

MEETING OF THE PLUMAS COUNTY TRANSPORTATION COMMISSION

1834 E. Main St., Quincy - COUNTY OF PLUMAS - Tel. 283-6268

AGENDA FOR THE MEETING OF NOVEMBER 17th, 2025 TO BE HELD AT 1:30 PM IN THE PUBLIC WORKS CONFERENCE ROOM, 1834 EAST MAIN STREET, QUINCY, CALIFORNIA

The Commission consists of six members:

Pat Morton, Chair (Councilmember, City of Portola)
Mimi Hall, Vice-Chair (County Supervisor, District 4)
Susan Scarlett, (City Council Appointee, City of Portola)
Bill Powers, (Councilmember, City of Portola)
Jeff Engel, (County Supervisor, District 5)
Tom McGowan, (County Supervisor, District 3)

REASONABLE ACCOMMODATIONS: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact staff at the Department of Public Works at (530) 283-6268. Notification 72 hours prior to the meeting will enable County to make reasonable arrangements to ensure accessibility.

VIRTUAL ATTENDANCE

[Join the meeting now](#)

Meeting ID: 214 697 220 785 44

Or call in (audio only): 1-469-262-1742 / Phone Conference ID: 508 409 30#

Meeting Agenda

- 1a.** Roll call – Rob Thorman
- 1b.** Public Forum: Members of the public may address items that are related to the Commission's responsibilities and not on the agenda. The public should not request a decision on the item at this meeting, in compliance with the Brown Act. The Chair may limit comments to three minutes per speaker. The public may request action item(s) be placed on a future agenda and are encouraged to contact the Chair or staff for assistance.
- 1c.** Commissioner and Staff Forum: Commissioners and staff identify non-agenda items in compliance with the Brown Act.
- 2.** Consideration of Draft Minutes for Plumas County Transportation Commission (PCTC) Meeting conducted on October 20th, 2025.
- 3.** Approval of Resolution 25-28 adopting the Plumas County Regional Transportation Improvement Program.

4. Adoption of Resolution No. 25-29 Amending the adopted FY 25/26 Overall Work Program (OWP) Budget and authorizing the Executive Director to execute the FY 25/26 Overall Work Program Agreement (OWPA). Discussion and possible action.
5. Confirm the date of the next PCTC meeting for December 15, 2025, at 1:30 PM
6. Adjournment

MEETING OF THE PLUMAS COUNTY TRANSPORTATION COMMISSION
1834 E. Main St., Quincy, California, 95971– Tel. 530-283-6268

MINUTES
October 20, 2025

Meeting of the Plumas County Transportation Commission (PCTC) called to order by Commission Chair Morton with roll call at 1:30 PM in the Conference Room of the Plumas County Public Works Department on October 20, 2025.

1a. Roll Call

Roll call was conducted by Rob Thorman, Director Public Works.

The commissioners present were Pat Morton, Mimi Hall, Jeff Engel, Susan Scarlet, Bill Powers, Tom McGowan.

1b Public Forum - no comments

1c. Public Forum – Commissioners and Staff

Rob Thorman provided an update on the Caltrans Bridge Program.

- Caltrans is compiling a list of bridge requests older than 8 years without NEPA clearance to issue pressure and consequences. Plumas County has zero bridges on this list.
- Snake Lake, Keddie, and Graeagle / Blairsden bridge replacement are scheduled with 8 new bridges in-line.

2. Consideration of Draft Minutes for PCTC Meeting conducted on August 18, 2025.

Discussion to amend the minutes, section 3 change lift to ‘list.’

Commissioner Engel motioned to approve the minutes as amended. Commissioner Hall seconded. Motion approved 5-0-1. Commissioner McGowan abstained, due to absence.

3. Update regarding Green DOT Transportation Solutions.

Rob Thorman shared that utilizing Jeff Swein’s services from Green Dot Transportation Solutions is no longer economically feasible. Green Dot will be utilized for on-call services for select critical items.

4. Court Street Closure

Rob Thorman provided background information on the traffic study. A public meeting was held in August 2025, with Board of Supervisors review in September 2025. Public

Works has been directed to coordinate with Caltrans to evaluate and improve intersection safety. There is no scheduled closure. Traffic speed is an issue to be addressed.

5. Enhanced Mobility for Seniors and Individuals with Disabilities Program.

Rob Thorman provided an update on a grant submission that was assisted by Green Dot. Board Approval of the Resolution was not secured on time, and the grant was disqualified. There was a suggestion about working closely with the Board when issues arise, adding things to the agenda and / or emergency items may be possible. PCTC will need to directly fund the services for seniors for the year.

6. Update on 2026 STIP and the remaining 2024 STIP projects.

The 2026 STIP cycle shows no new funding other than Planning, Programming and Monitoring (PPM). The funding for Graeagle Johnsville and Greenville paving overlay is still funded. Public Works has secured \$2.25 million CDBG grant for Greenville overlay and the \$856,000 programmed for Greenville will be transferred to Graeagle Johnsville phase 2 STIP project.

7. Approval of Resolution 25-25 allocating \$307,966.40 in TDA funds for the operation of Plumas Transit System. The previous version of Resolution 25-25 authorizing the Director of Public Works as Executive Director of PCTC was later determined not necessary.

A motion was made by Commissioner Powers. Seconded by Commissioner McGowan to approve resolution #25-25. Motion passed 6-0-0.

8. Approval of Resolution 25-27 approving the project list for FY 2025-26 for the California State of Good Repair Program.

A motion was made by Commissioner Hall. Seconded by Commissioner Engel to approve resolution #25-27. Motion passed 6-0-0.

9. Confirm the date of the next PCTC meeting for November 17, 2025, at 1:30 PM
The meeting date for November 17, 2025, at 1:30 pm is confirmed.

10. Adjournment

The meeting was adjourned at 2:00 p.m.

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 17th day of November 2025 by the Plumas County Transportation Commission.

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Chair – Plumas County Transportation Commission

ATTEST:

Rob Thorman, Executive Director

Date

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*
Email *robthorman@countyofplumas.com*
Telephone *530-283-6268*

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

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

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

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

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

A. What is the Regional Transportation Improvement Program?

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

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

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

PCTC historical and current approach to developing the RTIP's is constrained by the CTC's adopted STIP Guidelines and STIP Fund Estimate. The Fund Estimates typically constrain the programming to one or two new projects per cycle however PCTC's priority is to fund the backlog of delayed or deleted projects from previous STIP cycles since 2008. Funding is prioritized to local road projects unless a partnership on Caltrans' project can be demonstrated to provide cost savings for the delivery of improvements to adjacent local roads. PCTC has provided over \$10 million in contributions to SHOPP projects on the State Highway System within Plumas County since 2014. The PCTC is 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.

Project Name and Location	Description	Summary of Improvements/Benefits
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

Action	Date
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 24th 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.

Priority For STIP Funding	Project Name and Location	Project Description	Requested RIP Amount
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 IVCSD 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

Proposed Programmed Project Priority 2 PPNO 2057	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.	\$72,000
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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).

Table B1(a) Qualitative Evaluation – Rural Specific Regional Level Performance Indicators and Measures		
Goal	Indicator/Measure	RTIP's Effects
<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 ¼ 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.

