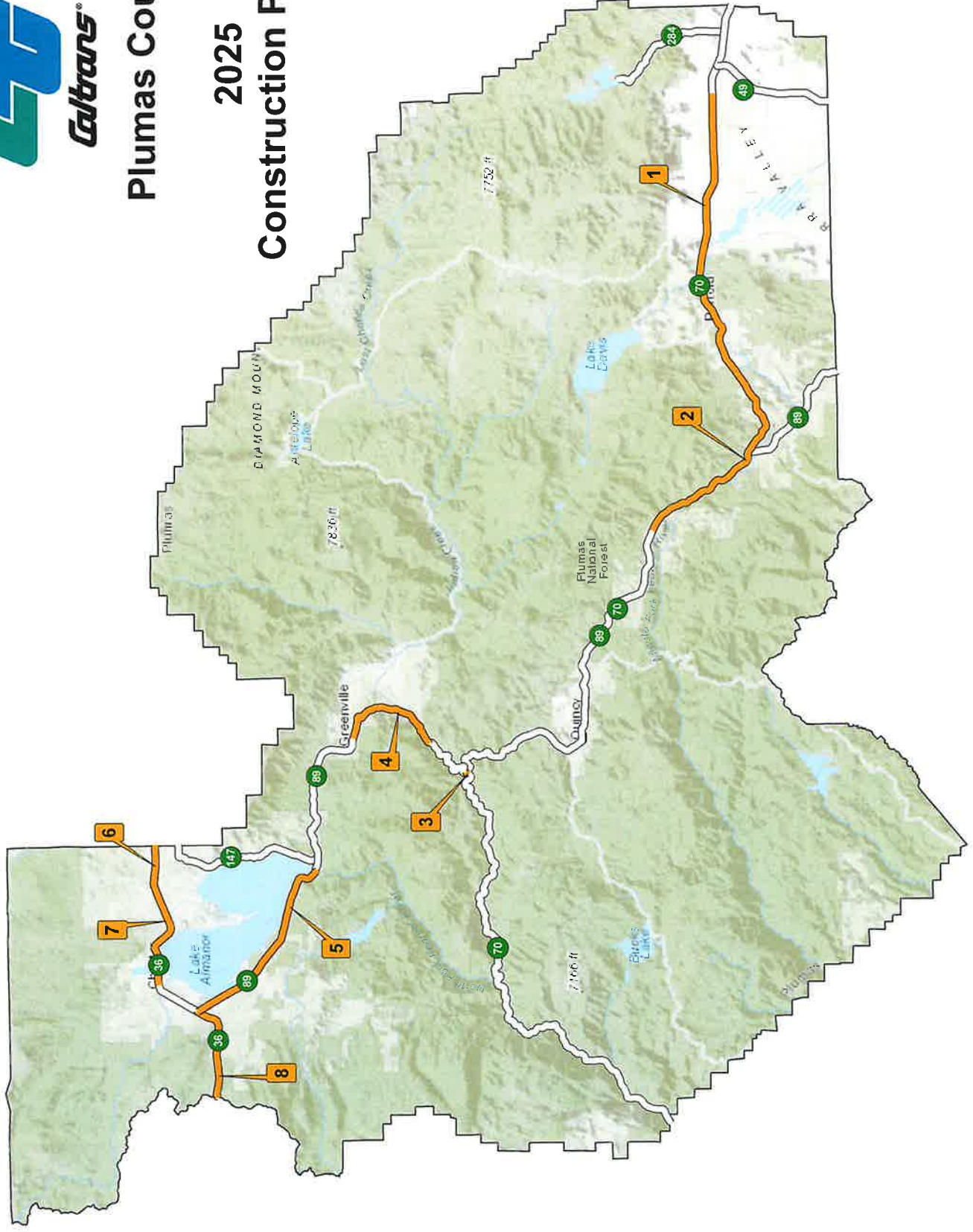




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## Plumas County

### 2025 Construction Projects





## **Section 21. Detailed Project Programming Summary Table**

2026 RTIP  
Plumas County Regional Transportation Improvement Program

11/4/2025

JWM

Total County Share, June 30, 2024 (From the 2024 Report) =	11563	"Total" Target
Less 2023-24 Allocations and closed projects	(987)	
Less Projects Lapsed, July 1, 2024 - June 30, 2025	0	
Total County Share, June 30, 2025 =	10576	
2026 STIP Fund Estimate Target Formula Distribution =	1449	
Total =	12025	

(\$1,000's)

Current STIP Programmed Projects					(\$1,000's)		2026 STIP Cycle ----->							2026 Cycle Project Totals by Component									
Agency	Rte	PPNO	Project Name	Fed/State	\$	Total	Prior	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	R/W	Const	E&P	PS&E	R/W Sup	Con Sup	NOTES	Check Sum	
Plumas CTC		2057	Planning, Programming, and Monitoring	State	\$	308		\$ 43	\$ 43	\$ 42	\$ 54	\$ 54	\$ 36	\$ 36		308							0
City of Portola	local	2646	Rio Grande St. Pavement Rehabilitation	State	\$	798		\$ 106	\$ 692							692	15	91					0
Plumas County	local	2647	A23 Pavement Rehabilitation	State	\$	1,516		\$ 1,516								1516							0
Plumas County	local	2548	Graeagle-Johnsville Road Reconstruction (Phase 1)	Federal	\$	3,500		\$ 3,500								3500							0
Plumas County	local	2648	GLFH Pavement Rehabilitation	State	\$	1,538			\$ 1,538							1538							0
Plumas County	local	2649	Quincy Jct. Road FLAP Project - Matching Funds	State	\$	500			\$ 500							500							0
Plumas County	local	2548B	Graeagle-Johnsville Road Reconstruction (Phase 2)	Federal	\$	3,858				\$ -		\$ 3,858				3858					Increase CONST with funds from PPNO 2645, Move to FY 28/29.	0	
Plumas County	local	2645	Greenville Streets Dixie Fire Pavement Rehabilitation	State	\$	-				\$ -											Delete - project now funded by Non-STIP sources.	0	
Caltrans	89	3561	Rt 89/Arlingtonleft turn lane SHOPP(22S-05)(22S-15)	Federal	\$	316	316								16	0	170	90	40			0	