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

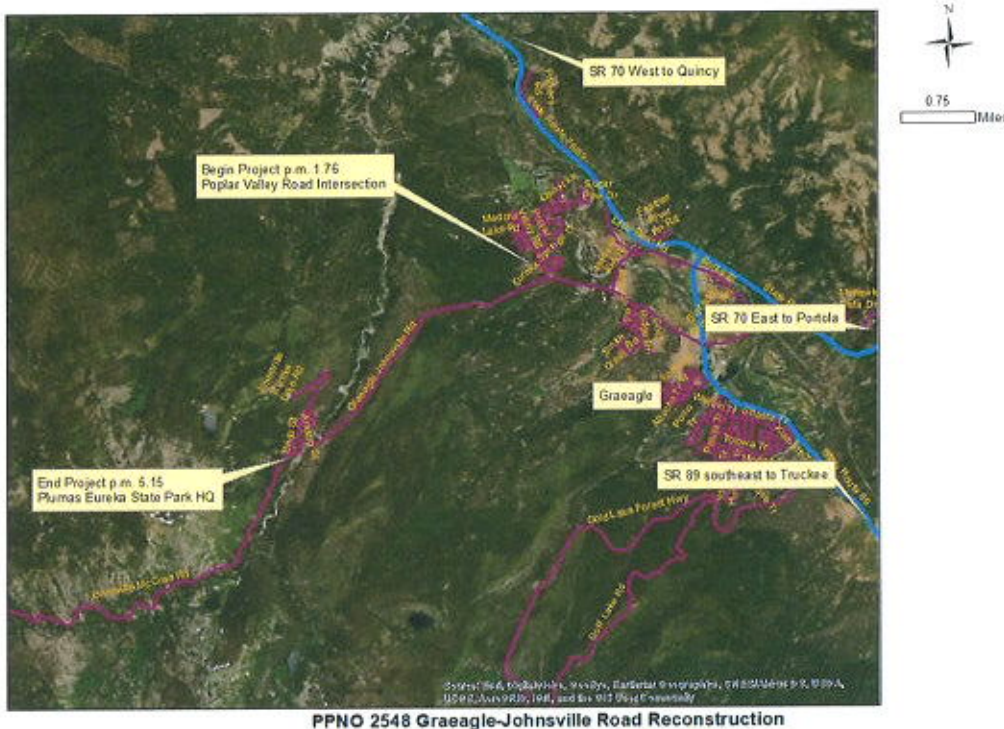
Section 16. Overview of Projects Programmed with RIP Funding

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.



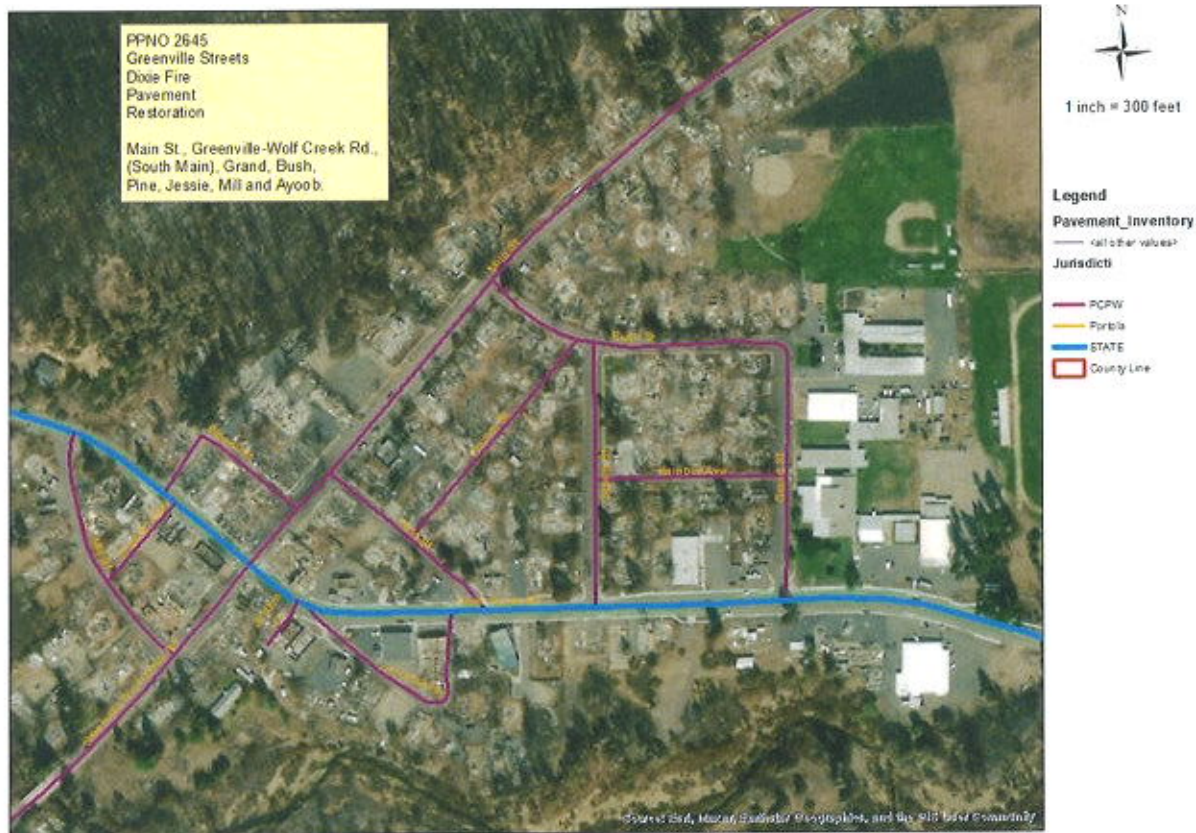
3) **(Phase 2)** Repair the slide and bank failure at p.m. 4.91. The area of the slide is 180' x 150' on a ¾:1 slope above Jamison Creek inside Plumas Eureka State Park. This location has been continually eroding since the last repair was conducted in 1992. Geotechnical and geological engineers indicate that the face of the slide area could be stabilized by means of soil nails. Soil nailing is an economical technique for stabilizing slopes and for constructing retaining walls from the top down. The toe of the repaired area would be protected from the hydraulic forces of Jamison Creek with large rocks (typically 2-4 ton boulders). The County will need an easement to access, construct and maintain the repairs at this location.

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

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



Greenville Streets - Dixie Fire Pavement Restoration – After all PG&E undergrounding and IVCSD utility projects are completed, the pavements impacted by those activities will need to have the top HMA surfacing restored to proper slope and ride quality. Includes Main, Jessie, Bush, Grand, Pine and portions of other streets within the most severely burned portions of Greenville. 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 oversighted 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) ☐ YES ☒ NO

Date 11/12/2025 10:24:33

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ 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 11/12/2025 10:24:33

Purpose and Need

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

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

Project Outputs

Category	Outputs	Unit	Total

Additional Information

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

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
Project Title					
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 Comrr
R/W									
CON	1,312	42	54	54				1,462	Plumas County Transportation Comrr
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 Comrr
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 11/12/2025 10:24:33	
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) ☐ YES ☒ NO

Date11/12/2025 10:59:55

Programs☐ LPP-C☐ LPP-F☐ SCCP☐ TCEP☒ STIP☐ 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 11/12/2025 10:59:55

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 11/12/2025 10:59:55

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 Comr
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 11/12/2025 10:59:55	
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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/12/2025 11:26:37	
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			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	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 11/12/2025 11:26:37

Purpose and Need

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

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

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

Date 11/12/2025 11:26:37

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 11/12/2025 11:26:37
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 excellerated 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

SECTION 3 - All Projects

Attachments

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

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 17th day of November 2025 by the Plumas County Transportation Commission.

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Chair – Plumas County Transportation Commission

ATTEST:

Rob Thorman, Executive Director

Date

Section 19. Fact Sheet

2024 Plumas County

Regional Transportation Improvement Program (RTIP) Fact Sheet

Executive Summary

In the past STIP cycles since 2012, funding capacity has been extremely limited. Over the last six years the region has been completing 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



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 24th, 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
- 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 Const: \$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		
			Total Project Cost:	\$15,063		

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 12.6 Lane mile(s)

<u>Primary Asset</u>	<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
Total (Capital + Support):			\$100,075

2024 Federal Statewide Transportation Improvement Program Rural Non-MPO Region

PLUMAS COUNTY

CTIPS ID: 1300000196 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: 508		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		DISTRICT: 02		PPNO: 2647		EA:		CT PROJECT ID:			
COUNTY: Plumas County		ROUTE:		PM: 0.000 / 3.800		IMP AGENCY: Plumas County					
TITLE: Beckwourth-Calpine Road Pavement Rehabilitation (p.m. 0.00 - 3.80)						EXEMPT CATEGORY: Null					
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.											
		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						EXEMPT CATEGORY: Null					
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											
		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
RIP	State Cash	\$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: 25485 PM: 4,910 / 4,910		EA: IMP AGENCY: Plumas County		CT PROJECT ID:			
TITLE: Graeagle-Johnsville Road Reconstruction - Phase 2						EXEMPT CATEGORY: Null					
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 1% slope above Jamison Creek inside Plumas Eureka State Park.											
		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
RIP	State Cash	\$3,002				\$3,002					\$3,002
TOTAL		\$3,002				\$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						EXEMPT CATEGORY: Null					
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).											
		TOTAL	PRIOR	24/25	25/26	26/27	27/28	28/29	PE	RW	CON
RIP	State Cash	\$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 33.0 / 47.0 3827 0221000115	Near Quincy, from Route 89 to 0.8 mile east of Clough Street. Rehabilitate pavement and drainage systems, upgrade guardrail, traffic signals, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards, and improve pedestrian and bicycle infrastructure.	2J590 2027-28	R/W: \$1,381 Con: \$37,620	PA&ED: \$3,060 PS&E: \$2,500 R/W Sup: \$2,500 Con Sup: \$4,000	24-25 26-27 26-27 27-28	PA&ED: 6/26/2026 R/W Cert: 9/29/2027 RTL: 11/4/2027 Begin Con: 7/12/2028
New			Subtotal: \$39,001	\$12,060		
			Total Project Cost:	\$51,061		
			SBI Baseline Agreement Required			

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

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 17.1 Lane mile(s)

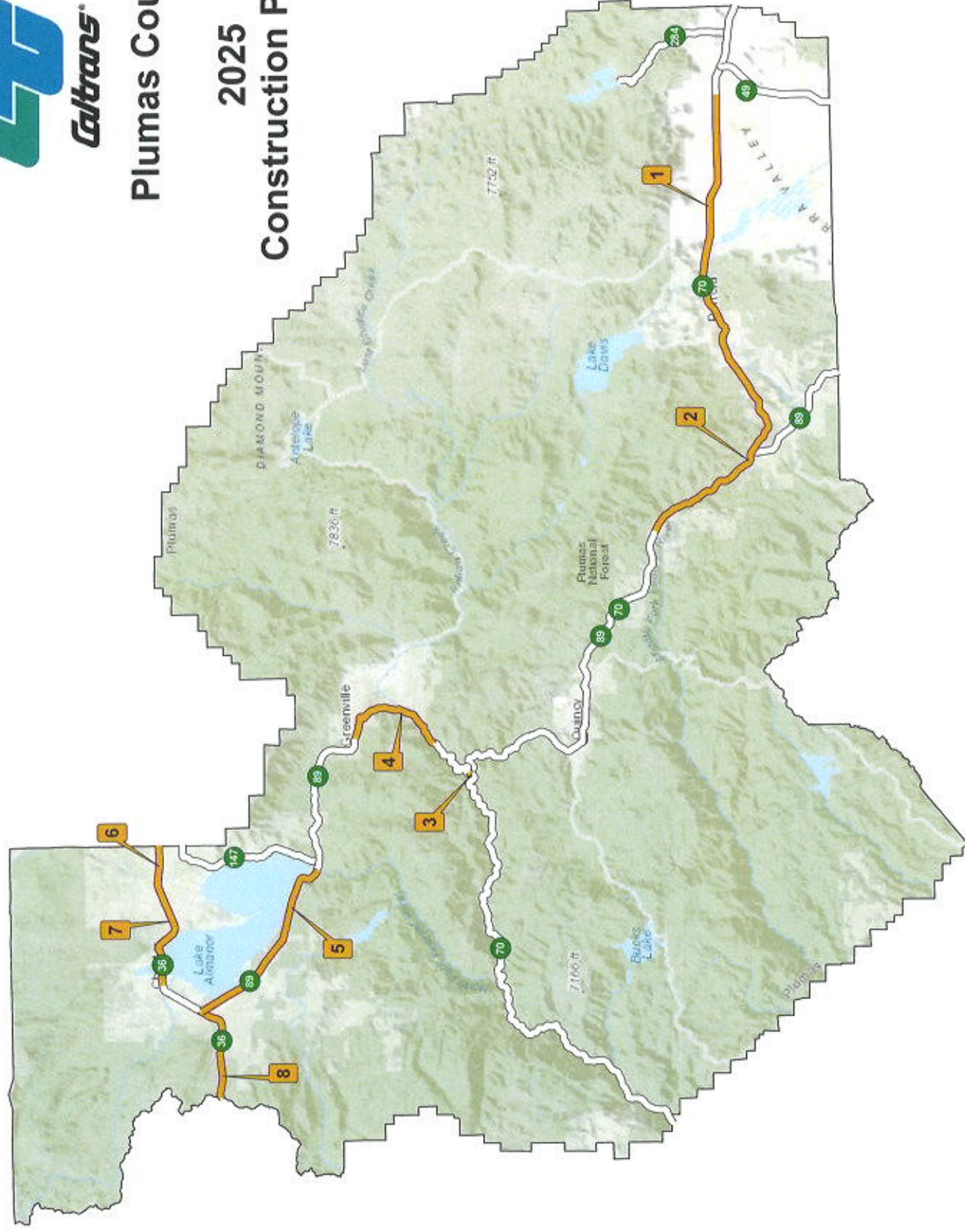
Primary Asset

	<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 (2018)	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	58.20/878.40	Cromberg Rehab	Roadway Rehabilitation	shopp	BAHLOUL, AZEDDINE	\$92,806,000	8/18/2023	10/28/2026
3	02-0K610	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	1/2/2024	1/13/2026
7	02-0J640	PLU	36	13.60/14.20	A13 at Route 86 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



4/22/2025



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

Meeting Minutes

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
- ~~— 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
 - i. Rob T – Construction traffic delays
 - 1. Inform public – strong coordination with Azeddine
 - 2. Tracey F – PIO emails about Plumas Co are sent to Plumas Co IT to send to public. Some PIO emails include a link/etc. to dig into Plumas Co and wish it was more Plumas Co specific.
 - a. Would like to have more info for public as to WHY all the projects at the same time.
 - b. Need to see how to synchronize projects
 - c. Is there a possible delay signage "Potential ____ delay".
 - d. Could wait area have a hot spot since many locations are dead spots
 - ii. Tracey – Communication protocol
 - 1. Tracey sends emails to PIO and to Azeddine
 - 2. Send calls to PIO
 - 3. Action: Azeddine send PIO email/contact info to Tracey
 - 4. Tracey will talk with PIO about the app/Quick Maps
 - iii. Rob – Cromberg
 - 1. Traffic delays – Rocky Point Rd alt route has destroyed road

Plumas Region
2025 Annual State Highway Needs (SHN) Consultation
"SHN Consultations"

- a. Azeddine – traffic controls are beyond our jurisdiction
- b. CT has no jurisdiction to prevent or maintain county road
- c. When CT does a specific detour, CT works with council, negotiations.
- d. "No detour" signage does not exist.
- e. ACTION: Azeddine will ask about "no detour" sign
- b. Local Road Projects with Potential Impacts to SHS
 - i. Court St – potential closure
 - 1. No changes to intersection for CT. may only involve signage w/ CT
 - 2. "Near miss" does not have data to support closure
 - 3. Some other type of signage came from public if it is kept open
 - ii. Plumas Co Coordinating Council – involved USFS, maybe involve CT to bring convo of USFS/CT into public forum
- c. Updates to Region's SHN list
 - i. SR 70 Feather River Inn Rd
 - 1. New intersection
 - a. CT is preparing to meet the Plumas Co project
 - b. ACTION: Azeddine get back to county with exact info on intersection/project limits
 - c. Share update with Shomack group/property owner
 - ii. SR Arlington – done
 - 1. Both Feather River and Arlington contribute STIP from Co.
 - iii. SR 70 Lighting
 - 1. Not part of Quincy Pavement but could partner to do this. Can incorporate partnership. If so, need to know asap.
 - 2. Recreational Economy Rural Communities grant – implementing plan. Lighting included. Could get conversation started
 - 3. ACTION: Recreational Economies for Counties funded the Quincy Action Plan (completed 2022) is now being implemented. Talk with REFC, Tracey, Azeddine.
 - iv. How can we make East Quincy less a commercial highway to be more like downtown with Complete St?
 - 1. Future planning meetings with Tracey
 - 2. Potentially a walk audit for Quincy Lighting project interest
 - 3. ACTION: County share what, when, where and type of funding – set a priority list
 - 4. ACTION: Focus Meeting on Quincy Pavement project concentrate lighting. Then take this to the PDT.
 - a. Focus Meeting with planning, complete st, design/engineer, enviro, R/W, local assistance
 - b. Scope will not change for Quincy Pavement. Tweak a tiny if having county involved.
 - v. **County doesn't have STIP funds at time.

Plumas Region
2025 Annual State Highway Needs (SHN) Consultation
"SHN Consultations"

Section 21. Detailed Project Programming Summary Table

JWM

(\$1,000's)
11563
(987)
0
10576
1449
12025

Total County Share, 2026 STIP:	\$ 12,025
Total Programmed in STIP:	\$ 12,334
Unprogrammed Share Balance:	\$ -
Share Balance Advanced or overdrawn:	\$ (309)

**PLUMAS COUNTY TRANSPORTATION COMMISSION
RESOLUTION NO. 25-29
AMENDING THE ADOPTED 2025/26 OVERALL WORK PROGRAM (OWP) BUDGET
AND AUTHORIZING COMMISSION STAFF TO EXECUTE THE AMENDED OWP
AGREEMENT**

WHEREAS, The State of California, as a condition of the allocation of State and Regional Planning Assistance (RPA) Funds, require each local transportation commission to annually develop a comprehensive Overall Work Plan as a planning, programming, and budgeting tool for the coming fiscal year, and

WHEREAS, the Overall Work Program has been reviewed and is found to reflect the priorities, scope of work and the level of effort desired for regional transportation planning for the FY 2025/26, and

WHEREAS, the Overall Work Program Amendment No. 1 has been submitted to and approved by the State funding agencies for review, comment, and recommendations, and

WHEREAS, the comments and recommendations of funding agencies have been received and incorporated into the final program, and

WHEREAS, the State of California has determined that Regional Planning Assistance (RPA) Funds in the amount of \$2,743.76 remaining from FY 2024/25 are authorized for expenditure in FY 2025/26 for Work Element 603 (Administration and Coordination) in the amount \$2,743.76.

NOW, THEREFORE BE IT RESOLVED, that the Overall Work Program Budget for 25/26 Overall Work Program is amended to add \$2,743.76 in RPA Rollover Funds from FY 24/25 for Work Element 603, and authorizes the Executive Director to execute the amended Overall Work Program Agreement with Caltrans,

PASSED AND ADOPTED this 17th day of November 2025, by the Plumas County Transportation Commission.

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

Chair, Plumas County Transportation Commission

ATTEST:

Robert Thorman, Executive Director

Date

PLUMAS COUNTY

TRANSPORTATION COMMISSION

OVERALL WORK PROGRAM

AMENDED

2025-26 FISCAL YEAR

FOR THE

CONTINUOUS REGIONAL TRANSPORTATION

PLANNING PROCESS

Robert Thorman
Executive Director
Plumas County Transportation Commission

Date of Adoption: November 17, 2025

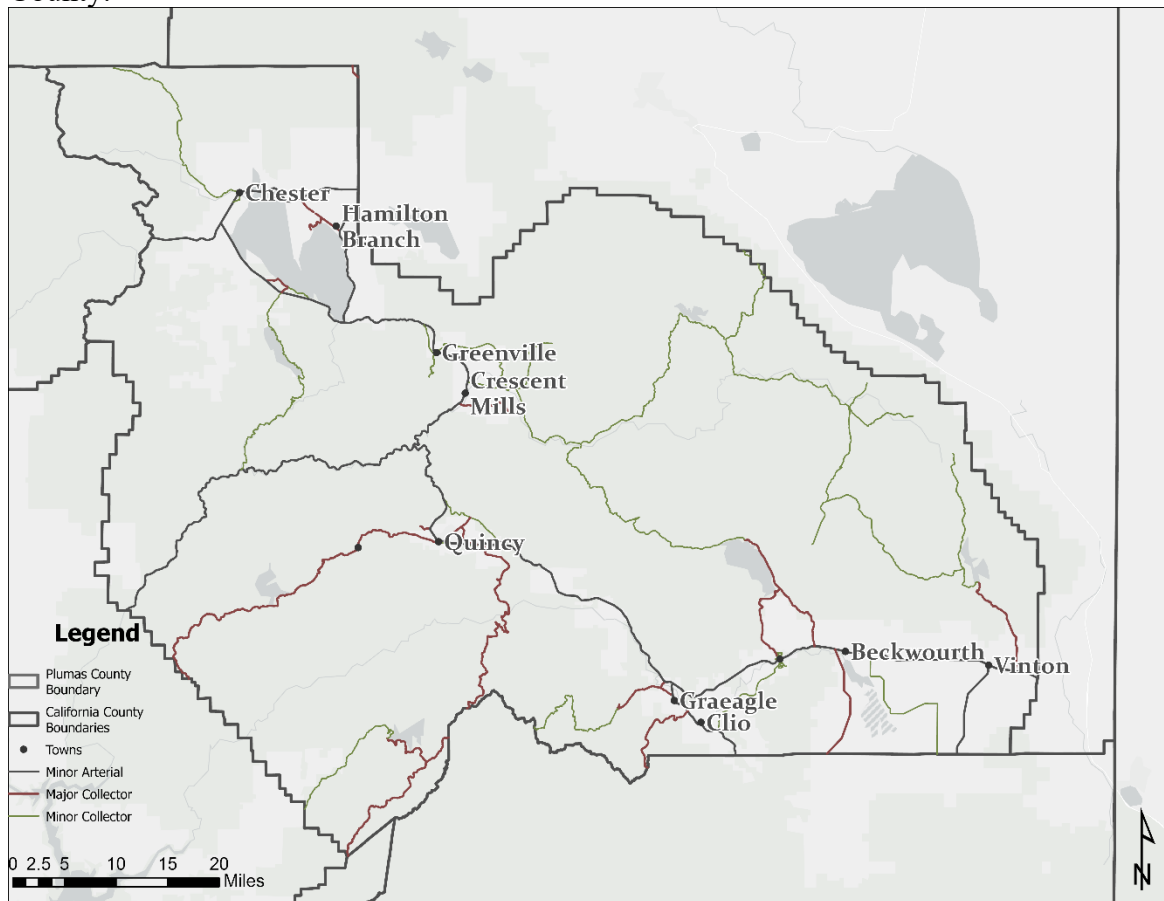
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I. INTRODUCTION

Plumas County

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



The Plumas County Transportation Commission (PCTC) is the state-designated Regional Transportation Planning Agency (RTPA) for Plumas County. The RTPA boundary covers the entire county of Plumas. The PCTC communicates and coordinates with the residents and decision-makers of Plumas County, the City of Portola, and Caltrans to create a balanced regional transportation system. PCTC takes a lead in initiating, planning, and completing various transportation projects. Two of the main transportation planning projects include the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

PCTC updates the RTP every 5 years with extensive outreach to the public, stakeholders, and pertinent agencies (Caltrans, County of Plumas, City of Portola). PCTC completed the 2025 RTP in December of 2024.

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

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

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

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

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

1. Provide all interested parties and agencies reasonable opportunities and activities, and time for public review of regionally significant plans and documents.
2. Increase public awareness and understanding of the transportation planning process in Plumas County.
3. Ensure accessibility to the transportation planning process and information for all members of the community.
4. Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.
5. Increase opportunities for those traditionally under-served, including the elderly, students, low income, disabled, and minority households, to participate in the planning process.
6. Consider public and agency input, and comments as an integral part of PCTC's decision making process.
7. Consult with the Maidu tribal governments within Plumas County and provide opportunities for tribal government input into the transportation planning process. The tribal governments in Plumas County include the Greenville Indian Rancheria, and the Maidu Summit Consortium. Other nearby tribal governments include the Susanville Indian Rancheria and the Washoe Tribe of California and Nevada.

Collaboration with Federal Land Management Agencies such as, Bureau of Land Management, U.S. Forest Services, and U.S. Fish and Wildlife, will help ensure effective management of natural resources, protection of environmental values, and alignment of state, local, tribal, and federal objectives. These practices foster transparency, cooperation, and informed decision-making, benefiting the communities and stakeholders within the county.

The 2021 Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law) replaced the FAST Act and dramatically increased federal transportation funding. IIJA provides approximately \$350 billion for Federal highway

programs over a five-year period (fiscal years 2022 through 2026). Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, the Infrastructure Investment and Jobs Act also provides funding through a wide range of competitive grant programs.

This OWP is designed to aid the County in complying with the California Climate Action Plan for Transportation Infrastructure (CAPTI). The plan focuses on improving road safety through speed management and multimodal infrastructure, eliminating hazards for vulnerable road users, expanding walking and biking facilities, optimizing traffic flow for emergency evacuations, zero-emission infrastructure, and deploying charging and fueling stations for zero-emission vehicles.

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

California Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the 25/26 Overall Work Program are:

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

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

II. LOCAL ISSUES AFFECTING TRANSPORTATION PLANNING

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

Plumas County has an estimated total population of 19,131 or 0.05% of California's population, ranking it the eighth smallest county in the state. Table 1 below provides

population characteristics, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low-income individuals. For comparison, the total population and percent of these demographic groups are also presented for California and the United States.

Table 1: Target Population Characteristics

Area	Total Population	% Persons aged 65+	% Persons w/ disability under 65	% Poverty level	% Veterans	% Speak English "less than very well"
Plumas	19,131	33%	12.5%	12.7%	9.3%	1.7%
California	38,965,193	16.2%	7.3%	12%	3.5%	18.4%
United States	334,914,895	17.7%	9.1%	11.1%	4.9%	8.3%

Source: US Census estimates – July 1, 2023

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

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

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

The SRS legislation benefits the County Road Fund by providing adequate cash flow to maintain basic service operations and allow construction projects to move forward. As of February 2025, the Senate passed legislation to extend the SRS for two years through FFY 26, although the House of Representatives at this point has not garnered enough support for passage. The County has historically received about \$1.3 million each fiscal year. If SRS is not extended before its expiration date 2026, the County would return to the 1908 Act whereby 25% of receipts from activities on federal lands within Plumas County are shared with the School District (12.5% each).

The current estimate for federal receipts would only yield an average of \$250,000 to the County Road fund. Long-term loss of SRS revenues without a replacement source will lead to a decrease in road maintenance funds for the County.

The passage and signing of the Road Repair and Accountability Act of 2017, SB 1 (Beall), on April 28, 2017, increased gas tax revenues to City and County Road Funds. The County is expected to receive approximately \$2.8 million in FY 24/25. Thus far, the annual revenue estimates from this program are approximately 3% below projections.

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

The 25/26 OWP

The FY 25/26 OWP activities will continue to emphasize, where possible, planning projects that will accommodate and encourage greater use of the public transit system and non-motorized transportation modes and avoid increasing the "wear and tear" on the road systems. Any method whereby the number of axle loadings can be reduced on the County's and City's roads may help to extend the useful remaining life of the roads and bridges.

III. PLANNING ACTIVITIES

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

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

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

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

This OWP will

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

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

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

PLANNING FACTORS	601	602	603	604	608	609
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	X	X		X	X	X
2. Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X		
3. Increase the security of the transportation system for motorized and non-motorized users.	X		X		X	X
4. Increase the accessibility and mobility of people and for freight.	X	X	X			X
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth, housing, and economic development patterns.	X		X		X	X
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight.	X		X		X	
7. Promote efficient system management and operation.	X	X			X	X
8. Emphasize the preservation of the existing transportation system.			X	X	X	
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.	X	X		X		
10. Enhance travel and tourism.	X	X		X		X

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

PLANNING EMPHASIS AREAS	601	602	603	604	608	609
1. Tackling the Climate Crisis – Transition to Clean Energy, Resilient Future.	X	X	X	X		X
2. Equity and Justice ⁴⁰ in Transportation Planning.	X	X	X	X		
3. Complete Streets.	X	X	X	X		
4. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.	X	X	X	X		X
5. Federal Land Management Agency (FLMA) Coordination.	X	X	X			
6. Planning and Environment Linkages (PEL).	X	X	X	X		
7. Promote efficient system management and operation.	X	X	X	X		X
8. Data in Transportation Planning.	X	X		X	X	

Public Participation Plan

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

Plumas County Transportation Commission

Public Participation Plan

PUBLIC PARTICIPATION GOALS & STRATEGIES

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

Strategy 1.1

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

Strategy 1.2

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

Strategy 1.3

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

Strategy 1.4

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

Strategy 1.5

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

Strategy 1.6

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

Strategy 1.7

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

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

Strategy 2.1

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

Strategy 2.2

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

Strategy 2.3

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

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

Strategy 3.1

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

Strategy 3.2

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

Strategy 3.3

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

Strategy 3.4

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

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

Strategy 4.1

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

Strategy 4.2

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

Strategy 4.3

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

Strategy 4.4

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

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

Strategy 5.1

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

Strategy 5.2

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

Strategy 5.3

Advertise the availability of an interpreter when appropriate or requested.

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

Strategy 6.1

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

Strategy 6.2

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

Strategy 6.3

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

Strategy 6.4

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

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

Strategy 7.1

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

Strategy 7.2

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

PUBLIC PARTICIPATION TOOLS

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

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

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

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

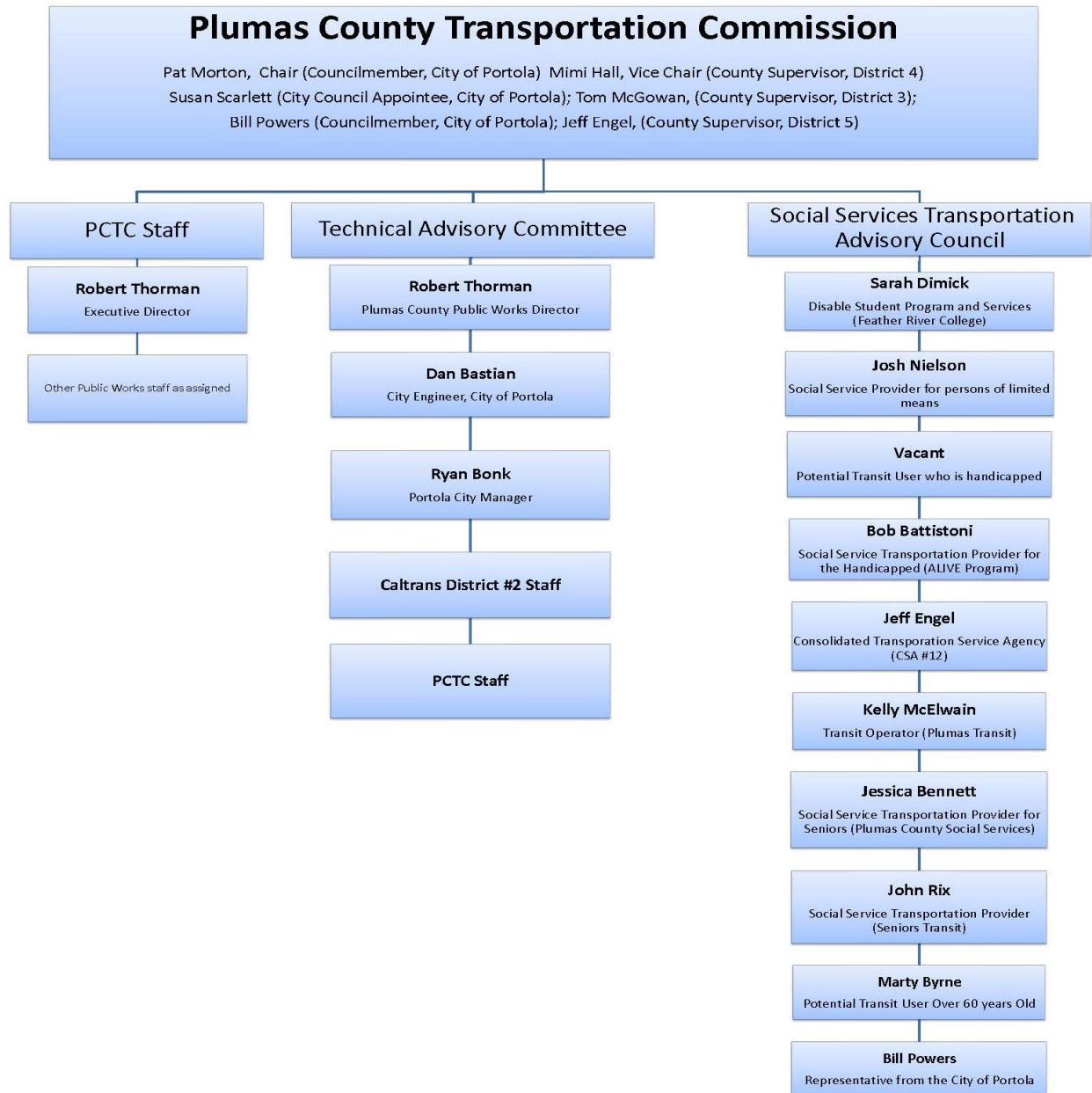
Posters and Flyers: When feasible, flyers and/or posters will be used to encourage involvement of the under-served and transit-dependent citizens.

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

IV. ORGANIZATION

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

ORGANIZATIONAL CHART



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

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

City of Portola – City Manager and City Engineer

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

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

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

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

**Caltrans' Overall Work Program Element
Fiscal Year 2025/26**

Activity Description	Product	Funding Source	Due Date
Assist RTPA staff with programming documents for their RTIP amendments	Plumas County RTIP	State & Federal Funds	Ongoing
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices Various Transit grants	State & Federal Funds	Ongoing
System Management	<ul style="list-style-type: none"> • TCR updates • CTIS database • ITMS database 	State & Federal Funds	FY 25/26 and ongoing
Plumas County Intelligent Transportation System (ITS) Architecture	Plumas ITS Architecture Plan Coordination	State & Federal Funds	FY 25/26 and ongoing
Assist PCTC Staff in outreach and participation by Tribal Governments	Participation by Tribes in the Transportation Planning Process and the IRR program	State & Federal Funds	Ongoing
Multi-modal Planning Coordination	<ul style="list-style-type: none"> • Aeronautics • Transit Planning • ADA Accessibility 	State & Federal Funds	FY 25/26 and ongoing
Coordination with PCTC Staff on miscellaneous transportation related issues	<ul style="list-style-type: none"> • Public Participation • Greenhouse Gas/ Air Quality • Intergovernmental Review 	State & Federal Funds	FY 25/26 and ongoing

V. WORK PROGRAM

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

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

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

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

Work Element 601 - Regional Transportation Planning

Purpose and Objectives

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

Tasks completed under 24-25 OWP

- ✓ Completed the 2025 Plumas County RTP.

Progress on Proposed Products under 24-25 OWP

1. Feasibility Studies for transit-related and non-motorized projects listed in the 2025 Plumas County Regional Transportation Plan – Staff has coordinated with Caltrans on several projects to incorporate transit and non-motorized projects into planned roadway improvements on State Highways passing through the communities of Chester, Crescent Mills, Quincy, Graeagle and Portola.
2. Documentation of tribal government-to-government engagement efforts. (PCTC) [On-going] Our current efforts include meetings with the Maidu Consortium and USFW to discuss future road and drainage improvements through the tribal lands in Humbug Valley west of Lake Almanor and the Chester gateway Monument signs.
3. Update of the County's ADA Transition Plan project listing. [On-going]
4. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan. (PCTC) [On-going]

Tasks Proposed

1. Monitor the progress of short and long range RTP transportation projects. (PCTC/Caltrans) [June 2026]
2. Continue to update regional traffic forecasts and analyses based on populations forecasts, land use plans and proposed development. Monitor actual measured vehicle miles traveled (VMT) versus State's estimates. (PCTC/Caltrans) [June 2026]
3. Coordinate with the following stakeholders to identify projects of joint interest and issues affecting the region:
 - a. Adjoining Counties
 - b. Tribal Governments (Greenville Rancheria, Susanville Indian Rancheria, Washoe Tribe of Nevada, and California)
 - c. County Departments involved in land use issues affecting transportation: Planning & Building Services, Airports, and Environmental Health. Additionally, PCTC is prioritizing seeking grants to update the Airport Land Use Compatibility Plan (ALUCP).

Amended 25/26 OWP

- d. U.S. Forest Service
- e. Caltrans District 2 System Planning
- f. Caltrans District 2 Local Development-Intergovernmental Review (PCTC) [June 2026]
4. Review goals, policies, and objectives within the RTP to incorporate priorities for the governmental agency stakeholders. (PCTC) [June 2025]
5. Update information in the RTP to comply with legislative and regulatory requirements. (PCTC/CT) [June 2026]
6. Development and updates to the Regional Transportation Improvement Program (RTIP).
7. Incorporate the goals and strategies of Public Participation Plan in all Regional Transportation Planning activities.

Products Proposed

1. Develop Amendments to RTP Project Lists (PCTC/Caltrans) [June 2026]
2. Feasibility Studies for transit-related and non-motorized projects listed in the 2025 Plumas County Regional Transportation Plan [June 2026]
3. Document Tribal Government-to-Government Efforts. (PCTC) [On-going]
4. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan. (PCTC) [On-going]

Funding by Source

WE 601 Regional Transportation Plan					
	RPA Funds		LTF	SB1 Formula & Competitive	TOTAL
	25-26	Carry-Over			
Sub-Total	\$ 18,500	\$ -			
Total	\$ 18,500		\$ 925	\$ -	\$ 19,425

Work Element 602 Transportation Systems Planning and State Transportation Improvement Program Management

Purpose and Objectives

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

Tasks completed under 24-25 OWP

- ✓ Continue work on completing projects that have been programmed into the STIP. These projects include:
 - Graeagle-Johnsville Road Reconstruction Phases 1 & 2
 - Greenville Streets – Dixie Fire Pavement Rehabilitation
 - Beckwourth-Calpine Road Pavement Rehabilitation
 - Gold Lake Forest Highway Pavement Rehabilitation
 - Quincy Junction Road FLAP Project – Matching Funds for FHWA
- ✓ Participation in Rural Counties Task Force and taking advantage of their outreach with State and Local agencies to coordinate to exchange ideas and information on transportation planning in a rural environment.
- ✓ Reviewed traffic data and updated the County Road inventory spreadsheet (downloaded from the Public Works GIS. Used track PCI, ADT, and collisions).
- ✓ Continued performing quality control on pavement segment inspections. Collected and entered information into the StreetSaver software.
- ✓ Coordination with Caltrans on the Graeagle CAPM & Flood project.
- ✓ Coordination with Caltrans on the Quincy CAPM project.
- ✓ Updated County Road Inventory Update by Functional Classification: PCI, Pavement Needs Cost Estimate, VMT Measurement, Collision Data and Bridge Sufficiency Rating.
- ✓ Continued coordinating with FHWA on the proposed design criteria for future FLAP project on Quincy Jct. Rd. (Major Collector in American Valley).
- ✓ Collected traffic counts at various locations.
- ✓ Monthly StreetSaver Pavement Condition Summary Charts
- ✓ Coordinated with Caltrans on implementation of the Clean California Local Grant Program for the Quincy Pocket Park to improve bicycle and pedestrian access and infrastructure.
- ✓ Logged traffic collisions.
- ✓ Coordination with Caltrans on Cromberg SHOPP Project
- ✓ Coordination with USFS-LNF on Humbug Road design
- ✓ Coordination with Caltrans on SR 89 Dixie Fire Damage Rehabilitation Efforts
- ✓ Highway Bridge Program Survey
- ✓ Coordination with Caltrans on SR 36/A-13 Roundabout Project
- ✓ Coordination with Caltrans on Clean California Projects for Greenville and Chester
- ✓ Coordination with Caltrans on Spanish Creek Bridge Scour Prevention Project

Amended 25/26 OWP

Progress on Proposed Products under 24-25 OWP

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

Tasks Proposed

1. Maintain the inventory of existing County roads and bridges listing condition of each road segment and each bridge, traffic counts, traffic and trip generation forecasts and projected maintenance needs. These inventories are updated quarterly as new bridge inspection reports, new pavement inspections and new traffic counts are generated (PCTC) [FY 25/26]
 - a. Pavement inventory – monthly pending weather precluding pavement inspections.
 - b. Bridge inventory – monthly depending upon receipt of BIRIS reports from Caltrans.
 - c. Traffic counts – monthly pending weather precluding installation of counters. Counters go for seven days minimum at each location. Counters are rotated across the County Road system and the City Streets from east to west each year subject to the availability of technicians.
 - d. Data Input for both City streets and County Roads to the Pavement Management System and the County's GIS
 - e. Traffic and trip generation forecasts – annually pending on the schedule of when traffic counters are scheduled to be in one of the isolated subdivisions used to monitor household trip generation rates.
2. Maintain traffic collision inventory in the GIS for planning safety improvements in coordination with system preservation projects. (PCTC) [October 2026]
3. Identify and prioritize non-motorized transportation infrastructure improvements. (PCTC) [On-going]
4. Continue coordination with Caltrans on the Chester, Crescent Mills, Quincy, Graeagle and Beckwourth Capital Maintenance projects.
5. Incorporate the goals and strategies of Public Participation Plan in all Transportation Systems Planning and STIP Management activities.
6. Conduct various outreach efforts (i.e., Commission or Board informational items, community workshops, and pop-up events). Products are meeting minutes and when outreach meetings happen, we summarize and compile photos of the event.

Products Proposed

1. Update and submit County Road Pavement Inventory and Needs Assessment to Caltrans. (PCTC) [FY 25/26]

Amended 25/26 OWP

2. Update and submit County Bridge Inventory and Needs Assessment. (PCTC) [Quarterly 25/26]
3. Update and submit City Street Pavement Inventory and Needs Assessment. (PCTC) [Quarterly 25/26]
4. Update and submit traffic collision inventory. (PCTC) [Quarterly 25/26]
5. Review and provide input for future planned SHOPP projects throughout Plumas County. (PCTC) [November 2025]
6. Update Plumas County Active Transportation Program – Pedestrian/Bicycle Plan to include new projects identified by the public or other agencies (PCTC) [On-going]

Funding by Source

WE 602 Transportation System Planning					
	RPA Funds		LTF	SB1 Formula & Competitive	TOTAL
	25-26	Carry-Over			
Sub-Total	\$ 92,000	\$ -			
Total	\$ 92,000		\$ 4,600	\$ -	\$ 96,600

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

Purpose and Objectives

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

Tasks completed under 24-25 OWP

- ✓ OWP monthly invoicing and time tracking
- ✓ PCTC Agenda preparation and distribution
- ✓ Update of PCTC webpage with Agendas and Minutes
- ✓ Processed Amendment No. 1 to the 24/25 OWP

Progress on OWP Administration Products Proposed under 24-25 OWP

1. Overall Work Program for 2025-26. (PCTC) – Draft submitted to Caltrans in March 2025
2. Amendment to 24/25 OWP. – Completed Amendment No. 1. [September 2024]
3. Quarterly Reporting and Reimbursement Invoicing. – Ongoing

Progress on PCTC Administration Products Proposed under 24-25 OWP

1. Executed Agreement for the RTPA-RSTP Funds. [April 2025]
2. Executed Agreement for Planning, Programming & Planning Agreement. [May 2025]
3. Executed OWP Agreement. – Executed original in June 2024 and amended in September 2024.
4. Documenting tribal government-to-government efforts. Documented discussions regarding coordination with the development of the 2025 Plumas Regional Transportation Plan and the Quincy Junction Road Safety Improvement Project.

OWP Administration Tasks Proposed

1. PCTC staff will prepare, Caltrans will approve and PCTC will adopt, a draft and final Overall Work Program for FY 26/27 (PCTC/Caltrans) [March 2026], Final Adopted (PCTC/Caltrans) [June 2026]
2. Prepare any amendments to the 25/26 OWP, review, comment on, and forward to Caltrans, District 2 as necessary (PCTC) [Ongoing]
3. Prepare quarterly reports and invoices for the 25/26 OWP and submit OWP products to Caltrans, District 2 as necessary (PCTC) [Ongoing]

PCTC Administration Tasks Proposed

1. Attend meetings with representatives of County, Tribal Governments and City government and other agencies, i.e., California Rural County Task Force, and others as requested. (PCTC) [Ongoing]

Amended 25/26 OWP

2. Provide coordination between PCTC, Tribal Governments, State and Federal agencies as necessary for continuous planning process. (PCTC) [Ongoing]
3. Prepare required reports and other correspondence. (PCTC/Caltrans) [Ongoing]
4. Develop and Administer MOU's, contracts, and agreements. (PCTC/Caltrans) [Ongoing]
5. Coordinate and consult with Tribal Governments. (PCTC)[Ongoing]
6. Preparation of RTPA meeting agendas and minutes. (PCTC)[Monthly]
7. Continue development of the PCTC Website. (PCTC)[Monthly]

OWP Administration Products Proposed

1. Draft Overall Work Program for FY 26/27. (PCTC) [March 2026]
2. Amendments to 25/26 OWP. (By April 1, 2026)
3. Quarterly Reporting and Reimbursement Invoicing. (Quarterly)
4. Fiscal year close-out and year-end package: Pending year-end close out.

PCTC Administration Products Proposed

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

Funding by Source

WE 603					
Overall Work Program Administration and Transportation Commission Administration (RPA eligible tasks)					
	RPA Funds		LTF	SB1 Formula & Competitive	TOTAL
	25-26	24/25 Carry-Over			
Sub-Total	\$ 92,000	\$2,743.76			
Total	\$94,743.76		\$ 4,600	\$ -	\$ 99,344

Work Element 604 Transit Support and TDA Administration (Non- RPA eligible tasks)

Purpose and Objectives:

WE 604's primary purpose is to manage and maintain the existing transit service and, where financially possible, improve the system for Plumas County residents. Staff gathers input on possible unmet transit needs as defined by the TDA PUC Section 99401.5. These funds operate public transit, construct bicycle and pedestrian facilities, and may be used for streets and roads purposes only after all unmet transit needs that are reasonable to meet have been addressed. the County to achieve state-mandated greenhouse gas (GHG) emission reduction targets. Transit monitoring includes emphasis on maintaining reliability, safety and security, and multimodal accessibility. It also includes monitoring the operations and management of Plumas Rural Services, Inc., the current operator of Plumas Transit Systems.

Tasks completed under 24-25 OWP

- ✓ Administration of annual financial reports by consultant.
- ✓ Prepared Triennial Performance Audits for PCTC, Plumas Transit Systems and Seniors Transportation.
- ✓ Received 3 new transit buses from the 2023 5339 Program (Grants for Buses and Bus Facilities Program).
- ✓ Ordered 3 new transit buses from 2024 5339 Program (Grants for Buses and Bus Facilities Program).
- ✓ Implemented LCTOP funding for System-wide Free Fare Days.
- ✓ Implemented Transit and Intercity Rail Capital Program funds for transit operations.
- ✓ Applied for LCTOP funding for transit shelter construction.
- ✓ Monthly tracking of transit revenue, expenditures, and ridership for annual report
- ✓ Monthly review and approval of transit invoices and performance measures
- ✓ Monitoring of budgets for PCTC, Plumas Transit and Seniors Transportation
- ✓ Completed construction of new fueling facility for transit fleet and the Department of Public Works
- ✓ Prepared Quarterly Transit Reports

Progress on Proposed Products under 24-25 OWP

1. Monthly reports for Plumas Transit Systems including route ridership, fare box receipts and vehicle use and maintenance. - Completed
2. Monitor Seniors Transportation's fare box ratio. – Completed in conjunction with yearly financial audits.
3. TDA budget including apportionment of LTF and STA Funds. To occur during May and June budget hearings
4. Necessary independent financial audits as required by Legislature and HQ TDA. To be completed April 2025.
5. TDA Annual Financial Transactions Report due 90 days after the close of FY (Independent Contract) Completed February 2025.

Transit Support and TDA Administration Tasks Proposed

Amended 25/26 OWP

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

Products Proposed

1. Plumas Transit Systems monthly reports, including route ridership, fare box receipts and vehicle use and maintenance.
2. Monitor Seniors Transportation's fare box ratio.
3. TDA Budget including apportionment of LTF and STA Funds.
4. Necessary independent financial audits as required by Legislature and HQ TDA
5. Unmet Transit Needs Finding Documentation due annually 10 days after finding or August 15 as needed.
6. TDA Annual Financial Transactions Report due 90 days after close of FY (Independent Contract)
7. FY 22-24 Triennial Performance Audits for PCTC, Plumas Transit Systems, and Seniors Transportation.

Funding by Source

WE 604					
Transit Support and TDA Administration					
	RPA Funds		LTF	SB1 Formula & Competitive	TOTAL
	25-26	Carry-Over			
Sub-Total	\$ -	\$ -			
Total	\$ -		\$ 40,000	\$ -	\$ 40,000

Work Element 608 GIS/PMS Support Element

Purpose and Objectives

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

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

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

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

Tasks completed under 24-25 OWP

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

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

Progress on Proposed Products under 24-25 OWP

1. Annual Licensing and Technical Support. (June 2025) – Completed

Tasks Proposed

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

Amended 25/26 OWP

Proposed Products

- 1. Annual Licensing and Technical Support (June 2026)

Funding Source

WE 608 GIS/PMS Support					
	RPA Funds		LTF	SB1 Formula & Competitive	TOTAL
	25-26	Carry-Over			
Sub-Total	\$ 14,000	\$ -			
Total	\$ 14,000		\$ -	\$ -	\$ 14,000

Work Element 609 Plumas County Electric Vehicle Charging Infrastructure Master Plan

Purpose and Objectives

Plumas County Transportation Commission (PCTC) received a Caltrans Sustainable Transportation Planning grant to write the Electric Vehicle Charging Infrastructure Master Plan (Master Plan). PCTC has procured a consultant, and the project is in the first stages of initial kickoff and outreach. The Master Plan is expected to be complete in September 2025.

Currently, Plumas County has limited publicly available EV charging stations. This Master Plan is critical to addressing this gap by analyzing the County's electrical grid infrastructure and identifying optimal locations for charging stations, especially in key population areas such as Graeagle, Portola, Quincy, Greenville, and Chester. By establishing these charging stations, the County aims to facilitate the transition to electric vehicles (EVs), thereby reducing GHG emissions and promoting economic vitality by attracting EV users to the County's rich recreational offerings and local businesses.

Plumas County's median household income is approximately \$57,885, significantly below California's median of \$84,097, indicating a notable portion of the community may qualify as disadvantaged. This financial context is essential in planning for EV infrastructure that is accessible and affordable, ensuring broad community benefits.

The estimated population of Plumas County in 2023 is about 19,724, with a small decline in recent years. The population's median age is 51.8 years, and about 32.0% of the population is 65 years and over, highlighting the long-term significance of the Master Plan in terms of environmental impact and promoting sustainable transportation options.

In terms of housing, the homeownership rate in the county is around 72.3%, with the median value of owner-occupied housing units being \$268,900. The median gross rent from 2017-2021 was approximately \$1,031, reflecting the unique demographic considerations that the Master Plan must address to ensure that the transition to EVs is feasible for both homeowners and renters.

Recognizing the challenges of GHG emission reduction and the need for reliable, zero-emission charging options, the Master Plan will evaluate the current and future energy sources powering the local grid, potential impacts of climate change, and the possibilities for resilient infrastructure development. This evaluation will consider forming strategic partnerships with local and regional entities, utility companies, and government agencies.

The Master Plan will draw upon, and be in alignment with, regional transportation plans and state guidelines for EV readiness, tapping into existing frameworks and adapting best practices to the unique context of Plumas County. It will explore potential funding avenues and construct a phased approach to building out the necessary EV charging infrastructure, with an emphasis on serving the County's population centers and enhancing the local economy through eco-tourism and support for recreational activities.

Project Objectives

The project objectives for the EV The Plumas County EV Charging Infrastructure Master Plan aims to:

- Establish a foundational network for EV charging in key population centers: Graeagle, Portola, Quincy, Greenville, and Chester, where limited public chargers currently exist.
- Encourage EV users to frequent local businesses and enjoy recreational activities within the county while their vehicles charge, stimulating economic growth.

- Support the state's GHG reduction goals and improve access to clean transportation options.
- Ensure equitable access to EV charging, especially in underserved communities.
- Develop strategic partnerships for a comprehensive EV charging network.
- Create a phased implementation plan for sustainable infrastructure development.

Summary of Project Tasks and Completion Dates

Task 01: Project Administration

- 01.1 Conduct an initial kick-off meeting with stakeholders to define project guidelines. [January 2025]
- 01.2 Manage grant funding, invoicing, and reporting in accordance with grant requirements. [On-going]
- 01.3 Provide regular progress reports to Caltrans and stakeholders. [On-going]

Deliverables

- Kick-off meeting notes. [February]
- Invoices and financial reports. [Quarterly]
- Quarterly progress reports. [Quarterly]

Task 02: Consultant Procurement

- 02.1 Issue and manage the Request for Proposal (RFP) process to secure consultancy services. [October 2025]
- 02.2 Evaluate proposals and oversee the selection of a qualified consultant. [November 2025]
- 02.3 Facilitate contract execution and manage consultancy services. [December 2025]

Deliverables

- RFP documentation.
- Executed consultant contract.
- Procurement records and correspondence.

Task 1: Existing Conditions Assessment

- 1.1 Assess current local and regional EV infrastructure and identify gaps.
- 1.2 Evaluate the electrical grid's capacity for supporting fast chargers.
- 1.3 Gather data to inform the planning of charger placement in population centers.

Deliverables

- Existing conditions report.

Task 2: Community Outreach and Engagement

- 2.1 Develop an inclusive outreach strategy that engages all county sectors, with a focus on DACs.
- 2.2 Execute public engagement activities to gather input on EV infrastructure needs. Engagement activities shall incorporate a virtual workshop and interactive web map outreach platform on a project web page where users can comment on issues and locations they want EV chargers.
- 2.3 Utilize feedback to ensure the plan reflects community interests and needs.

Deliverables

- Outreach and engagement plan.

- Project interactive webpage and map.
- Summary of community feedback.
- Documentation of engagement activities

Task 3: Feasibility and Site Analysis

- 3.1 Conduct a thorough analysis to identify feasible sites for fast chargers.
- 3.2 Determine technology requirements and assess infrastructure needs.
- 3.3 Develop cost estimates and identify potential funding sources.
- 3.4 On-going electricity costs associated with EV chargers.

Deliverables

- Technical memorandum on site analysis.
- Feasibility study detailing cost, technology, and infrastructure.
- Analyze maintenance and administrative options including 3rd party billing and maintenance.
- Maps identifying potential sites for chargers and charger specification.
- Implementation Strategy

Task 4: Draft and Final Plan Development

- 4.1 Compile data and feedback to draft the EV Charging Master Plan.
- 4.2 Facilitate stakeholder and public review of the draft plan.
- 4.3 Revise and finalize the plan based on received feedback.

Deliverables

- Draft EV Charging Master Plan.
- Final EV Charging Master Plan, inclusive of implementation strategies.

Task 5: Plan Approval and Implementation

- 5.1 Present the final plan to the appropriate governing body for approval.
- 5.2 Outline actionable steps for implementing the charging infrastructure.

Deliverables

- Presentation materials.
- Official minutes and resolutions from the approving body.

Funding Source

WE 609

Plumas County Electric Vehicle Charging Infrastructure Master Plan					
	RPA Funds		LTF	SB1 Formula & Competitive	TOTAL
	25-26	Carry-Over			
Sub-Total	\$ -	\$ -			
Total	\$ -		\$ 21,793	\$ 168,207	\$ 190,000

**Plumas County Regional Planning Assistance (RPA)
Overall Work Program Expenditures
Fiscal Year 2025/26**

WORK ELEMENT #	WORK ELEMENT DESCRIPTION	RPA FUNDS		LTF	SB1 Formula & Competitive	TOTAL
		24-25 RPA	24-25 Carryover			
WE 601	Regional Transportation Plan	\$ 18,500		\$ 925		\$ 19,425
WE 602	Transportation System Planning	\$ 92,000		\$ 4,600		\$ 96,600
WE 603	Overall Work Program Administration and Transportation Commission Administration (RPA eligible tasks)	\$ 92,000	\$2,743.76	\$ 4,600		\$ 99,344
WE 604	Transit Support and TDA Administration			\$ 40,000		\$ 40,000
WE 608	GIS/PMS Support	\$ 14,000				\$ 14,000
WE 609	Plumas County Electric Vehicle Charging Infrastructure Master Plan			\$ 21,793	\$ 168,207	\$ 190,000
Sub-Total		\$ 216,500	\$ 2,744			
Total		\$ 219,244		\$ 71,918	\$ 168,207	\$ 459,369